# List of Module Pages and Dates

| gffPage | Date Last Changed |
|---|---|
| **1** | **07 September 2024** |
| **2** | **07 September 2024** |
| 3 | 03 October 2009 |
| 4 | 03 October 2009 |
| 5 | 03 October 2009 |
| 6 | 03 October 2009 |
| 7 | 03 December 2022 |
| 8 | 03 December 2022 |
| 9 | 03 June 2017 |
| 10 | 03 June 2017 |
| 11 | 02 December 2017 |
| 12 | 02 December 2017 |
| 13 | 01 September 2018 |
| 14 | 01 September 2018 |
| 15 | 27 February 2021 |
| 16 | 27 February 2021 |
| 16A | 04 March 2023 |
| 16B | 04 March 2023 |
| 16C | 04 March 2023 |
| 16D | 04 March 2023 |
| 16E | 04 March 2023 |
| 16F | 04 March 2023 |
| 17 | 29 February 2020 |
| 18 | 29 February 2020 |
| 19 | 05 September 2015 |
| 20 | 05 September 2015 |
| 21 | 03 December 2022 |
| 21A | 03 December 2022 |
| 21B | 01 June 2024 |
| 21C | 01 June 2024 |
| 21D | 04 September 2021 |
| 22 | 04 September 2021 |
| 23 | 02 September 2023 |
| 24 | 02 September 2023 |
| 24A | 02 September 2023 |
| 24B | 02 September 2023 |
| 25 | 03 June 2017 |
| 26 | 03 June 2017 |
| 27 | 28 November 2020 |
| 27A | 28 November 2020 |
| 27B | 28 November 2020 |
| 28 | 28 November 2020 |
| 29 | 04 December 2021 |
| 30 | 04 December 2021 |
| 31 | 07 December 2013 |
| 32 | 07 December 2013 |
| 33 | 04 December 2021 |
| 34 | 04 December 2021 |
| 35 | 03 March 2018 |
| 36 | 03 March 2018 |
| 37 | 04 June 2016 |
| 38 | 04 June 2016 |
| 39 | 01 June 2024 |
| 40 | 01 June 2024 |

| Page | Date Last Changed |
|---|---|
| 41 | 01 June 2024 |
| 42 | 01 June 2024 |
| 43 | 01 June 2024 |
| 44 | 01 June 2024 |
| 44A | 01 June 2024 |
| 44B | 01 June 2024 |
| 45 | 02 December 2017 |
| 46 | 02 December 2017 |
| 47 | 01 December 2012 |
| 48 | 01 December 2012 |
| 49 | 06 February 2010 |
| 50 | 06 February 2010 |
| 51 | 01 September 2018 |
| 52 | 01 September 2018 |
| 53 | 02 June 2018 |
| 53 | 02 June 2018 |
| 54 | 02 June 2018 |
| 54A | 02 June 2018 |
| 54B | 07 March 2015 |
| 54C | 07 March 2015 |
| 54D | 07 March 2015 |
| 55 | 07 March 2015 |
| 56 | 03 September 2016 |
| 57 | 03 September 2016 |
| 58 | 01 June 2019 |
| 59 | 01 June 2019 |
| 60 | 30 May 2020 |
| 60A | 30 May 2020 |
| 60B | 02 March 2024 |
| 61 | 02 March 2024 |
| 61A | 03 December 2022 |
| 61B | 03 December 2022 |
| 62 | 03 December 2022 |
| 63 | 03 December 2022 |
| 64 | 04 December 2010 |
| 65 | 04 December 2010 |
| 66 | 06 February 2010 |
| 67 | 06 February 2010 |
| 68 | 06 February 2010 |
| 69 | 06 February 2010 |
| 70 | 03 October 2009 |
| 71 | 03 October 2009 |
| **72** | **07 September 2024** |
| **73** | **07 September 2024** |
| 74 | 31 August 2019 |
| 74A | 31 August 2019 |
| 74B | 29 February 2020 |
| 74C | 29 February 2020 |
| 74D | 31 August 2019 |
| 74E | 31 August 2019 |
| 74F | 31 August 2019 |
| 74G | 31 August 2019 |
| 74H | 30 November 2019 |

| Date | Date Last Changed |
|---|---|
| 74I | 30 November 2019 |
| 74J | 29 February 2020 |
| 75 | 29 February 2020 |
| 76 | 02 September 2023 |
| 77 | 02 September 2023 |
| 78 | 30 November 2019 |
| 79 | 30 November 2019 |
| 80 | 05 March 2016 |
| 81 | 05 March 2016 |
| 82 | 01 June 2019 |
| 83 | 01 June 2019 |
| 84 | 07 December 2013 |
| 85 | 07 December 2013 |
| 86 | 07 December 2013 |
| 87 | 07 December 2013 |
| 88 | 07 December 2013 |
| 89 | 07 December 2013 |
| 90 | 02 December 2017 |
| 91 | 02 December 2017 |
| 92 | 29 February 2020 |
| 93 | 29 February 2020 |
| 94 | 01 December 2018 |
| 95 | 01 December 2018 |
| 96 | 07 December 2013 |
| 97 | 07 December 2013 |
| 98 | 06 September 2014 |
| 99 | 06 September 2014 |
| 100 | 07 June 2014 |

| Date | Date Last Changed |
|---|---|
| 101 | 07 June 2014 |
| 102 | 01 March 2014 |
| 103 | 01 March 2014 |
| 104 | 31 August 2019 |
| 105 | 31 August 2019 |
| 106 | 03 April 2010 |
| 107 | 03 April 2010 |
| 108 | 03 October 2009 |
| 109 | 03 October 2009 |
| 110 | 05 June 2010 |
| 111 | 05 June 2010 |
| 112 | 05 June 2010 |
| 113 | 05 June 2010 |
| 114 | 06 February 2010 |
| 115 | 06 February 2010 |
| 116 | 03 October 2009 |
| 117 | 03 October 2009 |
| 118 | 05 June 2010 |
| 119 | 05 June 2010 |
| 120 | 03 April 2010 |
| 121 | 03 April 2010 |
| 122 | 06 February 2010 |
| 123 | 06 February 2010 |
| 124 | 06 February 2010 |
| 125 | 06 February 2010 |
| 126 | 03 April 2010 |
| 127 | 03 April 2010 |
| 128 | 05 June 2010 |

# Table of Contents

| | Page |
|---|---|
| Map | 5 |
| General Instructions | 7 |
| Explanation of Table A terms and symbols | 97 |
| Index of Locations | 105 |
| List of Routes | 127 |

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# MAPS

Thurso
Georgemas Junction
Wick
Helmsdale
Invergordon
Elgin
Dingwall
Keith
Inverness
Kyle of Lochalsh
Aviemore
Aberdeen
Mallaig
Stonehaven
Fort William
Montrose
Arbroath
Dundee
Oban
Crianlarich
Perth
Ladybank
Stirling
Dunfermline
Kirkcaldy
North Berwick
Balloch
Falkirk
Inverkeithing
Helensburgh
Milngavie
Drem
Gourock
Dunbar
Cumbernauld
EDINBURGH
Wemyss Bay
GLASGOW
Bathgate
Paisley
Drumgelloch
Largs
Motherwell
Neilston
E.Kilbride
Carstairs
Berwick Upon Tweed
Ardrossan
Lanark
Kilmarnock
Troon
Ayr
Girvan
Dumfries
Stranraer
Carlisle

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# General Instructions Table of Contents

**Page**

**Rule Book Module AC - Electrified lines** 13
**Section 14 - Instructions for examining the OLE when it is necessary**

**Rule Book Module G1 - General safety responsibilities** 13
**Section 2, Clause 2.6 - Wearing protective clothing and equipment**

**Rule Book Module G1 - General safety responsibilities** 13
**Section 7, Clause 7.3 - Travelling in empty coaching-stock trains**

**Rule Book Module P1 - Single line working** 14
**Section 10 - Working of trains to and from the point of obstruction**

**Rule Book Module SP – Speeds - Permissible speeds and enhanced permissible speeds** 14

**Rule Book Module SP - Speeds : Permissible speeds and enhanced permissible speeds** 14
**Section 2, Clause 2.1- Permissible speed indicators**

**Rule Book Module SP - Speeds : Emergency speed restriction** 15
**Section 4 – Emergency Speed restrictions (ESR) - How emergency speed restrictions are set up**

**Rule Book Module SS2 - Shunting** 15
**Section 2, Clause 2.2 - Loose shunting**

**Rule Book Module SP - Speeds** 15
**Section 2, Clause 2.2 - Locomotives running light or hauling trains**

**Rule Book Module SS2 - Shunting** 15
**Section 4, Clause 4.2 - Controlling movements**

**AUTOMATIC EXTERNAL DEFIBRILLATOR** 16A

**Rule Book Module TS1** 16A
**SECTION 13 CLAUSE 13.2.4 – ADDITIONAL PROTECTION ZKL**

**Rule Book Module TS1 - General signalling regulations** 17
**Regulation 17, regulation 17.2 - Bridge strikes**

**Rule Book Module TS1 – Section 13 – Safety of personnel** 17
**Section 13, Clause 13.2.4 – Additional Protection T-COD**

**Rule Book Module TW1 - Preparation and movement of trains : General** 22
**Section 36.1 - Train shunted clear of the line or entering loop lines on other than track circuit block (TCB) lines**
**Stopping or stabling the train**

| | Page |
|---|---|
| **Rule Book Module TW1 - Preparation and movement of trains**<br>**Section 39 – Train Radio Equipment** | 22 |
| **Rule Book Module TW5 - Preparation and movement of trains : Defective or isolated vehicles and on-train equipment - Part B : Defective on-train equipment** | 22 |
| **Rule Book Module TW7 - Wrong-direction movements**<br>**Section 1 - When a wrong-direction movement can be made** | 23 |
| **Rule Book Module TW8 – Level crossings worked by crossing keepers**<br>**Section 2, Clause 2.3 – Vehicle gates left open** | 23 |
| **Rule Book Module TW8 - Level crossings**<br>**Section 4, Clause 4.1 - If a train is not required to stop at the crossing** | 23 |
| **Rule Book Module HB7 – General duties of a controller of site safety (COSS)**<br>**Section 4, Clause 4.7 – Safe system of work using ATWS, TOWS or LOWS (equipment warning)** | 24 |
| **Rule Book Module HB8 - IWA, COSS or PC blocking a line & Module TS1 – General Signalling Regulations**<br>**Line Blockage Change of COSS** | 24 |
| **Rule Book Module RS/521 - Signals, handsignals, indicators and signs**<br>**Section 5, Clause 5.5 - Signal passed at danger (SPAD) indicator** | 24 |
| **Rule Book Module RS/521 - Signals, handsignals, indicators and signs**<br>**Section 5, Clause 5.8 – Off Indicators** | 24 |
| **All Red Zone Working is Prohibited Throughout Scotland Route** | 25 |
| **Animals on the Line** | 25 |
| **Anti-Vandal Trains** | 25 |
| **Assisting of Failed Trains by Electric Locomotives or by Electric Locomotive Hauled Trains** | 26 |
| **Automatic Half Barrier Level Crossings** | 27 |
| **Automatic Power Changeover sites** | 27 |
| **Automatic Warning System** | 27 |
| **Bogie Bolster, Trolley (Flatrol and Weltrol) and Walrus Class Wagons** | 28 |
| **Bogie Rail Tanks** | 28 |
| **Class 15X Series DMUs - Permitted Speeds** | 29 |
| **Class 15X Series DMUs - Trains Exceeding Platform Length** | 29 |
| **Class 37/4 Locomotives** | 29 |
| **Class 40, 45 and 46 Private Owner Diesel Locomotives** | 30 |
| **Class 158 DMUs - Severe Weather Conditions** | 31 |
| **Class 220 Units - Emergency Sanding Equipment** | 32 |
| **Class 253/254 (HST) - Working on One Engine Only** | 33 |
| **Class 334 and Class 380 EMUs** | 35 |

| | Page |
|---|---|
| **Class 943 Propelling Control Vehicle (PCV)** | 35 |
| **Cleaning of Electric Multiple Unit Cab Windows in Electrified Areas** | 36 |
| **Cleaning Track Areas in Stations** | 36 |
| **Coaching Stock Vehicles - Movement in Sidings** | 37 |
| **Conditions for Driver Only Operation (DOO) of Non-Passenger (NP) Trains** | 38 |
| **Count-Down Markers** | 39 |
| **Coupling / Multiple Running of Locomotives** | 40 |
| **Coupling and Uncoupling of Loaded Multiple Units Equipped with Automatic Couplers** | 44 |
| **Ct7 Plates For GSM-R** | 44 |
| **Diesel Traction Passing Through Glasgow Queen Street Low Level, Glasgow Central Low Level and Argyle Street Stations** | 45 |
| **Diesel Traction Units** | 45 |
| **Driver Only Operated Trains** | 45 |
| **Driving from the Leading Cab** | 46 |
| **Dynamic Risk Assessment** | 46 |
| **Electric Token Block - Exchange of Tokens** | 46 |
| **Electric Token Block System – Modified Working Arrangements** | 46 |
| **Emergency Screw Couplings** | 47 |
| **Engineers Road / Rail Vehicles** | 47 |
| **Examination and Oiling of Screw Couplings on Freight, etc., Stock** | 47 |
| **Fire Alarms - Subsurface Stations** | 48 |
| **Freightliner Vehicles - Platforms in Excess of 3 feet 3 inches above Rail Level** | 49 |
| **Freightliner Wagons** | 49 |
| **Ground Frames Released from Signal Boxes** | 50 |
| **GSM-R - Cab Radio Registration at Main and Position Light Signals – Location Codes** | 51 |
| **GSM-R General Instruction – TW5 Section 24** | 59 |
| **Haulage Of Electric Locomotives And Electric Multiple Units Over Non-Electrified Routes** | 60B |
| **Infrastructure Monitoring Trains** | 60B |

| | Page |
|---|---|
| **Ladder Rail Trolleys** | 60B |
| **Lighting and Extinguishing of Signal Lamps, Shunting Signals** | 60B |
| **Line Clear Verification (LCV)** | 61 |
| **Lines Worked by the Track Circuit Block System** | 62 |
| **Lit Hopper Ballast Trains** | 62 |
| **Locking of external doors on slam door passenger stock - taping of handles** | 62 |
| **LORAM Class C21 Rail Grinder** | 63 |
| **Management of Trains with Wheel Defects Detected by Lineside Equipment** | 64 |
| **Mark IV Stock - Door Barriers – TOC Concerned** | 64 |
| **Multi-Purpose Vehicle (MPV)** | 65 |
| **Multiple Unit Trains Equipped with Automatic Couplers** | 69 |
| **Network Rail Track Recording Unit** | 70 |
| **Officers Specials** | 70 |
| **Passenger Stations - Whitelining of Platform Edges** | 71 |
| **Permissive Working** | 72 |
| **Protecting a stabled train on a platform line** | 72 |
| **Protection of Staff on or About the Line by Lockout** | 73 |
| **Railway Crime** | 74 |
| **Recording of Conversations** | 74 |
| **Remote Platform Starting Signals** | 74A |
| **Removal of Obstructions from Overhead Line by Local Manager's Staff using Insulated Poles** | 74H |
| **Rerailing of Electric Multiple Units** | 75 |
| **Route Availability of Wheelskates** | 75 |
| **Sandite Application and Rail Conditioning Trains** | 75 |
| **Scottish Tokenless Block System – Instructions To Drivers** | 76 |

| | Page |
|---|---|
| **Scottish Tokenless Block System – Modified Working Arrangements** | 77 |
| **Scottish Railhead Conditioning Train** | 78 |
| **Shunting - Movement of Vehicles over Crossings etc.** | 79 |
| **Signal Ahead Reminder Signs** | 80 |
| **Simplified Bi - Directional Signalling** | 81 |
| **Single HST Power Cars** | 81 |
| **Single Lines - Crossing and Passing of Trains** | 81 |
| **Snow Clearance Arrangements** | 81 |
| **Stabling of Trains at RETB Crossing Loops** | 87 |
| **Station Limits where Track Circuit Block is in Operation** | 88 |
| **Steam Locomotive Operation Under 25kV Overhead Line Equipment** | 89 |
| **Stonethrowing** | 89 |
| **Ultrasonic Test Train Markers** | 90 |
| **User worked Level Crossings - Whistle Boards / Sighting Boards** | 90 |
| **Vehicles Left on Running Lines and Loop Lines** | 91 |
| **Wagons and Vans Travelling Minus Doors** | 92 |
| **Warning Signs at Access Points** | 92 |
| **Watering of Vehicles at Stations** | 93 |
| **Working of Passenger Trains over Goods Lines or Goods Loops** | 94 |
| **Working of Power Operated Doors on Multiple Unit Trains** | 94 |
| **Working of Trains Conveying Dangerous Goods** | 94 |
| **Working of Trains which are not Fully Fitted** | 95 |
| **Yard Working** | 95 |
| **Yards to Chains Conversion table** | 96 |

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# Rule Book Module AC - Electrified lines

## Section 14 - Instructions for examining the OLE when it is necessary

On receiving a report from a Driver of an ADD activation the requirements of this instruction should be complied with provided all the following conditions apply:

- **The train involved is a Virgin class 390 (Pendolino).**
- **No loss of OHL supply has occurred (no tripping).**
- **The pantograph in use at the time of the ADD activation has been lowered and the second pantograph has been raised, no loss of OHL supply occurred (no tripping).**

The next train through the section on the affected line must be cautioned to examine the line at a speed not exceeding 20mph from point of ADD to the location where the previous train came to a stand. In this circumstance there is no requirement to examine from an adjacent line.

Where primary means of supporting the OLE is by a headspan wire then the 20mph speed restriction must be applied on all lines until the above examination procedure is carried out successfully on each line or is proved clear by alternative means.

Provided the examination(s) report no issues and there is no further ADD activation or tripping occurrences, normal working may resume.

The infrastructure maintenance OHL teams must be called to inspect/patrol as normal by the ECO.

**Scotland Territory GI - Dated: 21/11/09**

# Rule Book Module G1 - General safety responsibilities

## Section 2, Clause 2.6 - Wearing protective clothing and equipment

### Use of Safety Helmets By Traincrew

Traincrews requiring to enter possessions, which have been designated 'hard hat' areas in the Weekly Operating Notice, will be issued with safety helmets and hygiene liners from their local depot.

The limits of the 'hard hat' area will be designated as the marker boards indicating **each** worksite.

Traincrews requiring to leave the train within a worksite **must** wear hard hats.

Lines which are open to traffic, adjacent to the possession, are **not** part of these hard hat arrangements.

**Scotland Territory GI - Dated: 02/12/06**

# Rule Book Module G1 - General safety responsibilities

## Section 7, Clause 7.3 - Travelling in empty coaching-stock trains

Employees travelling in the course of their duties to or from their place of work are authorised to travel on empty coaching stock trains between the following locations (both directions). This authority does not extend to vans, brake compartments or driving cabs :-

| | | |
|---|---|---|
| Polmadie | - | Glasgow Central |
| Craigentinny | - | Edinburgh Waverley |

**Scotland Territory GI - Dated: 02/12/06**

# Rule Book Module P1 - Single line working

## Section 10 - Working of trains to and from the point of obstruction

If it is necessary, on Network Rail Scotland lines, to work trains to and from the point of obstruction in this instruction, the following modifications apply:

- the Single Line Working ticket must **not** be cancelled by the driver before it is returned to the pilotman
- only one Single Line Working ticket need be issued by the pilotman at the commencement of duty and this must be collected from, and issued to, each driver. Where there is a change of pilotman, the Single Line Working ticket must be cancelled by the pilotman going off duty. The new pilotman must issue a new Single Line Working ticket which must be collected from, and issued to, each driver. After the last train of the day has been dealt with, the pilotman must cancel the Single Line Working ticket.

**Scotland Territory GI - Dated: 02/12/06**

# Rule Book Module SP - Speeds : Permissible speeds and enhanced permissible speeds

Note that, so far as the Scotland Route Sectional Appendix is concerned, the abbreviation “HST” also includes Class 15X trains.Rule Book Module SP section 2.1 is modified accordingly.

**Scotland Territory GI - Dated: 07/12/13**

# Rule Book Module SP - Speeds : Permissible speeds and enhanced permissible speeds

## Section 2, Clause 2.1- Permissible speed indicators

This is what the letters mean:

| Letters | Description |
|---|---|
| HST | Class 91 locomotive with mark 4 vehicles and DVT, classes 158, 159, 168, 170, 171, 172, 175, 180, 220, 221, 222, 253, 254 and 373 |
| MU | Multiple Unit Trains |
| DMU | Diesel Multiple Units |
| EMU | Electrical Multiple Units |
| SP | Classes 150, 153, 155, 156, 158, 159, 165, 166, 168, 170 , 171 and 172 |
| CS | Class 67 locomotive |

At locations where more than one speed indicator is displayed, classes listed in more than one speed category shown above, may run at the higher of the speeds displayed.

National exceptions to MU trains

- Class 185 trains are not permitted to run at MU or DMU speeds
- Class 390 trains are not permitted to run at MU or EMU speeds
- Class 253 and 254 trains formed with less than three coaches between the power cars are not permitted to run at MU or DMU speeds

**National GI - Dated: 07/12/13**

# Rule Book Module SP - Speeds : Emergency speed restriction

## Section 4 – Emergency Speed Restrictions (ESR) - How emergency speed restrictions are set up

If an emergency speed restriction (ESR) is imposed and before the speed restriction equipment has been set up, the signaller will tell the driver of a train to pass over the ESR the actual speed limit that has been imposed by the engineer.

It will no longer be necessary for the drivers of all trains to proceed at no more than 20 mph prior to the erection of the speed restriction equipment but drivers must travel over the restriction at no more than the speed given by the signaller.

This also means that only trains which would normally be running at a speed higher than the ESR to be imposed will need to be cautioned by the signaller. For example, if an ESR of 60 mph is imposed, it will not be necessary to stop and advise the drivers of trains classes 6, 7 or 8.

**National GI - Dated: 07/06/14**

# Rule Book Module SS2 – Shunting

## Section 2, Clause 2.2 - Loose shunting

### Prohibited Movements

The loose shunting of freight vehicles is prohibited at all locations within this Sectional Appendix, except where specially authorised in the Local Instructions.

**Scotland Territory GI - Dated: 02/12/06**

# Rule Book Module SP - Speeds

## Section 2, Clause 2.2 - Locomotives running light or hauling trains

### ScotRail HST Trains

ScotRail HST trains are authorised to operate at the enhanced HST line speeds.

Rule Book SP 2.2 does not apply.

**Scotland Route GI - Dated: 02/06/18**

# Rule Book Module SS2 - Shunting

## Section 4, Clause 4.2 - Controlling movements

### Set Back Signals

At the following places where set back signals are provided and hand signals from the rear of trains cannot be seen from the driving cab, it will not be necessary for drivers to stop the movement, but after the signal has been cleared they must proceed cautiously keeping a sharp lookout and be prepared to act on a hand signal from the guard or shunter when he comes into view :-

| Signal box/Location | Movement from |
|---|---|
| **Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)** | |
| Queen Street High Level..... | In tunnel. |
| **Edinburgh Waverley to Dundee (via Kirkcaldy)** | |
| Leuchars ..... | Down main to Up main or Down sdgs. |
| **Dundee to Aberdeen** | |
| Arbroath ..... | Down main to Down goods sdgs. |
| Craiginches/Dee viaduct ..... | Down main sig. A18 to Down sdg., Up main or Up yard. |

**Scotland Territory GI - Dated: 02/12/06**

# AUTOMATIC EXTERNAL DEFIBRILLATOR

There is an AED – Automatic External Defibrillator in every Signal Box in Scotland.

In cases in which there is an emergency on a train, the traincrew can stop the train at a signalbox and request use of the Defibrillator from the signaller.

**Scotland Territory GI - Dated: 21/11/20**

# Rule Book Module TS1

## Section 13 Clause 13.2.4 – Additional Protection ZKL

**Sections of line when a ZKL can be used**

**Note** – where the use of ZKL is prohibited between specified signals, the restriction in use applies to all lines between these locations unless otherwise stated.

| Routes and Locations on which ZKL can be used | Line | To and From (Signal /Points) | TC for ZKL | ELR |
|---|---|---|---|---|
| **WEST COAST MAINLINE** | | | | |
| Cove South to Lockerbie South or Kirtlebridge | DOWN | CE537/CE538 to GMC827 or GMC847 | CE612B | WCM1 |
| Lockerbie to Kirtlebridge or Cove South | UP | GMC824/GMC826 to GMC852 or CE544 | 918A | WCM1 |
| Kirtlebridge to Lockerbie South | DOWN | GMC851 to GMC827 | 939 | WCM1 |
| Kirtlebridge to Lockerbie South | UP | GMC848 to CE544 | 952 | WCM1 |
| Lockerbie North to Lockerbie | UP LOOP | c/o 373 to c/o 377 | 914 | WCM1 |
| Lockerbie North to Lockerbie South | UP | GMC822 to GMC828 | 912 | WCM1 |
| Lockerbie South to Lockerbie North | DOWN | GMC827 to GMC819 | 901 | WCM1 |
| Lockerbie South to Lockerbie North | DOWN LOOP | c/o 381 to c/o 374 | 905 | WCM1 |
| Wamphray to Lockerbie North | UP | GMC746 to GMC822 | 864A | WCM1 |
| Beattock to Wamphray or Lockerbie North | UP | GMC732 to GMC748 or GMC822 | 846B | WCM1 |
| Lockerbie to Beattock or Wamphray | DOWN | GMC819 to GMC731 or GMC745 | 893A | WCM1 |
| Beattock North to Beattock | UP LOOP | c/o 349 to c/o 357 | 826 | WCM1 |
| Beattock North to Beattock South | UP | GMC718 to GMC732 | 832 | WCM1 |
| Wamphray to Beattock South | DOWN | GMC747 to MC731 | 845A | WCM1 |
| Beattock South to Beattock North | DOWN | MC731 to GMC719 | 807 | WCM1 |
| Beattock to Beattock | DOWN LOOP | c/o 359 to c/o 354 | 809 | WCM1 |
| Summit South to Beattock North | UP | GMC616/ GMC618 to GMC718 | 796A | WCM1 |
| Beattock North to Summit South | DOWN | GMC721/ GMC723 to GMC625 | 799A | WCM1 |
| Summit North to Summit South | UP LOOP | c/o 341 to c/o 345 | 788 | WCM1 |
| Summit North to Summit South | UP | GMC612 to GMC626 | 786 | WCM1 |
| Summit South to Summit North | DOWN | GMC625 to GMC609 | 749 | WCM1 |

| | | | | |
|---|---|---|---|---|
| Summit South to Summit North | DOWN LOOP | c/o 344 to c/o 342 | 751 | WCM1 |
| Abington South to Summit North | UP | GMC524/ GMC526 to GMC612 | 748A | WCM1 |
| Abington North to Abington South | UP | GMC522 to GMC528 | 738 | WCM1 |
| Abington North to Summit of Abington South | UP LOOP | c/o 331 to c/o 333 | 742 | WCM1 |
| Abington North to Summit North | UP | GMC522 to GMC612 | 738 | WCM1 |
| Abington South to Abington North | DOWN | GMC527 to GMC521 | 709 | WCM1 |
| Abington South to Abington North | DOWN LOOP | c/o 334 to c/o 332 | 713 | WCM1 |
| Symington to Abington North | UP | GMC458 to GMC522 | 698A | WCM1 |
| Carstairs South to Abington North | UP | GMC440 to GMC522 | 672(A) | WCM1 |
| Abington North to Carstairs South or Symington | DOWN | GMC523/ GMC525 to GMC439 or GMC547 | 699A | WCM1 |
| Carstairs South to Symington | UP | GMC440 to GMC458 | 672(A) | WCM1 |
| Symington to Carstairs South | DOWN | GMC459 to GMC439 | 667 | WCM1 |
| **GLASGOW SOUTH** | | | | |
| Clydesdale | DOWN | c/o 924pts to Signal GR721 | 591 | CLY |
| Clydesdale | DOWN | c/o 955pts to c/o 936Apts | 596 | CLY |
| Clydesdale | UP/SINGLE | Signal GR722 to c/o 956Bpts | 571 | CLY |
| Larkfield Curve | UP | c/o 915pts to c/o 682pts | 741 | LFS |
| Larkfield Curve | DOWN | c/o 683pts to c/o 913Apts | 745 | LFS |
| Rutherglen North Curve | UP/DOWN | c/o 966pts to c/o 989pts | 436 | RNC |
| **GLASGOW CENTRAL** | | | | |
| Ayr | UP | Signal GS5922 to Signal GG5862 | 3685 | AYR1 |
| Gourock | UP | Signal GS5920 to 449pt | 3748 | AYR1 |
| Ayr | DOWN | Signal GG5851 to Signal GS5921 | 3637 | AYR1 |
| Glasgow Central Burma Road | UP/DOWN through Terminus (Burma Rd) | c/o 485Bpts to c/o 449pts | 3731 | BRD |
| Clydesdales | UP | c/o 457pts to Signal GR722 | 3767 | CLY |
| Clydesdales | DOWN | Signal GR721 to c/o 459pts | 3771 | CLY |
| Chord Line (HST) | UP/DOWN | GS5997 to c/o 474pts | 3781 | CLY |
| Paisley Canal – Corkerhill | UP | Signal G598 to c/o 473Bpts | 676 | CNL |
| Paisley Canal – Corkerhill | DOWN | c/o 471pts to Signal S1 | 3783 | CNL |
| Paisley Canal | UP/DOWN | c/o 488Apts to Buffers | 684 | CNL |
| High Street – City Union | UP | c/o 453pts to c/o 163pts | 3644 | HST |
| High Street – City Union | DOWN | c/o 163pts to c/o 454pts | 329 | HST |
| Terminus Curve | DOWN | c/o 676pts to c/o 447Bpts | 4361 | TSS |

| | | | | |
|---|---|---|---|---|
| **PERTH** | | | | |
| Taybridge South to Dundee Central Jn | UP | D718 to D714 | 528 | ECN2 |
| Taybridge South to Dundee Central Jn | UP | D714 to TS25 | 524 | ECN2 |
| Taybridge South to Dundee Central Jn | DOWN | TS7 to D715 | 523 | ECN2 |
| Taybridge South to Dundee Central Jn | DOWN | D715 to D719 | 531 | ECN2 |
| Main | UP | D768 to D762 | 614 | ECN3 |
| Main | DOWN | D751/D753 to D769 | 615, 621 | ECN2 |
| Single | UP/DOWN | A89/A91 to A98 | 178, 179, 188 | ANI1 |
| Single | UP/DOWN | I385 to c/o 155 Pts | 621 | ANI3 |
| Main | UP | I406 to I389 | 625, 638 | HGL2 |
| Main | DOWN | I387 to I404 | 623 | HGL2 |
| Washer Line | | I716 to I708 | 635 | HGL2 |
| Platforms 1&2 | | I387 to Buffers 1&2 | 623 | HGL2 |
| Platforms 3&4 | | I389 to Buffers 3&4 | 616, 624 | HGL2 |
| North | UP | I430 to I413 | 663, 664, 665 | RSW |
| Platform 5 | | I430 to Buffers 5 | 663, 664, 665 | RSW |
| Platform 6 | | I430 to Buffers 6 | 663, 664, 665 | RSW |
| Platform 7 | | I430 to Buffers 7 | 663, 664, 665 | RSW |
| **GLASGOW OUTER** | | | | |
| Cowlairs Passenger Loop | UP/DOWN | c/o 740A to c/o 743 | 2161 | EGM1 |
| Cowlairs West - Sighthill | DOWN | c/o 735 to c/o 808B | 2609 | SGN |
| Cowlairs West – Sighthill | UP | c/o 807 to fixed diamonds Cowlairs West JCN | 2610 | SGN |
| Maryhill Park JCN – Knightwood | UP | c/o 325 to c/o 802a | 2526 | MRL |
| | | | | |
| Maryhill Park JCN – Knightwood | DOWN | c/o 803 to c/o 326 | 862 | MRL |
| Maryhill Line | UP | c/o 325 to fixed diamonds Cowlairs West JCN | 2526, 2750 | MRL |
| Stepps Line | UP | c/o 811 to c/o 851 | 2734 | CBD |
| Westerton – Milngavie | UP/DOWN | c/o 328 to Buffers | 801 | MGE |
| Westerton – Milngavie | | Buffers to c/o 328 | 816 | MGE |
| Daleoch – Balloch | DOWN | c/o 383 to Buffers | 681 | BCH |
| Daleoch – Balloch | | Buffers to c/o 384 | 684 | BCH |
| Craignedoran | DOWN | YC635 to c/o394 | 241 | NEM7 |
| Craignedoran | UP/DOWN | YC642 to YC636 | 263 | NEM7 |
| Craignedoran | UP/DOWN | YC640 to c/o 395 | 254 | NEM7 |
| Craignedoran | | YC644 TO YC636 | 268 | NEM7 |
| City Union | DOWN | c/o 162 to c/o 452 | 329 | HST |
| City Union | UP | c/o 451 to c/o 163 | 338(1) | HST |
| WHL | UP/DOWN | c/o 397b to Stop Board Helensburgh Upper | 254 | WHL |

| EDINBURGH | | | | |
|---|---|---|---|---|
| Burnt Island to Dalgety Bay | | EV431 to EU467 | 91 | ECN2 |
| Burnt Island to Dalgety Bay | | EU474 to EV432 | 122 | ECN2 |
| Carmuirs East Jn to West Jn | | c/o 7212 pts to c/o 7215 pts | 3174 | CMS |
| Carmuirs East Jn to West Jn | | c/o 7214A pts to c/o Fixed Diamonds | 3173 | CMS |
| Carmuirs East Jn to Larbert Jn | | c/o 7221 pts to c/o 7211 pts | 3278 | PMT |
| Carmuirs East Jn to Larbert Jn | | Fixed Dia to c/o 7218 pts | 3277 | PMT |
| Charlestown Jn to Townhill Jn | | EO711 to EO 717 | 537 | CWH1 |
| Charlestown Jn to Townhill Jn | | EO724 to c/o 403B pts | 562 | CWH1 |
| Clunybridge to Glenrothes with Thornton Stn | | ET 556 to ET 772 | 248 | CWH3 |
| Clunybridge to Glenrothes with Thornton Stn | | ET 767 to ET 558 | 643(1), 669, 677, 635 | CWH3 |
| Cowdenbeath to Clunybridge | | EC 759 to ET 767 | 613(2) | CWH2/3 |
| Cowdenbeath to Clunybridge | | ET 772 to EC 758 | 632(1) | CWH2/3 |
| Craiglockhart Jn to Slateford Jn | | c/o 233 pts to c/o 248 pts | 775, 788 | CKT |
| Craiglockhart Jn to Slateford Jn | | c/o 248 pts to c/o 235A pts | 788 | CKT |
| Craiglockhart to Haymarket West & Gorgie to Haymarket East & Central | | c/o 189 pts to c/o 192 pts | 570 | SUB2 |
| Craiglockhart to Haymarket West & Gorgie to Haymarket East & Central | | c/o 195 pts to ES672 | 562, 769, 572 | GGE |
| Craiglockhart to Haymarket West & Gorgie to Haymarket East & Central | | c/o 235A pts to c/o 197 pts | 559 | GGE |
| Cumbernauld to Greenhill Lower Jn | | c/o 154 pts to CN 364 | 536 | SCM3 |
| Cumbernauld to Greenhill Lower Jn | | CN 363 to c/o 156 pts | 2847(1) | SCM3 |
| Dalmeny Up & Down Loops | | c/o 293A pts to c/o 299 pts | 781 | ECN2 |
| Dalmeny Up & Down Loops | | c/o 298A pts to c/o 294 pts | 776, 782 | ECN2 |
| Grangemouth Jn to Oil Terminal | | c/o 7202 pts to c/o 3 pts | 1501, 3713 | GMH |
| Grangemouth Jn to Oil Terminal | | FD29 to App 7203 pts | 3717 | GMH |
| Greenhill Lower Jn to Larbert Jn | | c/o 120 pts to GJ433 | 373, 379 | SCM3 |
| Greenhill Lower Jn to Larbert Jn | | ECL 390 to GJ 432 | 3173, 7443(1) | SCM3 |
| Greenhill Lower Jn to Upper Jn | | c/o 120 pts to GJ 433 | 373 | GHL |
| Greenhill Lower Jn to Upper Jn | | GJ 432 to c/o 125C pts | 376, 417 | GHL |
| Haymarket West to Newbridge Jn | | c/o 201 pts to EN 573 | 577 | EGM1 |
| Haymarket West to Newbridge Jn | | EN 588 to c/o 208 pts | 658, 686 | EGM1 |
| Hilton Farm to Charlestown Jn | | c/o 218 Pts to c/o 402B pts | 523, 383 | KNE1 |
| Inverkeithing North to East | | c/o 313 Pts to c/o 323 Pts | 77 | IGE |
| Inverkeithing to Charlestown Jn | | c/o 309A pts to c/o 402B pts | 53, 61 | CWH1 |
| Inverkeithing to Charlestown Jn | | c/o 403B pts to c/o 309C pts | 62, 528(1) | CWH1 |
| Ladybank Jn to Hilton Jn | | c/o 382 Pts to c/o 17 Pts | 482, 484 | CDC1 |
| Ladybank Jn to Markinch | | EB 656 to ER 606 | 404(1) | ECN2 |
| Ladybank Jn to Markinch | | ER 605 to EB 655 | 301(1) | ECN2 |
| Larbert Jn to Striling Middle | | ECL 391 to SM 88 | 3287, 3297, 3313 | SCM3 |

| | | | | |
|---|---|---|---|---|
| Larbert Jn to Striling Middle | | SM 89 to ECL 390 | 3286, 3294, 3324-2 | SCM3 |
| Markinch to Thornton South | | c/o 358 pts to ER 603 | 237, 263 | ECN2 |
| Markinch to Thornton South | | ER 604 to c/o 357A pts | 278(1), 236 | ECN2 |
| Midcalder to Benhar | | c/o 262 pts to EJ 723 | 911 | EGS2 |
| Midcalder to Benhar | | EJ 722 to c/o 270 pts | 904 | EGS2 |
| Millerhill Yard to Portobello | | c/o 63 pts to C/O 104 PTS | 351, 144, 140, 134, 139 | NDE1 |
| Millerhill Yard to Portobello | | EM49, EM52, EM55, EM57 to c/o 63 pts | 135, 139, 144, 351 | NDE1 |
| Monktonhall Jn to Millerhill | | c/o 52 pts to EM14 | 119, 273 | MHL1,2,3 |
| Monktonhall Jn to Millerhill | | EM15 to c/o 54 pts | 122, 280 | MHL1,2,3 |
| Niddrie South to Niddrie West | | c/o 108 pts to EP635 | 341 | MHY |
| Niddrie South to Niddrie West | | c/o 92 pts to c/o 110 pts | 148 | MHY |
| Niddrie West to Craiglockhart | | EP 635 to ES 673 | 357A(1) | SUB2 |
| Niddrie West to Craiglockhart | | ES 672 to EP 634 | 761(1) | SUB2 |
| North passenger loop | | c/o 286 pts to c/o 285 pts | 596 | PMT |
| Oakbank viaduct to Benhar | | EJ 723 to GMH 625 | 915(A), 927 | EGS2 |
| Oakbank viaduct to Benhar | | GMH 622 to EJ 722 | 946(A), 922(A) | EGS2 |
| Polmont Jn to Carmuirs West Jn | | c/o 282 pts to c/o 7215 pts | 597(1), 1007(1), 3174 | PMT / CMS |
| Polmont Jn to Carmuirs West Jn | | c/o 7214A pts to c/o 280 pts | 3173, 7869, 1006 | PMT / CMS |
| Portobello to Leith | | c/o 67B pts to c/o 70 pts | 304, 308 | LHS1 |
| Portobello to Leith | | EP616 to c/o 69pts | 308, 312, 306 | LHS1 |
| Portobello to Niddrie West | | c/o 92pts to EP 605 | 345 | SUB 1 |
| Redford Down Departure | | c/o 441A pts to ET 779 | 667 | CWH3 |
| Stirling Middle to Stirling North | | SM87 to SN26 | 7538, 3333 | SCM3 |
| Stirling Middle to Stirling North | | SM88 to SM87 | 3325-2 | SCM3 |
| Stirling Middle to Stirling North | | SN43 to SM89 | 2082, 3328, 3336 | SCM3 |
| Stirling Up Passenger Loop | | SM5 to C/O 59 PTS | 3346 | SCM3 |
| Thornton Down Loop | | 367B to c/o 371 pts | 267 | ECN2 |
| Thornton North Curve | | c/o 364A pts to ET 558 | 253 | TNW |
| Thornton South Curve | | c/o 358 pts to ET 556 | 254 | CWH3 |
| Thornton Sth to Kirkcaldy | | c/o 342A pts to c/o 357B pts | 183 | ECN2 |
| Thornton Sth to Kirkcaldy | | c/o 357A pts to EK 508 | 228(1) | ECN2 |
| Thornton Up Loop | | c/o 368 pts to c/o 359 pts | 242 | ECN2 |
| Townhill Jn to Cowdenbeath | | EC 758 to EO 724 | 604 | CWH1 |
| Townhill Jn to Cowdenbeath | | EO 717 to EC759 | 575 | CWH1 |
| Townhill Loops | | c/o 412B pts to EO 731, EO 733 | 581, 573 | CWH1 |
| Townhill Loops | | c/o 417A pts to EO 726 | 574 | CWH1 |
| Winchburgh Jn to Dalmeny Jn | | c/o 291 pts to c/o 222A pts | 705(1) | DMY |
| Winchburgh Jn to Dalmeny Jn | | c/o 223 pts to c/o 289 pts | 712 | DMY |

**Scotland Territory – GI 26/11/2022**

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# Rule Book Module TS1 - General signalling regulations

## Regulation 17, regulation 17.2 - Bridge strikes

A list of bridges where the signaller must authorise trains to proceed as shown in local instructions is held by Network Rail Route Control, Operations Managers and the relevant signallers.

**Scotland Territory GI - Dated: 03/10/09**

# Rule Book Module TS1 – Section 13 – Safety of Personnel

## Section 13, Clause 13.2.4 – Additional Protection T-COD

### Sections of line when a T-COD can be used

**Note** - where the use of TCODs is prohibited between specified signals, the restriction in use applies to **all** lines between these locations unless otherwise stated.

| Routes and Locations on which T-COD can be used (subject to restrictions stated in the Remarks column) | Remarks(to include any Locations/Sections where T-COD cannot be used in addition to those in the Rule Book) |
|---|---|
| **SC001 Gretna Jn to Glasgow Central (via Beattock)**<br>Between Cove LC (excl) and Cambuslang (excl) | |
| **Not to be used between signals :**<br>GMM386 and GMM462 (Logans Road LC incl.<br>GML566 and GMC440 (Cleghorn LC incl.<br>GMC602 and GMC610 (Bodsbury LC incl.<br>GMC718 and GMC732 (Beattock North incl. | **Not to be used between signals :**<br>GMM386 and GMM462 (Logans Road LC incl.<br>GML566 and GMC440 (Cleghorn LC incl.<br>GMC602 and GMC610 (Bodsbury LC incl.<br>GMC718 and GMC732 (Beattock North incl. |
| **Not to be used between signals :-**<br>GMC625 and GMC603 (Summit incl.* - Bodsbury LC incl.) * includes Summit DPL<br>GMC439 and GML567 (Carstairs South Jn incl. - Cleghorn LC incl.)<br>GMM445 and GMM387 (Shieldmuir excl. - Logans Road LC incl.)<br><br>Shieldmuir Royal Mail line **prohibited**<br>Newton Connecting lines and platform lines **prohibited** | **Not to be used between signals :-**<br>GMC625 and GMC603 (Summit incl.* - Bodsbury LC incl.) * includes Summit DPL<br>GMC439 and GML567 (Carstairs South Jn incl. - Cleghorn LC incl.)<br>GMM445 and GMM387 (Shieldmuir excl. - Logans Road LC incl.)<br><br>Shieldmuir Royal Mail line **prohibited**<br>Newton Connecting lines and platform lines **prohibited** |
| **SC003 Carstairs South Jn to Haymarket East Jn**<br>**Up**: EH521 - GMC440<br><br>**Down**: GMC439 -EH520 | **SC003 Carstairs South Jn to Haymarket East Jn**<br><br>**Up**: EH521 - GMC440<br><br>**Down**: GMC439 -EH520 |

**SC007 Midcalder Jn to Holytown Jn**

Between Midcalder Jn (excl.)/ Midcalder Up and Down goods loop (excl.) and Holytown Jn

| | |
|---|---|
| **Up:** GMH602 - EJ722 | **No restriction** |
| **Down:** EJ723 – GMH601 | **No restriction** |

**SC009 Lanark to Lanark Jn**

| | |
|---|---|
| | **Not to be used between signals :-**<br>GML582 and Lanark Stn |

**SC011 Law Jn to Uddingston Jn (via Holytown)**

| | |
|---|---|
| **Up:** GMN188 - GML526 | **Not to be used between signals:** |
| (Mossend West Jn - Law Jn) | GMH494 - GMH512 : Holytown RR - Ravenscraig |
| **Down:** GML525 - GMN181 | **Not to be used between signals:** |
| (Law Jn - Uddingston Station) | GMH505 – GMH499 : Ravenscraig - Wishaw Central Jn |

**SC013 Wishaw Central Jn to Shieldmuir** **No Restriction**

**SC019 Mossend South Jn to Mossend West Jn (West Curve) No Restriction**

**SC023 Motherwell to Newton, Hamilton Jn (via Hamilton)**

Between Airbles Stn and Newton, Hamilton Jn (excl.)

| | |
|---|---|
| **Up:** GMN174 - GMM416 | **Not to be used between signals:**<br>GMN206 - GMN226 : Birdsfield Yard - Hamilton West Stn |
| **Down:** GMM417 - GMN179 | **Not to be used between signals:**<br>GMN223 - GMN211 : Hamilton West Stn - Birdsfield Yard |

**SC024 Larkhall to Haughhead Jn**

| | |
|---|---|
| | **Not to be used between signals:**<br>GMN712 and Larkhall Stn<br>**Not to be used in Allanton loop** |

**SC025 Rutherglen Central Jn to Finnieston including to Bridgeton Yard (via Arrival line) (Goods line)**

Between Rutherglen North Jn (excl.) and Finnieston West / East Jns

| | |
|---|---|
| **Up:** YF336 - GR884 | **No restriction** |
| **Down:** GR883 - YF333 | **No restriction** |

**SC031 Gretna Jn to Glasgow Central (via Kilmarnock)**

Between Gretna Jn (excl) and Annan

| | |
|---|---|
| **Up:** AN3 - DE3106 | **No Restriction** |
| **Down:** DE3103 - AN18 | **No Restriction** |

**SC059 Glasgow Central to Stranraer**

Between Shields Jn (excl.) and Ayr Stn (excl.)

| | |
|---|---|
| **Up:** GPA342 – GS5862 #[1] | **Not to be used between signals :-**<br>GPA336 and GPA322 (Falkland Yard staff crossing)# [2]<br>GPB268 and GPB262 (Gailes LC)# [3]<br>GP6204, GP6206, GP6062, GP6060 and GP6020, GP6024, GP6022 (Paisley)#[4] |

| | |
|---|---|
| **Down**: GS5871 - GPA343#5 | **Not to be used between signals :-**<br>GP6021, GP6023, GP6025 and GP6207, GP6209, GP6061, GP6063 (Paisley) #6<br>GPK255 and GPK 267 (Gailes LC) #7<br>GPA323 and GPA339 (Falkland Yard staff crossing) #8 |

**SC061 Shields Jn to Paisley Canal**

| | |
|---|---|
| **Up** G906 – GS5958#9 | **No Restriction** |
| **Down** G593 - G905 | **No Restriction** |

**SC065 Paisley to Gourock**

Between Paisley St. James and Greenock West Stn

| | |
|---|---|
| **Up**: GPL103 – GP6060#10 | **Not to be used between signals**:<br>GPL85 - GPL67 (Ladyburn - Wemyss Bay Jn) #11<br>GP6146 – GP6062/GP6060 (Woodhall - Paisley Gilmour St) #12 |
| **Down** GP6061 - GPU104#13 | **Not to be used between signals**<br>GP6061/GP6063 – GPL64 (Paisley Gilmour St - Woodhall) #14 |

**SC067 Wemyss Bay Jn to Wemyss Bay**

| | |
|---|---|
| | **Not to be used between signals :-**<br>Dunrod loop **prohibited**<br>GPW136 and Wemyss Bay Stn#15 |

**SC073 Kilwinning Jn to Largs**

Between Kilwinning Jn and Stevenston Stn (excl.)

| | |
|---|---|
| **Up: G**PK464 - GPK228 | **No Restriction** |
| **Down: G**PK453 - GPK459 | **No Restriction** |

Between Ardrossan South Beach and Hunterston

| | |
|---|---|
| **Largs single line:** GPK484 - GPH513 | **No Restriction** |
| **Up Freight:** GPH897 - GPK474 | **No Restriction** |

**SC107 Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)**

Between Haymarket West Jn and Cowlairs East Jn

| | |
|---|---|
| **Up:** CE48 - EH552 | **Not to be used between signals :-**<br>GJ336 - GJ354 (Greenhill Upper Jn)<br>Linlithgow Up passenger loop **prohibited** |
| **Down:** EH547 - CE47 | **Not to be used between signals :-**<br>EN573 - EN589 (Newbridge Jn)<br>GJ357 - GJ337 (Greenhill Upper Jn)<br>CG35 - CE39 (Cadder East) |

**SC111 Newbridge Jn to Bathgate**

Between Newbridge Jn (excl) and Bathgate

| | |
|---|---|
| **Up:** EN2034 – EN576 | **No Restriction** |
| **Down:** EN575 – EN2031 | **No Restriction** |

**SC123 Bathgate to Helensburgh (via Singer)**

| | |
|---|---|
| **Up:** YD630 - YS156<br>(Dalreoch Tunnel - Coatdyke)) | **No Restriction** |

| | |
|---|---|
| **Down:** YS165 - YC633 (Sunnyside - Cardross) | Dumbarton Central platform 3 **prohibited** |
| Between Bathgate (excl) and Airdrie (excl) | |
| **Up:** YS152 – EN2050 | **No Restriction** |
| **Down:** EN2049 – YS149 | **No Restriction** |
| **SC125 Hyndland East Jn to Dalmuir (via Yoker)** | |
| | Dalmuir platform 5 **prohibited** |
| **SC147 Berwick to Haymarket West Jn (via Waverley)** | |
| Between Marshall Meadows and Calton Tunnel | |
| **Up:** E422 - EG402 | **Not to be used between signals :-**<br>EA572 - EA558 (Prestonpans - St. Germains LC)<br>EF524 - EF518 (Markle LC)<br>ED498 - ED472 (Dunbar - Oxwellmains)<br>EG444 - EG434 (Grantshouse) |
| **Down:** | **Not to be used between signals :-**<br>EG435 - EG447 (Grantshouse)<br>ED473 - ED505 (Oxwellmains - Dunbar)<br>ED515 - ED523 (Markle LC)<br>EA561 - EA563 (St. Germains LC)<br><br>Dunbar platform loop **prohibited** both directions |
| **SC171 Edinburgh Waverley to Dundee (via Kirkcaldy)** | |
| Between Haymarket West Jn and Dundee Central Jn | |
| **Up**: D718 - EH554 | **Not to be used between signals** :-<br>D714 - EB656 (Tay Bridge High Girders - Ladybank)<br>ER606 - ER604 (Markinch)<br>EK508 - EK504 (Kirkcaldy)<br>EV428 - EV412 (Inverkeithing E Jn - Inverkeithing Stn)<br>EY682 - EY666 (Forth Bridge)<br>EAL1024 – EH556 (Dalmeny – Haymarket West) |
| **Down**: EH551- D719 | **Not to be used between signals** :-<br>EH637 – EY651 (Haymarket West – Dalmeny)<br>EY661 - EY677 (Forth Bridge)<br>EV405 - EV427 (Inverkeithing Tunnel - Inverkeithing E Jn)<br>EK503 - EK511 (Kirkcaldy)<br>ER603 - ER605 (Markinch)<br>EB655 - D719 (Ladybank - Dundee Cen Jn) |
| **SC173 Inverkeithing Central Jn to Thornton North Jn (via Cowdenbeath)** | |
| Between Inverkeithing North Jn (excl) and Townhill Jn | |
| **Up:** EO724 -EV422 | **No Restriction** |
| **Down:** EV423 - EO717 | **No Restriction** |
| **SC183 Stirling to Charlestown Jn** | |
| Between Stirling Station (excl) and Alloa loop (incl) | |

| | |
|---|---|
| **Up:** SK6554 - SK6516, SK6518 | Alloa Town platform line **prohibited** |
| **Down:** SK6519 - SK6553 | **Not to be used between signals :-**<br>SK6523 - SK6524 (Waterside LC)<br>SK6527 - SK6528 (Blackgrange LC)<br>SK6533 - SK6534, SK6536 (Cambus LC) |

**SC191 Dundee to Aberdeen**

Must only be used within the following limits :-

| | |
|---|---|
| **Up:** A72 - A62 | (Ferryhill - Craiginches) |
| D772 - D768 | (Broughty Ferry - Camperdown LC excl) |
| **Down:** D769 - D1001 | (Camperdown LC excl - Broughty Ferry) |
| A57 - A67 | (Craiginches - Ferryhill) |

**SC193 Perth to Inverness**

Must only be used within the following limits :-

| | |
|---|---|
| **Up:** I394 - I384 | (Millburn Jn excl - Cradlehall excl) |
| **Down:** I381 - I387 | (Cradlehall - Millburn Jn excl) |

**Scotland Territory GI - Dated: 27/12/19**

# Rule Book Module TS9 - Level crossings - signallers' instructions

## Crossings with Red and Green Warning Lights (R/G)

If notification is received that the crossing has failed, the signaller must ensure that the driver of each train is told to:

- Approach the crossing at caution
- Not pass over the crossing until the driver has made sure it is safe to do so.

You do not need to caution the drivers if:

- A person is appointed at the crossing to contact the signaller whenever it is to be used, or
- The crossing has been temporarily secured out of use.

**Scotland Route GI - Dated: 06/06/2020**

# Rule Book Module T3 - Possession of the line for engineering work

## Possession Arrangements

### Level crossings

Authority is granted for an AHB level crossing to remain on local control during the possession while the supervising signal box is closed. Sections 6.2 and 11.6 are modified accordingly.

### Staff safety

To ensure staff safety when carrying out protection duties associated with the instructions contained in the Rule Book, Module T3 (Possession of the line for engineering work), authority is granted for the provision of a ‘T12’ (Protecting personnel carrying out activities on the line that do not affect the safety of the line), to facilitate these arrangements.

### Glasgow Central station area

The following modified arrangements apply in respect of specific engineering work within the Glasgow Central station area, as agreed beforehand, and specially identified in Section B of the Weekly Operating Notice.

The special form for recording details of modified possessions within Glasgow Central station area must be used (Section 7 is modified accordingly).

Protection arrangements associated with the possession must be carried out:

- in full at the 'country' end of the possession
- at the 'station' end, **only** ahead of those platforms that are occupied by trains.

If this protection prevents movement to an intermediate line or siding within the limits of the possession, no further protection need be laid down.

If it is necessary for a possession within the station area as defined on the special form to continue within a reduced area beyond the normal time for giving up such possessions (i.e. 07 00 hours), the details will be published as a separate item in the Weekly Operating Notice. In this case, the following instructions must be carried out for the shortened possession **before** the main station area possession is given up:

- normal Module T3 procedures must be followed and the PICOP must record all details on the “Record of Possession Arrangements” form (RT3198/1)
- the PICOP must make sure that the necessary protection is provided for the shortened possession and give the signaller an assurance when this has been done
- the main station area possession may **then** be given up and the special form for recording details of modified possessions within Glasgow Central station area completed.

This arrangement may also be used when an overrun is likely to occur within the main station area possession, or any emergency or other abnormal circumstance arises associated with this possession, if a clear understanding is reached between all concerned. The special form for recording details of modified possessions must be suitably endorsed.

If a possession previously agreed as coming within the scope of the modified arrangements is amended by circular, such modified arrangements cease to be applicable and normal Module T3 procedures must be observed.

West of Scotland SC has a list of PICOPs competent to carry out the above modified procedure.

## Section 2.2 Taking possession around one or more engineering trains.

This instruction applies to locations that are not under Track Circuit Block Regulations.

**Locations and signals permitted for taking possession around engineering trains**

**Central:**

| Location | Signal | Line |
|---|---|---|
| Stirling Middle | SM13 | Up |
| | Not applicable | Down |
| Stirling North | N/A | Up |
| | SN36. | Down |
| Dunblane | DB14 | Up |
| | DB45 DB42 | Down |
| Greenloaning | GL27 | Up |
| | GL7 | Down |
| Blackford | BK23 | Up |
| | BK11 | Down |
| Auchterarder | AR 14 (home signal) | Up |
| | AR6 | Down |

**West:**

| Location | Signal | Line |
|---|---|---|
| Mauchline | Not Permitted | Up |
| | MM08,MM09 | Down |
| New Cumnock | NC30,NC31 | Up |
| | NC14,NC13 | Down |
| Kirkconnel | KC11 | Up |
| | KC39 | Down |
| Thornhill | TH09 | Up |
| | TH22 | Down |
| Holywood | Not Permitted | Up |
| | HW18 | Down |
| Lugton | LU31, LU32,LU33,LU29 | Up |
| | LU19,LU2,LU3 | Down |
| Kilkerran | KK12 & KK15 | Up |
| | KK3 | Down |
| Girvan | GV25 | Up |
| | GV5 & GV18 | Down |
| Barrhill | BR14 | Up |
| | BR17 | Down |
| Glenwhilly | GW19 | Up |
| | GW2 | Down |
| Dunragit | DR25 | Up |
| | DR14 | Down |

**North:**

| Location | Signal | Line |
|---|---|---|
| Cupar | CP26 | Down |
| Leuchars | LE29 | Up |
| | LE21 | Down |
| Errol | ER10 | Up |
| Inverkeilor | IK11 | Down |
| | IK7 | Up |
| Montrose North | MN36 | Down |
| Craigo | CO15 | Down |
| Laurencekirk | LK18 | Down |
| Insch | IH14 | Up |
| Kennethmont | KN18 | Up |
| | KN3 | Down |
| Huntly | HT23, HT21 | Up |
| Keith Junction | KJ37, KJ33 | Up |
| Dunkeld | DK20 | Down |

**Scotland Territory GI - Dated: 06/04/2024**

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# Rule Book Module TW1 - Preparation and movement of trains : General

## Section 36.1 - Train shunted clear of the line or entering loop lines on other than track circuit block (TCB) lines

### Stopping or stabling the train

Telephones are provided at the following locations :-

| Place | Line and Location | Location of Telephone |
|---|---|---|
| Lugton | Up and Down loop …..... | Adjacent to Down loop section signal. |
| | Up and Down main …..... | Adjacent to Down main section signal. |
| Girvan | Up and Down platforms …..... | Ayr end of Up and Down platforms |
| Dunblane | Platform loop home 2 signal …..... | South end of Down platform or adjacent to footbridge on Down platform. |
| Dalwhinnie | Up starting signal or Down loop starting signal …..... | Adjacent to signals. |
| Kingussie | Down platform ..... | On platform. |
| Insch | Down platform ..... | East end of platform. |
| Huntly | Down and Up ..... | East end of platform. |
| Keith Jn | Up and Down branch line or loop line | Down cess, 200 yards east of Down starting signals. |

**Scotland Territory GI - Dated: 17/08/19**

# Rule Book Module TW1 - Preparation and movement of trains

## Section 39 – Train Radio Equipment

Where a movement is made from a possession, the use of GSM-R radio is permitted throughout the Route in respect of driver / signaller communication.

**Scotland Territory GI - Dated: 07/05/16**

# Rule Book Module TW5 - Preparation and movement of trains : Defective or isolated vehicles and on-train equipment

In Scotland Route, the instructions in Section 14.3 do not apply to steam locomotives in steam

**Scotland Territory GI - Dated: 07/12/13**

# Rule Book Module TW7 - Wrong-direction movements

## Section 1 - When a wrong-direction movement can be made

### Class 380 EMUs

If a class 380 EMU overruns a station platform, in addition to carrying out the requirements of the Rule Book the driver must:

- If one or more of the train doors remains on the platform, consider whether or not passengers can be allowed to board/alight safely using the external emergency egress device (EEED) at these door(s).

If a class 380 unit is required to set back to a station platform following an overrun, in addition to carrying out the requirements of the Rule Book the driver must:

- Make sure the platform to which the train will return is long enough to accommodate the whole train.
- If the platform is not long enough to accommodate the whole train the train must continue to the next station. The driver should contact ScotRail Control to make suitable arrangements for any over carried passengers.

In the above circumstances the driver must come to a clear understanding with the signaller as to what has to be done.

**Scotland Route GI - Dated: 08/10/11**

# Rule Book Module TW8 - Level crossings worked by crossing keepers

## Section 2, Clause 2.3 – Vehicle gates left open

The driver must report to the signaller, in the quickest way possible, any level crossing gates which have been left open unless a user is waiting to cross at the crossing concerned.

**Scotland Territory GI - Dated: 27/07/13**

# Rule Book Module TW8 - Level Crossings

## Section 4, Clause 4.1 - If a train is not required to stop at the crossing

### (c) Emergency plunger

**AUTOMATIC BARRIER CROSSINGS, LOCALLY MONITORED (ABCL);**

**AUTOMATIC OPEN CROSSINGS, LOCALLY MONITORED (AOCL)**

**AUTOMATIC OPEN CROSSINGS, LOCALLY MONITORED + BARRIERS (AOCL+B)**

An emergency plunger is provided at the undernoted crossings :-

**ABCL**

| | |
|---|---|
| Marrel | Blackwood No. 2 |
| Acheilidh No. 2 | Halkirk |

**AOCL**

| | |
|---|---|
| Dingwall No.1 | Delny |
| Rovie | |

**AOCL+B**

| | | |
|---|---|---|
| Hoy | Kinbrace | Dingwall No. 2 |
| Watten | Dingwall Middle | |

**Scotland Territory GI - Dated: 07/06/14**

# Rule Book Module HB7 – General duties of a controller of site safety (COSS)

**Section 4, Clause 4.7 – Safe system of work using ATWS, TOWS or LOWS (equipment warning)**

Those locations where TOWS is provided are indicated in Table A.

Before entering an area/tunnel where TOWS is provided, staff must wait 10 seconds to ensure the system is not already switched on before operating the switch(es) provided to initiate the system.

**Scotland Territory GI - Dated: 19/03/11**

# Rule Book Module HB8 - IWA, COSS or PC blocking a line & Module TS1 – General Signalling Regulations

**Rule Book handbook HB8, section 2.1**

On lines signalled by the Scottish Tokenless Block system, the shunting key may be used as additional protection.

Before granting the line blockage, the signaller will withdraw the shunting key and retain it in the signalbox.

**Rule Book handbook HB8, section 2.11**

This section does not apply on lines signalled by the Scottish Tokenless Block system.

**Rule Book handbook HB8, section 4**

**Change of COSS**

If you are the new COSS taking duty you must tell the signaller when you relieve the previous COSS.

If you have taken duty when a signal box has been closed, when the signal box reopens you must tell the signaller that the COSS has changed.

Where a PC is appointed, the PC must carry out the above instructions when applicable.

**Scotland Route GI - Dated: 22/07/23**

# Rule Book Module RS/521 - Signals, handsignals, indicators and signs

## Section 5, Clause 5.5 - Signal passed at danger (SPAD) indicator

Signal passed at danger (SPAD) indicators are provided as follows :-

| Location | SPAD Indicator |
|---|---|
| Bellgrove (Up Airdrie) | 57 yards on Carntyne side of signal YS214 |
| Duke Street (Down Springburn) | 64 yards on Bellgrove side of signal YS213 |

**Scotland Territory GI - Dated: 21/10/17**

# Rule Book Module RS521 - Signals, handsignals, indicators and signs

## Section 5, Clause 5.8 - Off indicators

When the appropriate OFF indication is exhibited, drivers may proceed in accordance with the provisions of this clause at the following location :-

| | |
|---|---|
| Inverness | Platform lines 1, 2, 6 and 7 |
| Aberdeen | Platform lines 3, 4, 5, 6N, 6S, 7N and 7S |
| Montrose | Platform 1N and 1S |
| Perth | Platform 7N (P153) |
| Ayr | Platforms 1 and 2 |
| Aviemore | Platform 1 |

**Scotland Route GI - Dated: 12/09/20**

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# ALL RED ZONE WORKING IS PROHIBITED THROUGHOUT SCOTLAND ROUTE

All unassisted Red Zone working is prohibited by Scotland Route staff and their contractors. This includes working as an Individual Working Alone or going down the hierarchy when green zone is or becomes unavailable.

You will still be allowed to “cross the line” or go round an obstacle as long as your primary SSOW is a green zone and you have sighting distance and have a way of calculating this distance.

**Scotland Route GI - Dated: 03/06/17**

# ANIMALS ON THE LINE

**NOTICE TO TRAINCREW, SIGNALLERS AND CONTROLLERS**

Where the rules and regulations (General Signalling Regulation 18.2 and Rule Book Module TW1 section 20) require that trains be cautioned because of animals on the line, this procedure need not be applied providing that the animals are:

domestic, for example, dogs
deer
not more than six sheep

However, drivers are still required to make an initial report of the animals being ‘on the line’ and maintenance response teams are mobilised to establish where the animals gained access to the line and where necessary effect repairs.

Once a report is received from a driver, then a general call will be put out by GSM-R to all trains in the area, advising them of the approximate vicinity of the incursion and that they are not required to stop to report the incident.

Drivers are advised that if they believe the safety of trains is at risk then they are instructed to carry out the relevant provisions of the Rule Book.

**SWANS ON THE LINE**

A train need only be cautioned for a swan on the line if the swan is reported to be within the “four foot” of the line concerned

**Scotland Route GI - Dated: 07/05/16**

# ANTI-VANDAL TRAINS

Anti-Vandal (Q) trains are permitted to run over any line in Scotland even though limitations on traffic types may be published elsewhere for certain lines. These trains must be signalled by the Train Identification Code 5Z97 and where train describers are not in use, must be signalled by the special bell signal 4 - 3 - 1. Anti-Vandal trains are authorised to stop in section as required, and on other than Track Circuit Block lines must be accepted in accordance with Block Regulation 3, regulation 3.7 (Absolute Block) or Block Regulation 3.8 (Electric Token Block) as appropriate.

**Scotland Territory GI - Dated: 01/12/07**

# ASSISTING OF FAILED TRAINS BY ELECTRIC LOCOMOTIVES OR BY ELECTRIC LOCOMOTIVE HAULED TRAINS

When necessary to assist a failed train with a light electric locomotive or by an electric locomotive hauled between Carlisle and Gartsherrie South, cognisance must be taken of the undernoted weight limitations :-

| | | Route | | | | | |
|---|---|---|---|---|---|---|---|
| | | Gretna Jn-Beattock | Beattock-Summit | Summit-Gartsherrie Sth | Gartsherrie Sth-Carstairs | Carstairs-Summit | Summit-Gretna Jn |
| | | Gross Tonnes (Maximum) | | | | | |
| A.COMPLETE TRACTION FAILURE | (i) Combined weight of failed train and assisting locomotive or train hauled by an electric locomotive | 1320 | 760 | 1320 | 910 | 910 | 1320 |
| | (ii) Combined weight of failed train and assisting train hauled by two electric locomotives | 1930 | 1020 | 1930 | 1220 | 1220 | 1930 |
| B. PARTIAL TRACTION FAILURE | (i) Combined weight of failed train (worked by single locomotive) and assisting locomotive or train hauled by electric locomotive | 1930 | 1020 | 1930 | 1220 | 1220 | 1930 |
| | (ii) Combined weight of failed train (worked by two locomotives) and assisting locomotive or train hauled by an electric locomotive | 2070 | 1310 | 2070 | 1520 | 1520 | 2170 |
| | (iii) Combined weight of failed train (worked by single locomotive) and assisting train hauled by two locomotives | 2200 | 1630 | 2200 | 1780 | 1780 | 2240 |
| | (iv) Combined weight of failed train (worked by two electric locomotives) and assisting train hauled by two locomotives | 2460 | 1830 | 2460 | 2130 | 2130 | 2840 |
| C. ADHESION DIFFICULTY | (i) Combined weight of failed train and assisting locomotive or train hauled by an electric locomotive | | 1220 | | 1520 | 1520 | |
| | (ii) Combined weight of failed train and assisting train hauled by two electric locomotives | | 2070 | | 2190 | 2190 | |

**Scotland Territory GI - Dated: 02/12/06**

# AUTOMATIC HALF BARRIER LEVEL CROSSINGS

With reference to the Rule Book Module OTM, section 3.3, and Module TW5, section 22.3 (c), all automatic half barrier level crossings (AHBC) in Scotland are provided with treadles.

**Scotland Territory GI - Dated: 04/03/17**

# Automatic Power Changeover Sites (APCo)

As part of the introduction of the Intercity Express Train (IET) Balises and lineside signage has been installed at strategic locations across LNE, Anglia, LNW & Scotland. The track mounted Balise's communicate with the train which will automatically change traction mode between electric and diesel, either dynamically (shortly after passing the Balise), or statically when the train next comes to a stand (normally a station stop). Signage is not normally installed for APCo pantograph raise sites, however, signage is usually provided as a supplementary prompt to the driver to ensure the train has transitioned from electric to diesel with the pantographs safely lowered. APCo sites and associated signage may be for all trains or only selective trains or certain routes for which the trains should respond using the information held in the headcode for the service relative to the location. The sectional Appendix Table A and the Isolation Diagrams & Instructions for the route cover the locations.

The following sign has been provided at the APCo zone. This sign is applicable to Bi-mode Class 800 and 802.

| **Power Changeover Reminder Signage – Electric to Diesel Mode (E>D)** | |
|---|---|
| **Sign** | **Action** |
| | **Lower Pantograph Changeover Sign**<br>This sign means lower pantograph it is used to advise drivers to lower the pantograph in association with an APCO site.<br>At this sign if the APCO has not worked the driver will commence manual traction change over procedures.<br>This sign is also used for other purposed as outline in the Rule Book Modules.<br>This sign may be accompanied by additional information, this could be a directional arrow, location name, or class specific |

Trains that fail to transition at an APCO Pantograph raise site **(D>E)** must only attempt a manual transition to electric mode as outlined in the Rule Book Modules for raising Pantographs. Other reminders or prompts for traction type changeover may also be in place.

**Scotland Territory GI - Dated: 17/10/20**

# AUTOMATIC WARNING SYSTEM

## Additional track equipment

At the undernoted locations, additional AWS track equipment is provided as shown. An AWS warning indication will be received **only** when the signal is at RED. No AWS indication will be received when a proceed aspect (including position light, where applicable) is exhibited nor, on a line signalled for two-way working, where a movement passes over the equipment concerned in the opposite direction. Where an AWS warning indication is received on passing over the track equipment provided immediately in advance of the signal, the driver must **immediately stop the train** and contact the signaller **as quickly as possible**.

In the event of a failure of any of the additional AWS track equipment detailed below, the driver must ensure that the precise location of the equipment is clearly identified on Form RT 3185.

| Location | Signal No. | Additional Equipment Located |
|---|---|---|
| **SC059 Glasgow Central to Stranraer** | | |
| Kilwinning (Up Ayr) | GPK234 | Immediately on the Glasgow side of GPK234 |
| **SC123 Bathgate to Helensburgh (via Singer)** | | |
| Bellgrove (Up Airdrie) | YS214 | 6 yards on Carntyne side of 3 car stop location<br>Immediately on Carntyne side of YS214 |
| Craigendoran Jn (Down Helensburgh) | YC635 | Immediately on Craigendoran side of YC635 |
| **SC125 Hyndland East Jn to Dalmuir (via Yoker)** | | |
| Jordanhill (Up) | YH508 | 18 yards on Hyndland side of 3 car stop location<br>Immediately on Hyndland side of YH508 |

| Location | Signal No. | Additional Equipment Located |
|---|---|---|
| **SC129 Springburn to Bellgrove Jn** | | |
| Springburn (Up Springburn ; platform 1) | CC322 | Immediately on Sighthill West Jn side of CC322 |
| Springburn (Down Springburn, Up direction ; platform 2) | CC404 | Immediately on Sighthill West Jn side of CC404 |
| Duke Street (Down Springburn) | YS213 | Immediately on Bellgrove side of YS213 |
| **SC147 Berwick to Haymarket West Jn** | | |
| Edinburgh Waverley (Up South loop) | E440 | Immediately on the Calton tunnel side of E440 |
| **SC193 Perth to Inverness** | | |
| Carrbridge (Up loop) | AC334 | Immediately on the Aviemore side of AC334 |

### Passing a signal at danger

When it is necessary to pass a signal at danger and such signal is either located on, or applies to, a single line or a portion of line which is signalled for two-way working, dependent on the circumstances the AWS track equipment in advance of the signal concerned may be inoperative and an audible indication **may not be received**.

**Scotland Territory GI - Dated: 16/07/18**

# BOGIE BOLSTER, TROLLEY (FLATROL AND WELTROL) AND WALRUS CLASS WAGONS

Wagons of these classes must not be shunted against buffer stops.

**Scotland Territory GI - Dated: 02/12/06**

# BOGIE RAIL TANKS

Bogie rail tanks must not be loose shunted.

The hand brake is designed to hold vehicles on a gradient not steeper than 1 in 40 and in the event of it being necessary to park them on a steeper gradient the vehicles must be secured by scotching the wheels.

**Scotland Territory GI - Dated: 02/12/06**

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# CLASS 15X SERIES DMU'S - PERMITTED SPEEDS

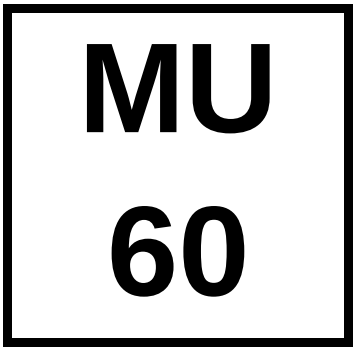
**All reference to 15X series DMU's in this instruction must be understood to mean Class 153, Class 156 and Class 158 units only.**

Special lineside marker boards indicating increased permitted speeds and consisting of a square yellow board or a diagonal yellow board bearing black letter and numerals (see example below) have been provided at various locations on routes indicated in Table A of the Sectional Appendix as applying to Class 15X Series DMU's only.

Where a Termination Marker Board is provided, Class 15X DMU's must revert to the speed applicable to all trains.

Commencement speed indicator boards applying to Class 15X Series DMU's are located where only these trains may travel at the higher speed as shown in Table A of the Network Rail Scotland Sectional Appendix. Existing permanent speed restriction indicator signs indicating a higher speed limit or restrictions continue to apply to Class 15X Series DMU's.

The Rule Book, Module SP, Section 2.1 is modified accordingly.




**COMMENCEMENT SIGN**

**TERMINATION SIGN**

**Scotland Territory GI - Dated: 26/07/2021**

# CLASS 15X SERIES DMUs - TRAINS EXCEEDING PLATFORM LENGTH

Where a train composed of Class 15X Series units is booked to stop at a station and the platform cannot accommodate the length of train involved, the guard must operate the doors on a "one door only" basis. This arrangement must be strictly observed at all times unless an alternative arrangement is authorised for a specified station or platform.

**Scotland Territory GI - Dated: 02/12/06**

# CLASS 37/4 LOCOMOTIVES

### General

ETH wiring on Class 37/4 locomotives is rated at 150 amps as opposed to 600 amps on other locomotives and shore supplies.

The train supply jumpers must **never** be coupled at both ends of a Class 37/4 locomotive **unless** when two locomotives are working a train and the other locomotive is also a Class 37/4.

A Class 37/4 locomotive must never be coupled to a shore supply.

### Hauling of 'Dead' Locomotives

A Class 37/4 can be utilised to work a train with a dead ETH locomotive of another class on the train providing the ETH index of the train does not exceed 30 or the ETH is switched off.

A Class 37/4 must not be hauled dead on a train worked by any other class of ETH locomotive which is providing ETH power to the train.

Failure to comply with these instructions may heat the ETH cabling which could cause permanent damage to the locomotive equipment.

**Scotland Territory GI - Dated: 02/12/06**

# CLASS 40, 45 AND 46 PRIVATE OWNER DIESEL LOCOMOTIVES

The following restrictions apply to the working of the above types of locomotive:

- prohibited all lines between Larkfield Jn (excl) and Glasgow Central via Eglinton St. Jn.
- prohibited all lines between Shields Jn (excl) and Glasgow Central via Bridge St. Jn.
- prohibited all lines between Muirhouse North Jn (incl) and Glasgow Central via Eglinton St. Jn.
- Edinburgh (Princes Street Gardens) - prohibited Line Z (Up North) to line W (Down South) and vice versa*.
- Haymarket East Jn. - prohibited Down South to Up North and vice versa*.
- Haymarket Central Jn. - prohibited Down South to Up North and vice versa*.

* for **through** movements between these specified lines. (Other movements to or from these lines requiring the use of only one or two crossovers at these locations are permitted).

**Scotland Territory GI - Dated: 02/12/06**

# CLASS 158 DMU'S - SEVERE WEATHER CONDITIONS

Due to experience of Class 158 DMU's braking characteristics, during freezing or snow conditions the following instructions MUST be rigidly adhered to.

## 1. Running Brake Test

The brake must be tested every 2 minutes in the following circumstances:-

a) during freezing conditions

b) when snow is falling

c) when fallen snow is being disturbed by winds or by passing trains.

When this running brake test is made, the driver must make a Step 3 **FULL SERVICE BRAKE** application with a **10 MPH** reduction in speed.

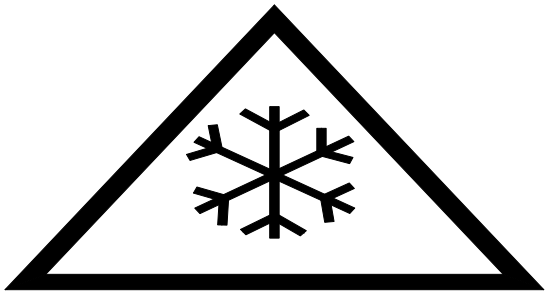
## 2. Speed Restriction

**ADDITIONALLY**, when severe weather conditions as described above are experienced, the driver must reduce speed to a maximum of **75 MPH** or any lower speed as required by the maximum permitted speed on any portion of the line. Speed must be restricted to **10 MPH** below the permitted line speed but need not be restricted to less than **50 MPH**.

If this speed restriction is necessary the driver must report the circumstances to Network Rail Route Control by the most expeditious means.

## 3. Lineside boards

Special lineside boards are provided on the WCML at Beattock Summit and between Perth and Inverness at Druimuachder and Slochd Summits, for both Up and Down directions, and are applicable to drivers of trains required to bring their train to a **STOP** as required in the following, additional, instructions. The boards are triangular in shape with a symbolic snowflake in black on a white background, within a red border. (See example below).



Where drivers are required to **STOP**, as detailed below, the train must be brought to a stand at, or immediately before reaching, the appropriate board.

**Up Direction : Beattock Summit**

Drivers of Up direction trains **MUST** make a Step 3 **FULL SERVICE BRAKE** application and bring the train to a **STOP** on the approach to Beattock Summit before the 49¾ mp, thence proceed, adhering to the running brake test procedure in clause 1, above.

**Down Direction : Beattock Summit**

Drivers of Down direction trains **MUST** make a Step 3 **FULL SERVICE BRAKE** application and bring the train to a **STOP** on the approach to Beattock Summit before the 49¾ mp, thence proceed, adhering to the running brake test procedure in clause 1, above.

**Note** This procedure also applies to trains proceeding to the Up or Down passenger loops at Beattock Summit.

**Up Direction : Slochd Summit and Druimuachder Summit**

Drivers of Up direction trains **MUST** make a Step 3 **FULL SERVICE BRAKE** application and bring the train to a **STOP** on the approach to Slochd Summit before the 95 3/4 MP and on the approach to Druimuachder Summit before the 53 mp, thence proceed, adhering to the running brake test procedure in clause 1, above.

**Down Direction : Druimuachder Summit and Slochd Summit**

Drivers of Down direction trains **MUST** make a Step 3 **FULL SERVICE BRAKE** application and bring the train to a **STOP** on the approach to Druimuachder Summit before the 52½ mp and on the approach to Slochd Summit before the 94 3/4 mp, thence proceed, adhering to the running brake test procedure in clause 1, above.

**Scotland Territory GI - Dated: 03/10/09**

# CLASS 220 UNITS - EMERGENCY SANDING EQUIPMENT

Class 220 units are fitted with emergency sanding equipment which the driver will operate when it is necessary to stop the train in conditions of very low adhesion. Each driving cab carries one application of sand, and once the equipment has been operated from that cab, the facility will not again be available until the containers have been replaced.

### Duties of drivers

When the emergency sanding equipment has been used the train must be brought to a stand and the driver must inform the signaller immediately and report the following :-

- that the sanding equipment has been operated (either for a genuine emergency or in error due to a fault).
- the location where the equipment was discharged and the current location of the train.
- why the equipment was operated i.e. whether for a genuine emergency, system fault or operated in error.
- location(s) of any poor adhesion which caused the sander to be needed.
- the unit and vehicle number on which the equipment was operated.

### Duties of signallers

On receipt of a report from a driver that the emergency sanding equipment has been operated, the signaller must :-

- deal with the first train over the portion of line from where the sander was operated to where the train stopped as if following a Sandite train by applying the instructions shown in the Rule Book, Module TS1, Section 12
- where poor adhesion problems have been reported, the instructions shown in the Rule Book, Module TW1, Section 28 apply
- inform Network Rail Route Control giving details of the unit and vehicle numbers, train running details, time and location of the incident.
- ensure that all details are recorded in the train register / occurrence book.

### Duties of Network Rail Route Control

When informed of an emergency sanding equipment operation the Route Control Manager must :-

- report all details to the Virgin Trains Control.
- report all details to the Network Rail National Control Centre.

**Scotland Territory GI - Dated: 07/12/13**

# CLASS 253/254 (HST) - WORKING ON ONE ENGINE ONLY

The following supplements train company working instructions when a train is to proceed on Scotland Route lines with only one power car available for traction:

1. **Lines over which assistance must be provided under certain conditions**

- Blair Atholl and Dalwhinnie in either direction.
- Aviemore to Inverness in either direction.
- Aberdeen to Edinburgh
- Such assistance maybe provided throughout between Perth and Inverness

If any of the following circumstances apply in respect of the above sections assistance must be provided.

1. the train comprises of more than 10 trailer vehicles
2. the working power car is **NOT** 433xx or 432xx
3. rail head conditions in the area concerned are reported as poor, for example during falling snow, severe frost, drizzle and poor leaf fall adhesion days.
4. other technical problems exist with the train to which the driver or the train operator's Fleet Controller will draw attention.
5. signalling equipment failures or temporary/emergency speed restrictions exist in the section preventing an unchecked run being made on a rising gradient.
6. Trains comprising of 5 or less trailer vehicles may always operate without assistance, subject to authority being granted in accordance with section 2 below.

2. **Authority to proceed unassisted over the lines listed above.**

For trains comprising not more than 10 trailer vehicles, an "HST" (MTU Powered) Authority to Proceed Unassisted" Clarification should be sought from the signaller and driver regarding any adverse conditions.

a) Route Control must obtain the permission of the appropriate train operator's Fleet Controller.

b) Route Control must ascertain that local weather conditions are suitable, and arrange (as far as is practicable) with the controlling Signaller for a "clear run" to be provided as indicated below:

| From | To | Remarks |
|---|---|---|
| Inverness | Moy | Speed restrictions must not be lower than 20mph |
| Moy | Slochd | Speed restrictions must not be lower than 20mph |
| Newtonmore | | Train must not stop at Newtonmore Station in either direction |
| Aberdeen | Edinburgh | Train must not stop at Inverkeithing |

c) Train Operator's Person-in-Charge, under the instructions of Route Control

- Driver to be issued with Special not to stop order at Newtonmore, if departing Inverness.
- If the train which is overpowered is capable of being driven from the cab which will become leading, arrangements may be made to return the train to a location in rear as instructed by the Signaller. The line must be considered blocked and the wrong direction movement must be authorised and conducted in accordance with Rule Book Module TW7. #
- Trains comprising of 5 or less trailer vehicles
  - may call at Newtonmore and Inverkeithing
  - the constraint on speed restrictions Inverness to Moy and Moy to Slochd does not apply
- When Departing Glasgow Queen Street High Level Station, where a complete power car is not providing traction power, then a 2+4 or 2+5 requires to have full traction power available on the remaining power car and should be given a clear departure with no restrictive signalling for the length of the station, tunnel and Cowlairs South Junction up to Cowlairs West Junction

3. **If unassisted HST stops in section**

If an unassisted HST stops within the section through which a clear run had been agreed, the following arrangements apply:-

- The Driver must not attempt to re-start the train against the gradient.
- Driver must request permission from the signaller to change ends and return to:
  a) Inverness and Moy: Must return to Inverness.
  b) Tomatin and Slochd: Must return to Tomatin.
- In the event the train stops and can't restart between Newtonmore and Inchlea, the train must return to Kingussie.

- In the event of the train being brought to a stand between Dalwhinnie and Drumochter Summit the train must be secured and assistance requested.

*NOTES:*

*# This arrangement is NOT permitted between Dalwhinnie and Drumochter Summit.*

**HIGH SPEED TRAINS (CLASS 253/254)**

**AUTHORITY TO PROCEED UNASSISTED**

To the Driver of:

Train Rep. No _____Time _____ hrs

from _____ to _____

Date _____

You are authorised to proceed over the following section of line with only one power car available for traction purposes but without assistance.

from _____ to _____

The following conditions apply:

i. As far is practicable a clear run will be arranged for your train as under:

   from _____ to _____

   from _____ to _____

ii. Should the train stop for any reason you must NOT attempt to restart it against the gradient until assistance has been provided.

iii. Arrangements may be made to return the train to a location in rear ON THE INSTRUCTIONS OF THE SIGNALLER if the train is capable of being driven from the cab which will become leading.

iv. The line may be considered blocked and the wrong direction movement may be authorised and conducted in accordance with Rule Book Module TW7.

v. You are reminded that this Authority to proceed unassisted over gradients steeper than 1 in 60 is given subject to a clear run being achieved on the approach to and over such gradients. Any attempt to restart the train on, or on the approach to, such gradients will certainly cause considerable damage to the power car.

Signed _____ Grade _____

Location _____ Time _____

**Scotland Route GI - Dated: 02/12/17**

# CLASS 334, 380 AND 385 EMUS

**Starting of Class 334, 380 and 385 EMUs from a staffed platform**

1. The person in charge of dispatch must give the driver a signal to indicate that:
    - station work is complete
    - the doors are ready to be closed
2. This signal must be given by the person in charge of dispatch either by:
    - raising a despatch bat above the head, or
    - at night or poor visibility holding a white light steadily.

**Note - To ensure the signal can be seen by the driver within the CCTV equipment field of view, the person in charge of dispatch must be positioned as near as possible to the middle of the train and no more than 2 metres from the side of the train.**

3. The driver must close the doors, ensure that the door interlock light is illuminated and then using the in cab CCTV screens, carry out a “train safety check” that:
    - the train doors are properly closed
    - nobody is trapped in the doors, e.g. by clothing
    - nobody is in contact with the train
    - You must only start the train if it is safe to do so

**Defective train borne CCTV equipment**

**Entering Service**

A train must **not** be permitted to enter service from a **Maintenance Depot** if:

- the CCTV equipment is defective on any vehicle
- the picture is degraded in that the door areas cannot be seen clearly

A train must **not** be permitted to enter service from other than a **Maintenance Depot** if:

- the CCTV equipment is defective on any vehicle
- the picture is degraded in that the door areas cannot be seen clearly

The unit is allowed to enter service but not passenger service to travel to a maintenance depot for repair.

**When in service**

When a train is in **passenger service** and:-

- the CCTV equipment becomes defective on any vehicle
- the picture is degraded in that the door areas cannot be seen clearly

the driver must report the circumstances to the signaller at the first convenient opportunity and act in accordance with the instructions given.

The instructions in the Rule Book, Modules SS1 and TW5 are amended accordingly.

**Scotland Territory GI - Dated: 03/02/18**

# CLASS 390 PENDOLINO LED ROOF LIGHTS

A number of Class 390 “Pendolino”s are fitted with CCTV cameras near both pantographs. Each camera has a high intensity LED light which will be illuminated irrespective of whether the nearby pantograph is in use or not.

Anyone observing these LED lights on the roof of Class 390 trains do not need to arrange to stop the train specially unless there is something else unusual affecting the train.

The cameras are intended to help monitor the condition of the OHLE and provide evidence if OHLE problems occur.

**Scotland Territory GI - Dated: 01/08/15**

# CLASS 943 PROPELLING CONTROL VEHICLE (PCV)

The operation of a Class 943 Propelling Control Vehicle (PCV) in **'PACS'** mode, (that is using the 'Propelling and Advisory Control System' in conjunction with a specially modified R.e.s locomotive), at the leading end of a train is authorised between the following locations :-

Glasgow Central and Polmadie CSMD/Polmadie Down Sidings
Polmadie CSMD/Polmadie Down Sidings and Glasgow Central
(both via the West Coast Main Line, or via Shields Jn)
At Shieldmuir, from Up and Down main lines to access Royal Mail Terminal

This authority is subject to the following conditions :-

1. The provisions of the Rule Book, Module SS2 and ModuleTS1, regulation 10.4 **DO NOT APPLY, provided the 'PACS' is in working order.**
   However, if the 'PACS' should become defective en route the movement must be stopped and, if arrangements cannot be made for the train to be locomotive hauled, the provisions of the Rule Book, Module SS2 and Module TS1, Regulation 10.4 then apply, except that the provisions of Module SS2, Section 4.8 are exempt.

2. For the purposes of the Rules and Regulations, during a PACS movement, the PCV driver must be regarded as the driver of the movement. In the case of any out of course working, the driver of the PCV must immediately advise the locomotive driver accordingly.
3. The maximum permitted speed is **40 MPH**, (subject to any lower permanent or temporary speed restrictions).
4. The GSM-R radio equipment must not be used by the PCV driver, or locomotive driver, except in an emergency, or, subject to the provisions of the Rule Book, Module TW1,Section 3.5 while the train is at a stand.

**Scotland Territory GI - Dated: 07/05/16**

# CLEANING OF ELECTRIC MULTIPLE UNIT CAB WINDOWS IN ELECTRIFIED AREAS

Upon request from drivers, the cleaning of the front cab windows nearest to the platform at which an electric multiple unit is standing may be carried out at the undernoted stations:-

| | | |
|---|---|---|
| Glasgow Central | Wemyss Bay | Milngavie |
| Motherwell | Airdrie | Dalmuir |
| Gourock | Helensburgh | Springburn |
| Ayr | Largs | Bathgate |
| Edinburgh Waverley | | |

**Scotland Territory GI - Dated: 18/10/10**

# CLEANING TRACK AREAS IN STATIONS

## 1. PRINCIPLE

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

When litter, etc requires to be removed from the track of a dead-end platform line or dead-end non-platform line, safety must be maintained. Such track cleaning is limited to the portion of line between the buffer stops and a point opposite the top of the platform ramps.

The undernoted instructions provide a safe method of protection by blocking lines to trains whilst staff are working. It is not, therefore, necessary for a COSS (or PC) to be appointed and the provisions of Handbook 6 and 7 are exempt.

## 2. DEFINITIONS

### 2.1 Person in charge

The person in charge is the Station Supervisor, if provided, or other person designated with this responsibility, who must be certified in Personal Track Safety Rules.

## 3. METHOD

### 3.1 Protection of Track Cleaning

The person responsible for the protection of the track cleaning (who is referred to in this instruction as the person in charge), must agree with the signaller the locations and times of track cleaning, which must be selected to minimise interference with train running, and arrange for the line affected and any adjacent line, whether or not it is being cleaned, to be protected by a controlled stop signal.

## 4. BEFORE TRACK CLEANING STARTS

### 4.1 Arrangements to be made between person in charge and Signaller

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

d) which line(s) will be affected.

e) the length of time required, the time when permission may be given for track cleaning to start and the time it must be completed.

f) that all signals which give access to the lines concerned will be maintained at Danger.

### 4.2 Reminder Appliances

The signaller must, at the time agreed with the person in charge, place or maintain the signals concerned to Danger and use the necessary reminder appliances.

In the case of EN/EX panels, the reminder appliances must be placed on the exit button for the route(s) leading to the line(s) concerned and the special 'TRACK CLEANING' reminders placed adjacent to the exit button(s) concerned.

**4.3 Entries to be made in the Train Register/Occurrence Book**

When signal protection has been given the signaller must make an entry in the Train Register :

"Traffic suspended for track cleaning on ..... Platform/Line

Commenced ..... (time) Completed ..... (time)

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

**4.4 Endorsement of Entries in Train Register/Occurrence Book**

Before permitting track cleaning 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.

The person in charge must then place a red lamp between the rails of each line concerned opposite the top of the platform ramps.

Staff may then be allowed to go on the track to commence cleaning.

## 5. DURING TRACK CLEANING

**5.1 Interruption of Track Cleaning**

If for any reason it is necessary to stop track cleaning 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 that all staff have returned to the platform, then remove the lamps from the track and advise the signaller when this has been done.

**5.2 Change of Person in Charge**

5.2.1 Should it be necessary to change the person in charge before track cleaning is complete, the persons concerned must reach a clear understanding as to the arrangements for the protection of track cleaning. The special book provided must be endorsed accordingly.

5.2.2 The person in charge must advise the signaller concerned that he has been relieved, giving the name and department of his relief. The signaller must record this information in the Train Register / Occurrence Book together with the time.

## 6. WHEN TRACK CLEANING IS COMPLETED

**6.1 Before trains are allowed to enter the line(s)**

6.1.1 When track cleaning is completed, the person in charge must ensure that all staff have returned to the platform, then remove the lamps from the track and advise the signaller when this has been done.

The signaller and person in charge must record the completion time in the Train Register / Occurrence Book and Special Book provided respectively.

**7.** The signaller must specially observe the operation of any track circuits during the passage of the first train over the lines affected by track cleaning.

NOTE : Where reference is made to signals being maintained at Danger and reminder appliances being used this applies to the "track blocked" facility, as provided in areas of Radio Electronic Token Block.

**Scotland Territory GI - Dated: 26/03/11**

# COACHING STOCK VEHICLES - MOVEMENT IN SIDINGS

Coaching stock vehicles must not be taken round very sharp curves in sidings, nor must they be shunted into a siding where there is anything likely to come into contact with them such as loading banks, sheds, ends of buildings etc., unless such vehicles have been previously tested and ample room exists to permit the vehicle or vehicles to pass in and out without risk of damage, this stock being wider than freight stock.

**Scotland Territory GI - Dated: 02/12/06**

# CONDITIONS FOR DRIVER ONLY OPERATION (DOO) OF NON-PASSENGER (NP) TRAINS

(All references in this instruction to 'radio equipment' include GSMR and RETB).

For the purpose of this instruction the term 'power operated doors' also includes slam door stock fitted with central door locking.

All lines within Network Rail Scotland Route are available for DOO (NP) provided the undernoted criteria can be complied with :-

1. A Drivers Safety Device (DSD) must be provided which cannot be neutralised while the train is moving. (Exception - light locomotives or empty multiple unit trains for a distance of up to 10 miles).

Application of the brake must automatically cut off the traction power.

2. Assistance must be available to the driver in complying with the requirements of the Rule Book, Module TW1, Section 4 and Module TW1, Section 23, for a brake test where necessary.

3. Where ECS, Parcels and Postal trains are comprised of stock not fitted with power operated doors, a person must be available to give the 'Ready to Start' signal at the starting point and at all stations where the train is booked to stop. Where there is a stop signal on, or within a train length ahead of, the platform arrangements must be made to ensure that the driver of an ECS train without power operated doors can safely restart after being detained at the signal. This must be done by ensuring that the driver has a clear view along the full length of the train or a person is available on the platform to give the 'Ready to Start' signal or special arrangements are made to ensure that the train is detained on the approach to the platform when the signal is at danger. Staff and non-railway personnel are prohibited from travelling on an ECS train without power operated doors when it is booked to stop at an unmarked platform.

4. The following must not be conveyed :-

   g) Toxic gases, class 2(c)

   h) Hydrocyanic acid, class 6.1(A)

   i) Radioactive substances in flasks, class 7

The quantity of flammable gases, class 2(a), conveyed in bulk must not exceed one bogie tank wagon, or two 2-axle tank wagons, or one 40ft container (or equivalent length of smaller containers), or one 2-axle tank wagon and one 20ft container (or equivalent length of smaller containers).

5. DOO (NP) operation is permitted on :-

   a) Double / multiple track lines provided (i) they are continuously track circuited with colour light signals and the driver of each DO train is provided with radio equipment or telephones are provided connected to the controlling signal box at intervals of approximately 2 miles OR (ii) **all** trains are provided with radio equipment OR (iii) a DOO (NP) train is not allowed to pass more than two passenger trains on any adjacent line in any period of 60 minutes as shown in the WTT (except where trains are booked to be at a stand at platforms or loops).

   b) Single lines provided (i) **all** DO trains are equipped with radio equipment OR (ii) telephones are provided connected to the controlling signal box at intervals of approximately 2 miles.

   c) Goods lines

For the purposes of this clause (5), track circuits must be of the continuously energised type. This excludes **all** axle counter arrangements.

A DOO (NP) train may also pass over a line not complying with the above arrangements for a distance of up to 10 miles.

DO operation of light locomotives and engineers' on-track machines is permitted on any line.

6. In the event of failure of the radio equipment (where telephones are not provided), a DOO (NP) train may continue in service to the first suitable location where the defect can be rectified or, where applicable, the locomotive replaced. The signaller must specially observe the passage of the train concerned. If the radio system is non-operative for all trains in an area, normal working may continue on continuously track-circuited lines but the signaller must specially observe the passage of trains. Where continuous track-circuiting is not provided, normal working must be suspended during the passage of the train on which the radio equipment has failed or during a complete failure of the radio system. In either case, a DO train must not be permitted to be in the block section while there is another train on the other line.

7. All planned DOO (NP) workings must be advised to the Operational Planning Manager.

**Scotland Territory GI - Dated: 07/12/13**

# COUNT-DOWN MARKERS

Single-sided reflectorised count-down markers, comprising a series of three rectangular boards with red stripes on a white background, have been provided on the approach to the signals detailed below. The boards are located on the approach to the signal with, in sequence, 3 stripes, 2 stripes and 1 stripe, the latter being nearest to the signal.

| Signal | Line | Board (yards from signal) | | |
|---|---|---|---|---|
| | | 3 stripes | 2 stripes | 1 stripe |
| GMN139 | Down main (Newton) | 320 (P) | 220 (P) | 120 (P) |
| GMN183 | Down Holytown (approach to Uddingston Jn) | 436 (O) | 294(O) | 160 (O) |
| GPE160 | Up Ayr (Johnstone) | 300 (P) | 200 (O) | 100 (P) |
| CQ247 | Up E&G (Down direction) | 320 (P) | 220 (P) | 120 (P) |
| CQ55 | Down E&G - both at Cowlairs So Jn | | | |
| YF222 | Up line approach within High Street Tunnel | 328 (*) | 219 (*) | 109 (*) |
| YF223 | Down line approach within High Street Tunnel | 328 (*) | 219 (*) | 109 (*) |
| YH527 | Down Singer (Knightswood tunnel approach) | 316 (O) | 200 (P) | 100 (P) |
| YC640 | Up West Highland (approach to Craigendoran) | 320 (P) | 220 (P) | 120 (P) |
| EF544 | Up Berwick (between Longniddry and Drem) | 320 (P) | 220 (P) | 120 (P) |
| ED498 | Up Berwick (Dunbar approach) | 579 (O) | 372 (O) | 161 (O) |
| EH528 | Up South) (between Haymarket | 320 (P) | 220 (P) | 120 (P) |
| EH532 | Up North) West and Central Jns. | | | |
| EY651 | Down Fife (between South Gyle and Dalmeny Jn) | 320 (P) | 220 (P) | 120 (P) |
| Points Set Indicator | Garelochhead (Up) | 328 (P) | 219 (P) | 109 (P) |
| Points Set Indicator | Invergordon (Up) | 300 (P) | 200 (P) | 100 (P) |
| Points Set Indicator | Ardgay (Down) | 300 (P) | 200 (P) | 100 (P) |
| Points Set Indicator | Helmsdale (Down) | 300 (P) | 200 (P) | 100 (P) |

In the mounting column, the following abbreviations are used :-

(O) = mounted on overhead line structure

(P) = post mounted

(*) = Affixed within tunnel

**Scotland Territory GI - Dated: 18/04/17**

# COUPLING / MULTIPLE RUNNING OF LOCOMOTIVES

Not more than two locomotives coupled together (whether running light or being hauled “dead”) are permitted on any running line within Scotland Route, except where authorised by the Network Rail Structures Engineer. The approval of Network Rail Route Control must be obtained before multiple running of locomotives is permitted. Multiple running means a movement of 3 or more locomotives (of unlimited number and of any type or types) coupled together.

A standing authority has been granted for multiple locomotive movements over certain routes / structures (but not excessive RA movements). These are listed in the following table, although it must be noted that this may be amended from time to time to take account of other bridges that may be affected by flood damage, vehicle strike etc. For this reason, all multiple running requests must be made to Network Rail Route Control, in the first instance.

Where a route is not listed in the accompanying table, or relaxation on standing authority is requested, or where the multiple running involves excessive RA movements, the authority of the Network Rail Structures Engineer must always be obtained via Network Rail Route Control.

### List of Standing Authorities for Multiple Running Movements

| Route Restriction | Structure | Between | Mileage | Structure Restriction |
|---|---|---|---|---|
| **SC001 Gretna Jn to Glasgow Central (via Beattock)** | | | | |
| Structure Specific | Mein Water Viaduct (030/064) | Kirtlebridge/ Lockerbie | 17m 1430y | 25 mph |
| **SC003 Carstairs South Jn to Haymarket East Jn** | | | | |
| Structure Specific | Linhouse Viaduct (280/086) | Torphin LC/ Midcalder | 88m 946y | 25 mph |
| | Slateford Viaduct (280/137) | Kingsknowe/ Slateford | 98m 1167y | 25 mph |
| **SC005 Carstairs Station Jn to Carstairs East Jn** | | | | |
| None | | | | |
| **SC007 Midcalder Jn to Holytown Jn** | | | | |
| Overall maximum linespeed for multiple movements 45mph | | | | |
| **SC011 Law Jn to Uddingston Jn (via Holytown)** | | | | |
| Structure Specific | Calder Viaduct (036/026) | Wishaw / Holytown | 88m 374y | MULTIPLE RUNNING PROHIBITED |
| **SC015 Mossend E Jn - Mossend N Jn (North Curve** | | | | |
| None | | | | |
| **SC017 Mossend E Jn - Mossend S Jn (East Curve)** | | | | |
| None | | | | |
| **SC019 Mossend S Jn - Mossend W Jn (West Curve)** | | | | |
| None | | | | |
| **SC023 Motherwell to Newton, Hamilton Jn (via Hamilton)** | | | | |
| Structure Specific | Camps Viaduct (045/047) | Newton / Motherwell | 1m 275y | 25 mph |
| **SC025 Rutherglen Central Jn to Finnieston incl. to Bridgeton Yard (via Arrival line) (Goods line)** | | | | |
| None | | | | |
| **SC027 Rutherglen W Jn - Rutherglen N Jn (West Curve)** | | | | |
| None | | | | |
| **SC029 Larkfield Jn - Shields Jn** | | | | |
| None | | | | |

| Route Restriction | Structure | Between | Mileage | Structure Restriction |
|---|---|---|---|---|
| **SC031 Gretna Jn to Glasgow Central (via Kilmarnock)** | | | | |
| Triple coupled Class 43 HST Power Cars Permitted between Glasgow Central and Kilmarnock<br>All other combinations Coupled Length of locomotives not to exceed 50metres PLUS | Various Viaducts | Kilmarnock/ Dumfries | 33m 1300y to 91m 1390y | Overall maximum linespeed for multiple movements on this section, 40mph. |
| **SC039 Kilmarnock to Barassie** | | | | |
| Structure Specific | Irvine Viaduct (198/008) | Gatehead/ Shewalton Moss | 3m 440y | 25mph |
| **SC047 Muirhouse S Jn - Larkfelid** | | | | |
| None | | | | |
| **SC049 Muirhouse Central Jn Terminus Jn** | | | | |
| None | | | | |
| **SC059 Glasgow Central to Stranraer** | | | | |
| Structure Specific | Longford Viaduct (162/017) | Kilwinning/Irvine | 27m 000y | 25 mph |
| | Queens Viaduct (162/021) | | 28m 880y | 45 mph |
| | Various Viaducts | Ayr/Girvan | 40m 1080y to (COM) 0m 330 y | Overall maximum line speed for multiple movements on this section 25mph |
| | | Girvan/Stranraer | 0m 330y to 54m 110y | MULTIPLE RUNNING PROHIBITED SOUTH OF GIRVAN |
| **SC061 Sheilds Jn - Paisley Canal** | | | | |
| Permitted between Sheilds Jn and corkerhill | | | | |
| **SC087 Newton Jn to Mauchline (Goods Line)** | | | | |
| Structure Specific | Failford Viaduct (207/028) | Annbank/Mauchline Jn | 47m 440y | 25 mph |
| | Redcraig Viaduct (207/034) | Annbank/Mauchline Jn | 48m 1320y | 25 mph |
| **SC089 Annbank to Killoch Colliery (Goods Line)** | | | | |
| None | | | | |
| **SC093 Motherwell to Greenhill Lower Jn** | | | | |
| None | | | | |
| **SC099 Whifflet North Jn to Rutherglen East Jn** | | | | |
| Triple coupled Class 43 HST Power Cars<br>None | Kirkwood Viaduct (140/019) | Bargeddie/Kirkwood | 5m 440y | 25mph |
| **SC101 Coatbridge Jn to Langloan Jn** | | | | |
| None | | | | |
| **SC103 Garnqueen North Jn to Cowlairs West Jn** | | | | |
| None | | | | |
| **SC105 Gartsherrie South Jn to Gartcosh Jn** | | | | |
| None | | | | |

| Route Restriction | Structure | Between | Mileage | Structure Restriction |
|---|---|---|---|---|
| **SC106 Sighthill W Jn to Cowlairs South Jn (Chord line)** | | | | |
| None | | | | |
| **SC107 Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)** | | | | |
| Triple coupled Class 43 HST Power Cars<br>Structure Specific<br>All other combinations<br>Structure Specific | 36 Arch Viaduct (070/015)<br>7 Arch Viaduct (070/016)<br>Avon Viaduct (07/0/047)<br>36 Arch Viaduct (070/016)<br>Avon Viaduct (070/047)<br>Castlecary Viaduct (070/084) | Newbridge Jn/ Winchburgh<br>Newbridge Jn/ Winchburgh<br>Linlithgow/-Bo'ness GF<br>Newbridge Jn/ Winchburgh<br>Linlithgow/-Bo'ness GF<br>Greenhill Upper Jn/ Croy | 37m 1047y<br>37m 531y<br>28m 122y<br>37m 531y<br>28m 122 y<br>15m 1100y | 25mph<br>25mph<br>25mph<br>25mph<br>25mph<br>25mph |
| **SC109 Polmont Jn to Greenhill Upper Jn (via Falkirk Grahamston)** | | | | |
| None | | | | |
| **SC110 Carmuirs East Jn to Larbert Jn** | | | | |
| None | | | | |
| **SC113 Winchburgh Jn to Dalmeny Jn** | | | | |
| Triple coupled Class 43 HST Power Cars<br>None | | | | |
| **SC115 Cowlairs West Jn to Knightwood North Jn** | | | | |
| Triple coupled Class 43 HST Power Cars<br>None | | | | |
| **SC116 Cowlairs East Jn to Cowlairs North Jn** | | | | |
| None | | | | |
| **SC117 Grangemouth Jn to Grangemouth Oil Terminal and Docks Yard (Goods Line)** | | | | |
| None | | | | |
| **SC119 Greenhill Upper Jn to Dundee** | | | | |
| Triple coupled Class 43 HST Power Cars<br>All other combinations<br>Structure specific | Earn Viadcut (133/088)<br>Earn Viaduct (133/088)<br>Tay Viaduct (134/035) | Forteviot/Perth<br>Forteviot/Pert<br>Perth | 147m 1320y<br>147m 1320y<br>20m 83y | 25mph<br>25mph<br>25mph |
| **SC123 Bathgate to Helensburgh (via Singer)** | | | | |
| Structure Specific | Coatdyke Viaduct (240/067)<br>Kelvin & Kelvinhaugh Viaducts (240/129 & 240/131) | Coatdyke/ Coatbridge<br>Finnieston West/ Partick | 9m 1280y<br>2m 1170y to 2m 1740 y | 25 mph<br>25 mph |
| **SC129 Springburn to Bellgrove Jn** | | | | |
| None | | | | |
| **SC131 High Street Jn to Shields Jn** | | | | |
| None | | | | |
| **SC141 Craigendoran Jn to Fort William** | | | | |
| MULTIPLE RUNNING PROHIBITED | Various Viaducts | Craigendoran/ Fort William | | |
| **SC147 Berwick to Haymarket West Jn (via Waverley)** | | | | |
| Structure Specific | Dunglass Viaduct (001/109) | Innerwick/ Grantshouse | 36m 121y | 25 mph |

| Route Restriction | Structure | Between | Mileage | Structure Restriction |
|---|---|---|---|---|
| SC151 Portobello to Leith South Yard (Goods Line) | | | | |
| None | | | | |
| **SC155 Monktonhall Jn to Millerhill Yard (Goods Line)** | | | | |
| None | | | | |
| **SC157 Millerhill South Jn to Millerhill East Jn (Goods Line)** | | | | |
| None | | | | |
| **SC159 End of line (former Bilston branch) to Millerhill Yard (Goods Line)** | | | | |
| End of line to Millerhill South Jn prohibited.<br>Unrestricted Millerhill South Jn to Millerhill Yard | | | | |
| **SC161 Millerhill Yard to Portobello** | | | | |
| None | | | | |
| **SC163 Portobello to Niddrie West** | | | | |
| None | | | | |
| **SC165 Niddrie South Jn to Haymarket West Jn** | | | | |
| None | | | | |
| **SC167 Craiglockhart Jn to Slateford Jn** | | | | |
| None | | | | |
| **SC169 Gorgie Jn to Haymarket Central Jn** | | | | |
| None | | | | |
| **SC171 Edinburgh Waverley to Dundee (via Kirkcaldy)** | | | | |
| Structure Specific | Forth Bridge<br>Burtnisland Viaduct 9090/063)<br>Tay Bridge | Dalmeny/North Queensferry<br>Aberdour/ Burntisland<br>Tay Bridge<br>South/Dundee | 19m 1650y | MULTIPLE RUNNING PROHIBITED |
| **Route Restriction** | **Structure** | **Between** | **Mileage** | **Structure Restriction** |
| **SC173 Inverkeithing Central Jn to Thornton North Jn (via Cowdenbeath)** | | | | |
| None | | | | |
| **SC175 Rosyth Dockyard to Inverkeithing South Jn (Goods Line)** | | | | |
| None | | | | |
| **SC176 Inverkeithing North Jn to Inverkeithing East Jn** | | | | |
| None | | | | |
| **SC177 Thornton North Jn to Methil Power Station (Goods Line)** | | | | |
| None | | | | |
| **SC178 Thornton South Jn to Thornton West Jn** | | | | |
| None | | | | |
| **SC181 Ladybank Jn to Hilton Jn** | | | | |
| Triple coupled Class 43 HST Power Cars<br>None<br>All other combinations<br>Structure Specific | Earn Viaduct (112/083) | Eastfield LC/<br>Hilton Jn | 45m 616y | 20 mph |

| Route Restriction | Structure | Between | Mileage | Structure Restriction |
|---|---|---|---|---|
| **SC183 Kincardine Power Stn to Charlestown Jn (Goods Line)** | | | | |
| **None** | | | | |
| **SC191 Dundee to Aberdeen** | | | | |
| Triple Coupled Class 43 HST Power Cars<br>None<br>All other combinations<br>Structure Specific | Lairds (WB) (090/261)<br>Buckie Den Viaduct (090/264)<br>Various Viaducts | Inverkeilor/Usan<br>Inverkeilor/Usan | 25m 550y<br>25m 1738y<br>206m to 241m 220y | 25 mph<br>25 mph<br>Overall maximum line speed for multiple movements on this section, 25 mph |
| **SC193 Perth to Inverness** | | | | |
| Triple Coupled Class 43 HST Power Cars<br>None<br>All other combinations<br>Structure Specific | Dalguise Viaduct (290/033)<br>Various Viaducts<br>Dalguise Viaduct (290/033)<br>Various Viaducts | Dunkel/Ballinluig<br>Slochd/Culloden<br>Dunkeld/Ballinluig<br>Slochd/Culloden | 20m 1056y<br>93m 880y to 111m 000y<br>20m 1056y<br>93m 880y to 111m 000y | 25mph<br>Overall maximum line speed for multiple movements on this section 25 mph<br>25mph<br>Overall maximum line speed for multiple movements on this section 25 mph |
| **SC195 Aberdeen to Inverness** | | | | |
| Triple Coupled Class 43 HST Power Cars<br>None<br>All other combinations<br>Coupled Length of Locomotives not to exceed 50metres PLUS | Spey Viaduct (294/053)<br>Findhorn Viaduct (291/061) | Keith/ Elgin<br>Forres/ Brodie LC | 22m 1425y<br>120m 000y | 25 mph<br>25 mph |
| **SC197 Kittybrewster GF to Waterloo Goods (Goods Line)** | | | | |
| None | | | | |
| **SC203 Inverness to Wick** | | | | |
| Triple Coupled Class 43 HST Power Cars<br>Permitted from Welsh's Bridge / Iverness Station to Ness Viaduct (302/003) (0m 822y)<br>All other combinations<br>Coupled Length of Locomotives not to exceed 50metres PLUS | Ferry Bridge (302/028)<br>Beauly Viaduct (302/029)<br>Conon Viaduct (302/041)<br>Alness Viaduct (302/067)<br>Oykel Viaduct (302/151)<br>Craggie Burn (302/276)<br>River Thurso (302/338)<br>River Wick (302/364) | Clunes/Beauly<br>Clunes/Beauly<br>Muir of Ord/ Dingwall<br>Evanton / Alness<br>Culrain/ Invershin<br>Helmsdale/ Kildonan<br>Scotscalder/Halkirk<br>Bilbster LC/ Wick | 9m 1000y<br>9m 1540y<br>16m 1540y<br>28m 660y<br>61m 605y<br>109m 660y<br>145m 814y<br>159m 486y | 25 mph<br>25 mph<br>25 mph<br>25 mph<br>25 mph<br>25 mph<br>25 mph<br>25 mph |
| **SC205 Dingwall to Kyle of Lochalsh** | | | | |
| Structure Specific | Achanalt Viaduct (303/023) | Lochluichart/ Achanalt | 9m 511y | 25 mph |
| | Conon Viaduct (303/098) | Achnashellach/ Strathcarron | 40m 1056y | 25 mph |
| **SC207 Georgemas Jn to Thurso** | | | | |
| Structure Specific | Thurso Viaduct (304/004) | Georgemas / Thurso | 3m 1137y | 20 mph |

# COUPLING AND UNCOUPLING OF LOADED MULTIPLE UNITS EQUIPPED WITH AUTOMATIC COUPLERS

Where it is necessary to couple or uncouple two multiple units, either of which is loaded, the undermentioned working must be adopted. Prior to coupling, after the first train has come to a stand at the platform, the second train may be admitted in accordance with Permissive Working, or special instructions, as the case may be.

A handsignaller (who may be the guard of the first train) must be posted six feet to the rear of the first train and the driver of the second train must bring his train to a stand opposite to the handsignaller.

The handsignaller may give permission for the second train to move forward to couple on to the rear of the first train as soon as he is satisfied it is safe to do so.

During coupling or uncoupling operations at station platforms, all passenger doors must be kept closed. If this is not possible, station staff must prevent passengers joining or alighting through the open doors until the movement has been completed.

**Scotland Territory GI - Dated: 02/12/06**

# CT7 PLATES FOR GSM-R

On routes where signalling system train describer data is not provided, the GSM-R network will route any calls or operational text messages sent from a cab radio to a ‘Nominated Signaller’ for each radio cell. As signaller boundaries can sit within a cell, this person may not be the Signaller who controls the area for that train. At certain signals on these routes, GSM-R signal box phone number plates have been provided to show the Driver that, to contact the Signaller who controls the area, they should dial the GSM-R fixed terminal phone number shown on the sign, instead of using the <SG> message or Call Signaller button. This process is described in the Driver Users Procedures, (issued by RSSB), Sect 4.3.

With the provision of the new TD System, drivers will now be able to use the “call signaller” button at the signals below where previously they were instructed to call the signaller using the signal box number on the plate, the CT7 Plates associated with these signals will remain.

Signals D715, D697, D672 and TS25

Locations with these signs in Scotland Route, soon to be input to the Sectional Appendix, are as follows:

| Equipment Description | SPT | Controlling Signaller | CT7 Number | ELR | Line / Mileage |
|---|---|---|---|---|---|
| LINESIDE RADIO SIGN | **AN18** | Annan | **74012901** | GSW | 2100 106.1602 |
| LINESIDE RADIO SIGN | **AR12** | Auchterarder | **74023501** | SCM4 | 1100 137.0184 |
| LINESIDE RADIO SIGN | **AR8** | Auchterarder | **74023501** | SCM4 | 1100 137.0899 |
| LINESIDE RADIO SIGN | **AR5** | Auchterarder | **74023501** | SCM4 | 2100 137.0900 |
| LINESIDE RADIO SIGN | **AR16** | Auchterarder | **74023501** | SCM4 | 2100 137.1004 |
| LINESIDE RADIO SIGN | **AR14** | Auchterarder | **74023501** | SCM4 | 1100 137.1251 |
| LINESIDE RADIO SIGN | **AR6** | Auchterarder | **74023501** | SCM4 | 2100 137.1294 |
| LINESIDE RADIO SIGN | **BA31** | Blair Atholl | **74024401** | HGL2 | 2100 051.0481 |
| LINESIDE RADIO SIGN | **DW22** | Dalwhinnie | **74024301** | HGL2 | 1100 045.0336 |
| LINESIDE RADIO SIGN | **DS96** | Dumfries Station | **74012801** | GSW | 2100 092.1926 |
| LINESIDE RADIO SIGN | **DB15** | Dunblane | **74023301** | SCM3 | 2100 120.1454 |
| LINESIDE RADIO SIGN | **D715** | Dundee | **74022001** | ECN2 | 2100 057.0247 |
| LINESIDE RADIO SIGN | **D697** | Dundee | **74022001** | SCM5 | 2100 003.0046 |
| LINESIDE RADIO SIGN | **D672** | Dundee | **74022001** | SCM5 | 1100 003.0066 |
| LINESIDE RADIO SIGN | **EN2070** | Edinburgh WS 5 | **74020501** | NEM1 | 1100 012 0407 |
| LINESIDE RADIO SIGN | **ET763** | Edinburgh WS 7 | **74020701** | CWH3 | 2100 027.1385 |
| LINESIDE RADIO SIGN | **GH1** | Grangemouth Jcn | **74021001** | PMT | 2100 022 0986 |
| LINESIDE RADIO SIGN | **HJ20** | Hilton Jcn | **74023601** | SCM4 | 2100 141.1320 |
| LINESIDE RADIO SIGN | **HJ8** | Hilton Jcn | **74023601** | SCM4 | 2100 141.1320 |
| LINESIDE RADIO SIGN | **P112** | Perth | **74023701** | SCM5 | 3400 020.1069 |
| LINESIDE RADIO SIGN | **P113** | Perth | **74023701** | SCM5 | 3400 020.1069 |
| LINESIDE RADIO SIGN | **P110** | Perth | **74023701** | SCM5 | 3400 020.1140 |
| LINESIDE RADIO SIGN | **SN37** | Stirling North | **74021601** | SCM3 | 2100 118.0485 |
| LINESIDE RADIO SIGN | **SN3** | Stirling North | **74021601** | SCM3 | 2100 118.0743 |
| LINESIDE RADIO SIGN | **SN36** | Stirling North | **74021601** | SCM3 | 2100 118 0745 |
| LINESIDE RADIO SIGN | **SN8** | Stirling North | **74021601** | SCM3 | 2100 118 0839 |
| LINESIDE RADIO SIGN | **SN31** | Stirling North | **74021601** | SCM3 | 3604 118.0850 |
| LINESIDE RADIO SIGN | **SN44** | Stirling North | **74021601** | SCM3 | 1100 118.0899 |
| LINESIDE RADIO SIGN | **SN46** | Stirling North | **74021601** | SCM3 | 0000 118.1047 |
| LINESIDE RADIO SIGN | **SN42/47/69** | Stirling North | **74021601** | SCM3 | 1100 118.1390 |
| LINESIDE RADIO SIGN | **TS25** | Tay Bridge South | **74021901** | ECN2 | 2100 056.1171 |

**Scotland Territory GI - Dated: 28/10/2017**

# 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**

# 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**

# EMERGENCY SCREW COUPLINGS

The following is a list of locations where emergency screw couplings are available :-

| | | |
|---|---|---|
| Glasgow Central | Glasgow Queen Street | Aberdeen |
| Motherwell | Falkirk High | Inverness |
| Carstairs | Linlithgow | Wick |
| Lockerbie | Haymarket | Thurso |
| Stranraer | Edinburgh Waverley | Kyle of Lochalsh |
| Dumfries | Dunbar | Perth |
| Kilmarnock | Inverkeithing | Dundee |
| Ayr | Kirkcaldy | Montrose |
| Paisley | Dunfermline Town | |
| Dumbarton | Falkirk Grahamston | |
| Fort William | Stirling | |

**Scotland Territory GI - Dated: 02/12/06**

# ENGINEERS ROAD/RAIL VEHICLES

These vehicles are authorised to work on all RETB lines within the Route when issued with an Engineering token, except that, on the West Highland line, such a vehicle must not work south of the station limits board at Helensburgh Upper.

**Scotland Territory GI - Dated: 02/12/06**

# EXAMINATION AND OILING OF SCREW COUPLINGS ON FREIGHT, ETC., STOCK

At the stations where C&W staff are employed, the duty of oiling screw couplings devolves upon that department. At all other stations the responsibility rests with the goods handling staff, and each person in charge concerned must depute one of his staff to examine these couplings and see they are oiled and put in fit condition before the vehicles are worked away.

**Scotland Territory GI - Dated: 02/12/06**

# FIRE ALARMS - SUBSURFACE STATIONS

This instruction is applicable at the under noted subsurface stations:-

**Argyle Street; Glasgow Central Low Level; Anderston**

**Glasgow Queen Street Low Level; Charing Cross**

If the fire alarm is activated:-

**The Station Manager must:-**

- Advise the emergency services via 999
- Advise the Signaller at Yoker Integrated Electronic Control Centre on 045 7606. Also Paisley Customer Service Centre must be advised on 045 5261. Full details of the activation must be given by the station manager. The Signaller at Yoker will confirm that drivers will be instructed not to stop at the effected station but to bypass the station.
- The public address system will automatically broadcast an evacuation message. Should the automatic announcement fail, the station manager can make an evacuation announcement using the local public address system.
- Note details of persons “signed in” and working in the station, taking “visitors” sheet if necessary.
- Evacuate customers from all areas of the station and prevent access.
- Liaise with Fire and Rescue Service on arrival advising of zone affected and whether evacuation is complete or if anybody is unaccounted for.

**The Evacuation Warden must:-**

- If the public address system is totally inoperative, broadcast an evacuation announcement using the portable loudspeaker system.
- Evacuate customers from the platforms and station areas.
- Confirm the station is evacuated and proceed to the Assembly Point.

**The Signaller at Yoker Integrated Electronic Control Centre must:-**

- Take immediate action to stop trains and once the affected station platform areas are clear of passengers advise driver’s to continue but to bypass the station.
- Advise Network Rail Incident Control.
- Await further communication from the Station Manager or Paisley Customer Service Centre.
- Stop and hold trains out with the affected station if informed that a fire has occurred.

**The Network Rail Incident Controller must:-**

- Advise British Transport Police.

**The Shift Manager at Paisley Customer Service Centre must ensure that staff:-**

- Broadcast the appropriate announcements if automatic evacuation announcement is not working, or if there is insufficient time to advise drivers to bypass the station and trains are due to arrive, or are already at the station.
- Advise First ScotRail Control via extension 045 2040 or 045 3863.
- Monitor the effected station and immediately advise the Signaller at Yoker Integrated Electronic Control on 045 7606 if any indication of fire is observed.

**Use of trains to evacuate**

Should fire prevent egress from the station by the normal exit, the Station Manager or Evacuation Warden must contact the Signaller at Yoker Integrated Electronic Control Centre who will arrange for a train to be used for evacuation purposes. The Evacuation Warden must then ensure customers are safely on the train and then board the train himself before departure.

**Use of tunnel to evacuate**

If no train is readily available then the Signaller must advise the Station Manager or Evacuation Warden. The tunnel lights must be switched on by the Signaller. The Evacuation Warden must then take customers through the tunnel towards the place specified in the individual emergency plan. The Signaller must advise the staff at the intended destination of the situation.

**Scotland Territory GI - Dated: 30/09/12**

# FREIGHTLINER VEHICLES - PLATFORMS IN EXCESS OF 3 FEET 3 INCHES ABOVE RAIL LEVEL

Due to modifications in construction, the floor height of certain Freightliner vehicles has been increased from 3 feet 3 inches to 3 feet 5 inches above rail level. When loaded with standard containers (8 feet 0 inches by 8 feet 0 inches profile) these vehicles are outwith the standard BR load gauge and until further notice their movement is subject to the undernoted speed restrictions:-

| ROUTE | LOCATION | | RESTRICTION |
|---|---|---|---|
| **8 feet 0 inches by 8 feet 0 inches Profile Containers** | | | |
| Glasgow to Edinburgh via Carmyle, Sighthill, Cowlairs and Falkirk HIgh or via Carmyle, Sighthill and Falkirk Grahamston | **Down line** | Winchburgh Tunnel | **30 mph** |
| | **Up Line** | Winchburgh Tunnel | **30 mph** |

Movements of these vehicles when so loaded over the routes concerned will be under authority of BR29973 - Advice to Train Crew of Exceptional Loads - appropriately endorsed.

**Scotland Territory GI - Dated: 02/12/06**

# FREIGHTLINER WAGONS

### Freightliner Wagons (First 100 Wagons)

Outer Wagons B601003 to B601020 inclusive.

Inner Wagons B602003 to B602084 inclusive.

These wagons, which do not have axle mounted discs can negotiate small curves, down to 2½ chs., but such curves must be negotiated very slowly and with very great care, particularly with fully laden wagons.

### Freightliner/ISO Wagons (Second Batch)

Outer Wagons B601021 upwards

Inner Wagons B602085 upwards

The minimum radius of curve which these wagons can safely negotiate is 3½ chs. and this must be at a maximum of **2 mph.** The worst condition so far as throw-overs are concerned is two 6½ chain curves with a 10 foot straight between them and again this must be negotiated at very low speed, as under these conditions the bar couplers are at the extreme ends of the slots in the headstocks.

**Scotland Territory GI - Dated: 02/12/06**

# GROUND FRAMES RELEASED FROM SIGNAL BOXES

Where telephone communication between a ground frame and a signal box is provided, the competent person must speak with the signaller, by telephone, before leaving and, if the apparatus fails, must obey any instructions given to him by the signaller. At intermediate sidings at which trains may be shunted for other trains to pass (shown in Table A) where the ground frame is electrically controlled from a signal box, the following instructions must be carried out:

- In order that the electrical controls may become operative, the whole train when on the running line must, where the points are trailing, be drawn clear of the points and brought to a stand with the rear vehicle positioned immediately in advance of the siding connection. Where the points are facing, the train must be brought to a stand on the approach side of the points or, where provided, at the signal applying from the running line to the siding. The competent person must then communicate with the signaller and ask permission to operate the ground frame. The signaller must tell the competent person when the release is given.
- When the movement has been made and the complete train has been shunted into the siding(s) clear of the running line(s) or has been brought to a stand on the running line clear of the points ready to depart and the ground frame levers have been placed in the normal position, the competent person must tell the signaller who must restore the ground frame and tell the competent person when this has been done. Until this advice is received, the competent person must not rejoin the train or allow it to proceed.

**Scotland Territory GI - Dated: 02/12/06**

# GSM-R - CAB RADIO REGISTRATION AT MAIN AND POSITION LIGHT SIGNALS – LOCATION CODES

**DRIVERS ARE TO REGISTER USING THE LAST 3 DIGITS OF THE SIGNAL ID, ADDING LEADING ZEROS WHERE REQUIRED (E.G. FOR SIGNAL SN23, REGISTER USING 023) EXCEPT WHERE THE SIGNAL IS LISTED BELOW. IN SUCH CASES, THE CORRESPONDING LOCATION CODE IN THIS SECTION IS TO BE USED.**

| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|---|---|---|---|---|---|
| **SC001 GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)** | | | | | |
| Polmadie | Up Clydesdale | GR787 | 990 | WSSC - Polmadie Workstation | 74 0114 01 |
| **SC031 GRETNA JN TO GLASGOW CENTRAL (VIA KILMARNOCK)** | | | | | |
| Dumfries Station | Yard Line | DS88 | 990 | Dumfries Station | 74 0128 01 |
| Thornhill | Up Passenger Loop | TH17 | 990 | Thornhill | 74 0131 01 |
| Thornhill | Up Main (Down Direction) | TH14 | 990 | Thornhill | 74 0131 01 |
| Thornhill | Up Passenger Loop | TH16 | 990 | Thornhill | 74 0131 01 |
| Kirkconnel | Down Sidings | KC14 | 990 | Kirkconnel | 74 0132 01 |
| Kirkconnel | Down Main (Up Direction) | KC17 | 990 | Kirkconnel | 74 0132 01 |
| Kirkconnel | Up Main (Down Direction) | KC20 | 990 | Kirkconnel | 74 0132 01 |
| Barrhead | Up platform (Up direction) | BD2 | 990 | Barrhead | 74 1063 01 |
| Barrhead | Down platform (Up direction) | BD17 | 990 | Barrhead | 74 1063 01 |
| Barrhead | Up Platform 1 (Down direction) | BD14 | 990 | Barrhead | 74 1063 01 |
| Barrhead | Down Platform 2 (Down direction) | BD21 | 990 | Barrhead | 74 1063 01 |
| Barrhead | Platform 3 | BD11 | 990 | Barrhead | 74 1063 01 |

| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|---|---|---|---|---|---|
| Glasgow Central | Platform 1 (Rear) | GG5701 | 601 | WSSC – Glasgow Central workstation | 74 0161 01 |
| Glasgow Central | Platform 2 (Rear) | GG5702 | 602 | WSSC – Glasgow Central workstation | 74 0161 01 |
| Glasgow Central | Platform 9 (Rear) | GG5709 | 609 | WSSC – Glasgow Central workstation | 74 0161 01 |
| Glasgow Central | Platform 10 (Rear) | GG5710 | 610 | WSSC – Glasgow Central workstation | 74 0161 01 |
| Glasgow Central | Platform 11 (Rear) | GG5811 | 611 | WSSC – Glasgow Central workstation | 74 0161 01 |
| Glasgow Central | Platform 11 (Mid) | GG5711 | 611 | WSSC – Glasgow Central workstation | 74 0161 01 |
| **SC035 BANK JN TO KNOCKSHINNOH (GOODS LINE)** | | | | | |
| Bank Jn | Bank Jn Up Branch | NC15 | 990 | New Cumnock | 74 0133 01 |
| **SC059 GLASGOW CENTRAL TO STRANRAER** | | | | | |
| Ayr Townhead sidings | Bypass Loop | GPA854 | 990 | WSSC – Ayr workstation | 74 0101 01 |
| Ayr Townhead sidings | Carriage Washer | GPA856 | 990 | WSSC – Ayr workstation | 74 0101 01 |
| Girvan | Down direction | GV18 | 990 | Girvan | 74 0138 01 |
| Girvan | Down direction | GV5 | 990 | Girvan | 74 0138 01 |
| Girvan | Up Direction | GV25 | 990 | Girvan | 74 0138 01 |
| Stranraer Harbour | No 2 Sidings | SH36 | 990 | Stranraer | 74 0142 01 |
| End of Line | No 2 Sidings Shunt Spur | SH48 | 990 | Stranraer | 74 0142 01 |
| End of Line | No 2 Sidings Shunt Spur | SH51 | 990 | Stranraer | 74 0142 01 |
| End of Line | No 2 Platform Shunt Spur | SH54 | 990 | Stranraer | 74 0142 01 |
| **SC087 NEWTON JN TO MAUCHLINE (GOODS LINE)** | | | | | |
| Mauchline | Mauchline Up Branch Loop | MM31 | 990 | Mauchline | 74 0134 01 |

| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|---|---|---|---|---|---|
| Mauchline | Mauchline Up Branch Down | MM27 | 990 | Mauchline | 74 0134 01 |
| Mauchline | Mauchline Up Sidings Exit | MM25 | 990 | Mauchline | 74 0134 01 |
| **SC107 EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)** | | | | | |
| Greenhill Upper Jn | Up E and G | GJ347 | 990 | Cowlairs Workstation | 74 0209 01 |
| Greenhill Upper Jn | Down E and G | GJ344 | 990 | Cowlairs Workstation | 74 0209 01 |
| Greenhill Upper Jn | Down Goods Loop | GJ339 | 990 | Cowlairs Workstation | 74 0209 01 |
| Greenhill Upper Jn | Down E and G (Up Direction) | GJ338 | 990 | Cowlairs Workstation | 74 0209 01 |
| Greenhill Jn | Down E and G | GJ353 | 990 | Cowlairs Workstation | 74 0209 01 |
| Greenhill Jn | Up Goods Loop | GJ342 | 990 | Cowlairs Workstation | 74 0209 01 |
| Cadder (West end) | Eastfield Depot | CC527 | 990 | Cowlairs Workstation | 74 0199 01 |
| Cowlairs | Eastfield Depot | CC523 | 990 | Cowlairs Workstation | 74 0199 01 |
| Cowlairs | Eastfield Depot | CC525 | 990 | Cowlairs Workstation | 74 0199 01 |
| Cowlairs | Eastfield Depot | CC533 | 990 | Cowlairs Workstation | 74 0199 01 |
| Cowlairs West Jn | Eastfield Depot | CC535 | 990 | Cowlairs Workstation | 74 0199 01 |

| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|---|---|---|---|---|---|
| **SC109 POLMONT JN TO GREENHILL UPPER JN (VIA FALKIRK GRAHAMS TON)** | | | | | |
| Greenhill Jn | Up Branch Goods Loop | GJ315 | 990 | Cowlairs Workstation | 74 0209 01 |
| Greenhill Jn | Down Branch Goods Loop | GJ351 | 990 | Cowlairs Workstation | 74 0209 01 |
| Greenhill Upper Jn | Up Branch | GJ345 | 990 | Cowlairs Workstation | 74 0209 01 |
| Greenhill Upper Jn | Down Perth | GJ428 | 990 | Cowlairs Workstation | 74 0209 01 |
| Greenhill Upper Jn | Up Perth | GJ427 | 990 | Cowlairs Workstation | 74 0209 01 |
| **SC117 GRANGEMOUTH JN TO GRANGEMOUTH OIL TERMINAL AND DOCKS YARD (GOODS LINE)** | | | | | |
| Fouldubs Jn | Fouldubs Jn Up Goods | FD28 | 990 | Fouldubs Jn | 74 0258 01 |
| Fouldubs Jn | Oil Terminal Exit | FD29 | 990 | Fouldubs Jn | 74 0258 01 |
| Fouldubs Jn | 1 Loop / Docks | FD18 | 990 | Fouldubs Jn | 74 0258 01 |
| Fouldubs Jn | Grangemouth Yard No.3 Loop Exit | FD40/38 | 990 | Fouldubs Jn | 74 0258 01 |
| Fouldubs Jn | Grangemouth Yard No.2 Loop Exit | FD39/37 | 990 | Fouldubs Jn | 74 0258 01 |
| Fouldubs Jn | Oil Terminal Exit | FD21/4 | 990 | Fouldubs Jn | 74 0258 01 |
| **SC119 GREENHILL UPPER JN TO DUNDEE** | | | | | |
| Dunblane | Dunblane Station Up Platform | DB14 | 990 | Dunblane | 74 0233 01 |

| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|---|---|---|---|---|---|
| Dunblane | Dunblane Down Pass Loop | DB42 | 990 | Dunblane | 74 0233 01 |
| Dunblane | Dunblane Down Main Up Direction | DB13<br>DB17<br>DB18 | 990 | Dunblane | 74 0233 01 |
| Blackford | Blackford Down Siding Exit | BK5 | 990 | Blackford | 74 0234 01 |
| Blackford | Blackford Up Main - Down direction | BK16 | 990 | Blackford | 74 0234 01 |
| Blackford | Blackford Up Siding Exit | BK15 | 990 | Blackford | 74 0234 01 |
| Blackford | Blackford Down Main - Up Direction | BK7 | 990 | Blackford | 74 0234 01 |
| Blackford | Blackford Down Main - Up Direction | BK21 | 990 | Blackford | 74 0234 01 |
| Auchterarder | Auchterarder Up Main - Down Direction | AR8 | 990 | Auchterarder | 74 0235 01 |
| Auchterarder | Auchterarder Down Main - Up Direction | AR16 | 990 | Auchterarder | 74 0235 01 |
| Invergowrie | Dundee C.C.E Siding Exit | D923 | 990 | Dundee | 74 0220 01 |
| Invergowrie | Dundee Loco Release Line | D932 | 990 | Dundee | 74 0220 01 |
| Dundee Central Jn | Dundee East Reception Line Up Direction | D944 | 990 | Dundee | 74 0220 01 |
| Dundee Central Jn | Dundee Carriage Siding Exit | D963 | 990 | Dundee | 74 0220 01 |
| Dundee Central Jn | Dundee Loco/DMU Sidings 1 & 2 Exit | D938 | 990 | Dundee | 74 0220 01 |
| Dundee | Dundee Station Plat 1 Southbound | D730 | 990 | Dundee | 74 0220 01 |
| Dundee | Dundee Station Plat 4 Southbound | D724 | 990 | Dundee | 74 0220 01 |
| Dundee | Dundee Station Platform 2 | D728 | 990 | Dundee | 74 0220 01 |

| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|---|---|---|---|---|---|
| Dundee | Dundee Station Platform 3 | D726 | 990 | Dundee | 74 0220 01 |
| Dundee | Dundee Station Up Through Line Southbound | D748 | 990 | Dundee | 74 0220 01 |
| Dundee | Dundee Station Down Through Line Northbound | D751 | 990 | Dundee | 74 0220 01 |
| Dundee | Dundee Station Platform 1 Northbound | D755 | 990 | Dundee | 74 0220 01 |
| Dundee | Dundee Station Platform 4 Northbound | D753 | 990 | Dundee | 74 0220 01 |
| Dundee | Camperdown siding Exit | D943 | 990 | Dundee | 74 0220 01 |
| **SC135 DALREOCH JN TO BALLOCH** | | | | | |
| Balloch | Platform | - | 666 | Yoker SC West | 74 1951 01 |
| **SC147 BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)** | | | | | |
| Grantshouse | Down Berwick - Up | EG804 | 990 | Edinburgh SC Workstation 1 | 74 0201 01 |
| Oxwellmains | Down Sidings | ED807 | 990 | Edinburgh SC Workstation 1 | 74 0201 01 |
| Oxwellmains | Up Sidings | ED813 | 990 | Edinburgh SC Workstation 1 | 74 0201 01 |
| Oxwellmains | Down Berwick - Up | ED806 | 990 | Edinburgh SC Workstation 1 | 74 0201 01 |
| Oxwellmains | Up Berwick - Down | ED811 | 990 | Edinburgh SC Workstation 1 | 74 0201 01 |
| Oxwellmains | Down Berwick - Up | ED812 | 990 | Edinburgh SC Workstation 1 | 74 0201 01 |
| Dunbar | Up Berwick - Down | ED815 | 990 | Edinburgh SC Workstation 1 | 74 0201 01 |
| Dunbar | Up Berwick - Down | ED817 | 990 | Edinburgh SC Workstation 1 | 74 0201 01 |
| Dunbar | Down Berwick - Up | ED818 | 990 | Edinburgh SC Workstation 1 | 74 0201 01 |

| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|---|---|---|---|---|---|
| Drem Jn | Up Berwick - Down | EF821 | 990 | Edinburgh SC Workstation 1 | 74 0201 01 |
| Drem Jn | Down Berwick - Up | EF822 | 990 | Edinburgh SC Workstation 1 | 74 0201 01 |
| Prestonpans | Down Berwick | EA831 | 990 | Edinburgh SC Workstation 1 | 74 0201 01 |
| Prestonpans | Cockenzie Power Station | EA833 | 990 | Edinburgh SC Workstation 1 | 74 0201 01 |
| Portobello Jn to Niddrie Lines | Up Berwick - Down | EP853 | 990 | Edinburgh SC Workstation 2 | 74 0202 01 |
| Portobello Jn to Niddrie Lines | East Depot Line | EP852 | 990 | Edinburgh SC Workstation 2 | 74 0202 01 |
| Craigentinny Depot | No.1 Reception/Departure | EP861 | 990 | Edinburgh SC Workstation 2 | 74 0202 01 |
| Craigentinny Depot | No.2 Reception/Departure | EP859 | 990 | Edinburgh SC Workstation 2 | 74 0202 01 |
| **SC151 PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)** | | | | | |
| Portobello | Up Sidings | EP855 | 990 | Edinburgh SC Workstation 2 | 74 0202 01 |
| Portobello | Up & Down Leith Loop - Up | EP854 | 990 | Edinburgh SC Workstation 2 | 74 0202 01 |
| **SC163 PORTOBELLO TO NIDDRIE WEST** | | | | | |
| Niddrie West | Down Suburban - Up | EP864 | 990 | Edinburgh SC Workstation 2 | 74 0202 01 |
| **SC171 EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)** | | | | | |
| Dalmeny Up Sidings GF | Up Fife - Down | EY955 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Dalmeny Down Sidings GF | Up Passenger Loop - Down | EY957 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Dalmeny | Platform 2 - Up | EY958 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Inverkeithing Central Jn | Down Fife - Up | EV802 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Inverkeithing East Jn | Down Fife - Up | EV822 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |

| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|---|---|---|---|---|---|
| Kirkcaldy | Up Fife - Down | EK835 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| South End | Kirkcaldy Yard - Up | EK838 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| South End | Down Fife - Up | EK842 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| North End | Kirkcaldy Yard - Down | EK843 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| North End | Down Fife - Up | EK844 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| Thornton South Jn | Up Fife - Down | ET856 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| Thornton South Jn | Down Fife - Up | ET866 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| Thornton North Jn | Down Passenger Loop - Up | ET868 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| Markinch | Up Fife - Down | ER871 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| Markinch | Down Fife - Up | ER872 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| Markinch | Down Fife - Up | ER876 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| Markinch | Up Fife - Down | ER877 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| Markinch | Down Fife - Up | ER878 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| Heatherinch LC | Up Fife - Down | EB879 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| Ladybank | Down Fife - Up | EB880 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| Ladybank Jn | Down Goods Loop - Up | EB886 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| Ladybank Jn | Down Goods Loop | EB893 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| CE Sidings GF | Down Goods Loop - Up | EB894 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |

| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|---|---|---|---|---|---|
| CE Sidings GF | Down Goods Loop | EB895 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| CE Sidings GF | Down Fife - Up | EB896 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| Cupar | Cupar Station Up Main Down Direction | CP19 | 990 | Cupar | 74 0217 01 |
| Cupar | Cupar West Siding Exit | CP10 | 990 | Cupar | 74 0217 01 |
| **SC173 INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA COWDENBEATH)** | | | | | |
| Inverkeithing Central Jn | Goods Loop - Down | EV803 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Inverkeithing Central Jn | Central Jn Down Yard | EV806 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Inverkeithing Central Jn | Goods Loop - Up | EV808 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Inverkeithing North Jn | North Jn Down Yard | EV815 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Inverkeithing North Jn | Goods Loop - Down | EV813 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Inverkeithing North Jn | Up Cowdenbeath - Down | EV811 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Inverkeithing North Jn | North Jn Down Yard | EV816 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Inverkeithing North Jn | Down Cowdenbeath - Up | EV818 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Townhill Jn | Up Cowdenbeath - Down | EO903 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Townhill Jn | Down Goods Loop 1 from the CE Sidings - Down | EO907 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Townhill Jn | Down Goods Loop 2 - Up | EO916 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Townhill Jn | Down Goods Loop 1 - Up | EO914 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Townhill Jn | Down Cowdenbeath - Up | EO912 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |

| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|---|---|---|---|---|---|
| Townhill Jn | Up Cowdenbeath - Down | EO923 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Townhill Jn | Up Goods Loop - Down | EO925 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Halbeath LC | Down Cowdenbeath - Up | EO934 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Cowdenbeath | Up Cowdenbeath - Down | EC941 | 990 | Edinburgh SC Workstation 6 | 74 0206 01 |
| Clunybridge | Up Cowdenbeath - Down | ET947 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| Thornton West Jn | Up Cowdenbeath - Down | ET867 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| Thornton West Jn | Down Cowdenbeath - Up | ET968 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| **SC181 LADYBANK JN TO HILTON JN** | | | | | |
| Ladybank Jn | Up & Down Loop - Up | EB888 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| **SC189 WESTFIELD TO REDFORD JN (GOODS LINE)** | | | | | |
| Redford Jn | Arrival/Departure Sidings - Down | ET953 | 990 | Edinburgh SC Workstation 7 | 74 0207 01 |
| **SC191 DUNDEE TO ABERDEEN** | | | | | |
| Carnoustie | Carnoustie Station Up Direction | CA6 | 990 | Carnoustie | 74 0221 01 |
| Carnoustie | Carnoustie Down Siding Exit | CA12 | 990 | Carnoustie | 74 0221 01 |

| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|---|---|---|---|---|---|
| Ferryhill Jn | Aberdeen Up and Down Goods Down Direction | A74 | 990 | Aberdeen | 74 0231 01 |
| Ferryhill Jn | Aberdeen South Jn Up Yard Exit | A13 | 990 | Aberdeen | 74 0231 01 |
| Ferryhill Jn | Craiginches Down Siding Exit | A63 | 990 | Aberdeen | 74 0231 01 |
| Ferryhill Jn | Aberdeen Loco Depot Exit | A21 | 990 | Aberdeen | 74 0231 01 |
| Ferryhill Jn | Aberdeen Carriage Siding, Up and Down Ferryhill - Down Direction | A27 | 990 | Aberdeen | 74 0231 01 |
| Ferryhill Jn | Aberdeen Carriage Siding Exit | A34 | 990 | Aberdeen | 74 0231 01 |
| Ferryhill Jn | Aberdeen HST Depot Exit | A32 | 990 | Aberdeen | 74 0231 01 |

| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|---|---|---|---|---|---|
| **SC193 PERTH TO INVERNESS** | | | | | |
| Dunkeld | Dunkeld Goods Siding Exit | DK12 | 990 | Dunkeld | 74 0246 01 |
| Blair Atholl | Blair Atholl Down Sidings Exit | BA3/BA4 | 990 | Blair Atholl | 74 0244 01 |
| Dalwhinnie | Dalwhinnie Up Relief Siding Exit | DW8 | 990 | Dalwhinnie | 74 0243 01 |
| **SC195 ABERDEEN TO INVERNESS** | | | | | |
| Huntly | Huntly Up Siding Exit | HT13 | 990 | Huntly | 74 0251 01 |

### GSM-R – CAB RADIO REGISTRATION - AREA SPECIFIC 99X LOCATION CODES

When required to use a 99X location code (also known as '*wild card number*') to pre-register or to register the cab radio as shown in the GSM-R user procedures the following area specific location code must be used in the areas covered by this Sectional Appendix:

990 Scotland Route.

**Scotland Territory GI - Dated: 17/08/19**

# GSM-R – GENERAL INSTRUCTION

### TW5 SECTION 24 – KNOWN SEARCHING NETWORK LOCATIONS

The locations in the table below have encountered a temporary reduction in radio coverage with the GSM-R system which may result in registration problems and the ability of the driver to contact the signaller. This will be presented to the Driver on the DCP as 'searching for network'.

Drivers must carry out the "Pending Registration" process on the radio and continue their journey.

| Location | Fault Number | Comments | Outcome |
|---|---|---|---|
| Cambuslang to Newton West Junction | NA | Interference issues. Other operator signal has been reduced | Currently under monitor |
| Neilston station | GLA 220816 | Coverage issues | Investigation ongoing – with design group |
| Barrhead | TT150155 | Interference | Currently under monitor |
| Partick | TT168342 | Interference | Currently under monitor |
| Garrowhill | TT103008/ PT8255 | Interference | Investigation ongoing – awaiting PMNC reworks |
| Cardross | TT147131 | Coverage | Under investigation |

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## TW5 SECTION 24 – KNOWN MISROUTED CALL LOCATIONS

The locations in the table below are known areas where calls are frequently misrouted to the wrong signaller. Calls may misroute to the wrong signaller if the 'contact signaller' button is pressed.

Drivers are instructed to use the phone book to contact the signaller from these locations.

| Location | Fault Number | Comments | Outcome |
|---|---|---|---|
| Larbert North | PT20298 | Coverage/Misrouting | TD stepping issued under investigation with Ops Design group. |

## LIMITED COVERAGE ON FREIGHT ONLY BRANCH LINES

The freight-only branch lines listed in the table below are sections of permanent poor GSM-R coverage. These areas of poor coverage are in tunnels and deep cuttings resulting in GSM-R calls may be unreliable, as with previous NRN coverage. If a train is in a poor coverage area at the time the emergency call is initiated, the train radio will receive the emergency call as soon as there is sufficient GSM-R coverage

| SECTION | SA | ELR | Start Miles | Start Chains | End Miles | End Chains | GSM-R Predicted Poor Coverage Details |
|---|---|---|---|---|---|---|---|
| Grangemouth Junction to Grangemouth Oil Terminal (NR Boundary) | SC117 | GMH | 0 | 0 | 2 | 60 | Poor coverage: GMH 2m15ch - 2m60ch |
| Dalrymple Junction to Waterside (NR Boundary) | SC091 | WAT | 43 | 53 | 52 | 70 | Poor coverage: WAT 46m63ch - 47m48ch |
| Redford Junction to Westfield | SC189 | CRE | 33 | 45 | 27 | 77 | Poor coverage: CRE 32m06ch - 29m09ch |

## GSM-R FAULTS AND FAILURES RESPONSE

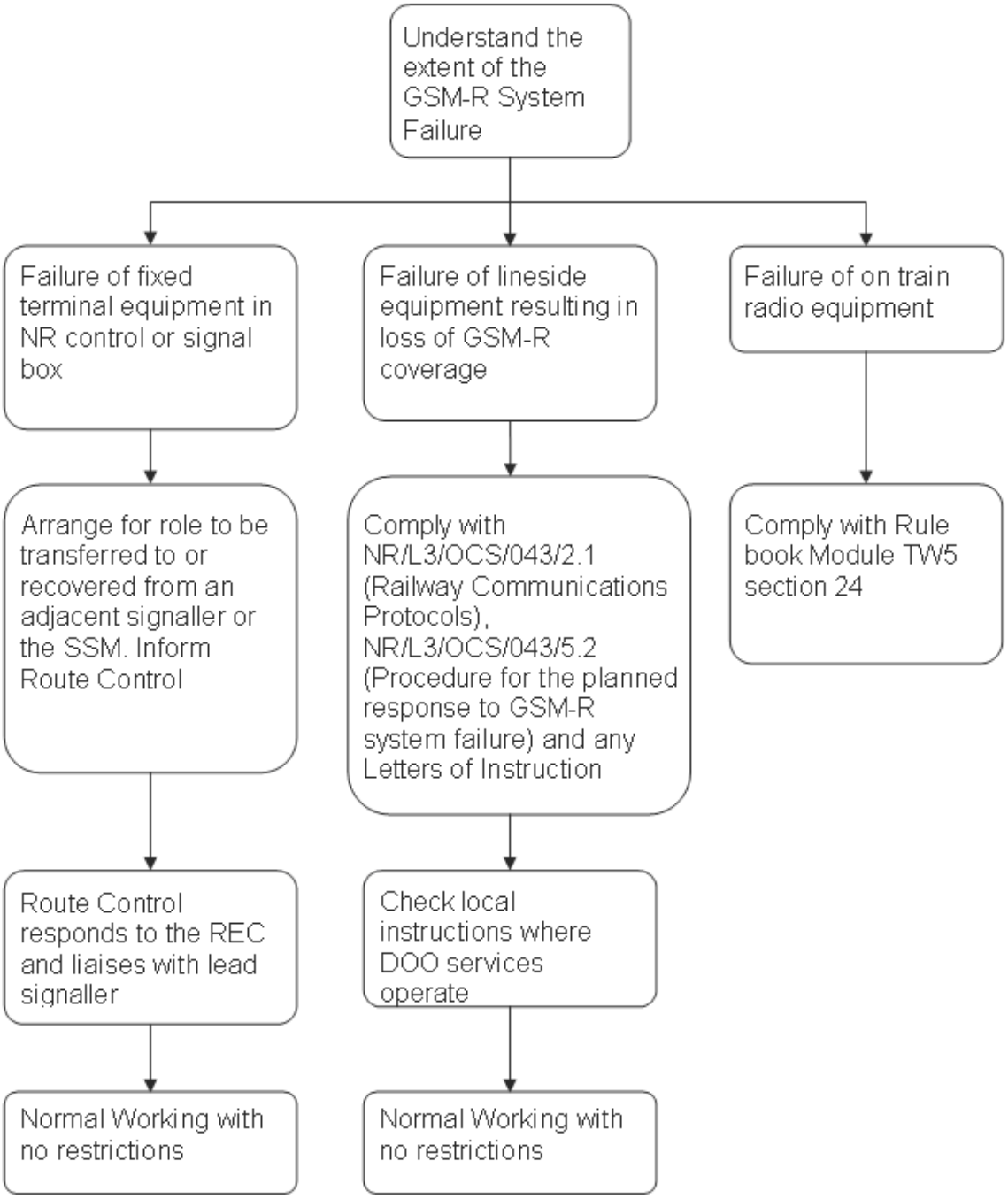
## VERSION 1.1

## PURPOSE

To provide guidance on the response to onboard GSM-R system faults and local/area infrastructure faults. Appendix 1 covers the response to system faults from a single fixed terminal through to failures of the infrastructure resulting in loss of coverage in a geographical area.

**APPENDIX 1**

This chart details the process used by Network Rail Control to determine the operating response to GSM-R service or sub-system failures.




**Scotland Territory GI - Dated: 25/06/16**

# HAULAGE OF ELECTRIC LOCOMOTIVES AND ELECTRIC MULTIPLE UNITS OVER NON-ELECTRIFIED ROUTES

All routes within Scotland Route, except Auchmuty to Markinch sidings GF (Goods line), are cleared for the haulage of electric locomotives and electric multiple units with pantographs lowered and isolated.

Note - where a Class 320 electric multiple unit is involved, the movement must not exceed **40mph**.

**Scotland Route GI - Dated: 30/01/16**

# INFRASTRUCTURE MONITORING TRAINS

Network Rail own a fleet of specially adapted Infrastructure Monitoring vehicles which operate frequently on most lines on all Network Rail routes, these vehicles are painted yellow and carry Network Rail logos. Trains with these vehicles in them generally operate with a ‘Q’ headcode so as to denote that they are line specific.

During movements, these vehicles can emit a powerful underframe light source which could be mistakenly identified as a binding brake or sparks being emitted from the bogies, and as such, does not require to be reported to the controlling Signaller. However, if in any doubt, then normal operating procedures should be applied.

**Scotland Route GI - Dated: 18/04/15**

# LADDER RAIL TROLLEYS

A number of trolleys have been fitted with extending ladders to facilitate the adjusting of electrification overhead equipment. These trolleys when being used on running lines will be dealt with in accordance with the Rule Book, Module T2.

**Scotland Territory GI - Dated: 02/12/06**

# LIGHTING AND EXTINGUISHING OF SIGNAL LAMPS

### Shunting Signals

At places where shunting operations are seldom carried out after dark, the lamps of ground shunting signals need not be lit, but the lamps of such signals must be kept in readiness for use so that if the circumstances require the lamps to be lit this can be done. Should it be necessary for a shunting movement to be made during darkness at places where there are no lights in the ground signals, the competent person must see that the signal is cleared before any movement is made over points to which such signals apply.

**Scotland Territory GI - Dated: 02/12/06**

# Line Clear Verification (LCV)

In accordance with Network Rail Standard "NR/L3/OCS/084 - line Clear Arrangements Following Engineering Works in Axle Counter areas - Line Clear Verification Process", the following must be observed.

The LCV process applies to the following line of routes.

LCV will also apply at any signalling location where part of the applicable possession is within any of the following line of routes listed below:

| Route | Sections of line Equipped |
|---|---|
| SC103 Garnqueen North Jn to Cowlairs West Jn | From 97m 73ch to 100m 52ch Up Stepps and from 98m 14ch and 103m 20ch Down Stepps. |
| SC031. Gretna Jn. to Glasgow Central (Via Kilmarnock) | Between Barrhead and Nitshill stations at 6m 21ch on the Up and Down Barrhead lines and on the approach to Muirhouse North Junction at 0m 65ch on the Up and Down Muirhouse lines. |
| SC045. East Kilbride to Busby Jn. | From East Kilbride Station at 7m 60ch on the Up/Down East Kilbride lines to Busby Junction on the Up and Down East Kilbride lines at 0m 40ch |
| SC047. Muirhouse South Jn. to Larkfield Jn. | From Muirhouse South Jn at 1m 19ch on the Up/Down Muirhouse lines to 1m 37ch on the Up/Down Larkfield curve. |
| SC049. Muirhouse Central Jn. to Terminus Jn. | From Muirhouse Central Junction at 0m 19ch on the Up/Down Muirhouse lines to 0m 11ch on the Up/Down Terminus Curve. |
| SC051. Muirhouse Central Jn. to Muirhouse North Jn. (Via Cathcart) (Cathcart Circle) | Between Pollokshields West at 5m 00ch on the Down (Inner) Cathcart Circle and Up (Outer)Cathcart Circle lines and Muirhouse North Junction at 0m 04ch. |
| SC053. Neilston to Cathcart West Jn. | Between Neilston station at 108m 2ch on the Up and Down Neilston lines and Cathcart West Junction at 100m 77ch. |
| SC055. Newton, Hamilton Jn. to Cathcart West Jn. | Between Cathcart West Junction at 100m 77ch on the Up and Down West Curve and Cathcart East Junction at 100m 37ch.<br>Between Cathcart East junction at 100m 37ch and South of Kirkhill station at 96m 40ch. |
| SC057. Cathcart East Jn to Cathcart North Jn | Between Cathcart East Junction at 0m 45ch on the Up and down North curve and Cathcart North Junction at 0m 00ch. |
| SC065 Paisley to Gourock. | West of Paisley Gilmour Street Station on the Up and Down Gourock lines form 107m 77ch to the approach to Woodhall Station at 119m 29ch. |
| SC107 Edinburgh Waverley to Glasgow Queen Street (Via Falkirk High) | From all platform starting signals at the West end of Edinburgh Waverley Station (at approx 0m 10ch) to the West end of Haymarket Station platforms 1 & 2 (North lines) at 1m 25ch and platforms 3 & 4(South lines) at 45m 77ch.<br>From Glasgow Queen Street High Level to exit of Queen Street Tunnel on both lines between 0m 0ch to 0m 65ch on all lines. |
| SC147 Berwick to Haymarket West Jn (Via Waverley) | From all platform starting signals at the West end of Edinburgh Waverley Station (at approx 0m 10ch) to the West end of Haymarket Station platforms 1 & 2 (North lines) at 1m 25ch and platforms 3 & 4(South lines) at 45m 77ch. |
| SC164 Tweedbank to Newcraighall North Junction | Shawfair Station Borders Up / Borders Down to Tweedbank Platforms 1 and 2 from 5m 63ch to 35m 34ch. |
| SC171 Edinburgh Waverley to Dundee (Via Kirkcaldy) | From all platform starting signals at the West end of Edinburgh Waverley Station (at approx 0m 10ch) to the West end of Haymarket Station platforms 1 & 2 (North lines) at 1m 25ch and platforms 3 & 4(South lines) at 45m 77ch.<br>From Haymarket West Junction to Dalmeny Junctions on both lines between 3 ½ mp and 8 ¾ mp.<br>From Dalmeny Station to North Queensferry Station on both lines between 9 ½ mp and 11 ¼ mp |
| SC177 Thornton Junction to Leven | From 0m 58ch Methil Single to 5m 60ch Down Methil and 5m 67ch Up Methil. |
| SC191 Dundee to Aberdeen | On the down main from CM13 signal at 219m 58ch to A55 signal at 238m 58ch and on the up main from A56 signal at 238m 59ch to CM9 signal at 219m 26ch |

| | |
|---|---|
| SC191 Dundee to Aberdeen | On the down main from CM13 signal at 219m 58ch to A55 signal at 238m 58ch and on the up main from A56 signal at 238m 59ch to CM9 signal at 219m 26ch |
| SC193 Perth to Inverness | From 16m 24ch at Dunkeld to at 34m 72ch at Blair Atholl on the Up/Down Highland Single Line. |
| SC193 Perth to Inverness | From 77m 68ch at Kincraig to 89m 56ch at Carrbridge on the Up/Down Highland Single Line. |
| SC195 Aberdeen to Inverness | From 0m 1563yds at Berryden Junction on the Elgin Single Line to 27m 612yds at Insch on the Elgin Single Line. |
| SC195 Aberdeen to Inverness | Between 30 m 34 ch at Keith Station on the East Single Line and 128m 30 ch on approach to Nairn Station on the East Single Line.. |
| SC195 Aberdeen to Inverness | From 129m 32ch beyond Nairn Station on the East Single Line to 136m 28ch on approach to Inverness Airport Station on the East Single Line and Dalcross Loop<br>From 136m 58ch beyond Inverness Airport Station on the East Single Line and Dalcross Loop to 142m 71ch beyond Lower Cullernie LC on the East Single Line |

**Scotland Territory GI - Dated: 24/10/2022**

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# LINES WORKED BY THE TRACK CIRCUIT BLOCK SYSTEM

The following instructions apply:-

**1. Rule Book, Module P2, Section 1**

**1.2 Working of single lines by Pilotman**

In the case of track circuit failures, working by pilotman is not required on single lines in Scotland except between the undernoted places :-

Gretna Jn and Annan

Bank Jn and Greenburn Jn

**2.5 Intermediate sidings**

When there is an intermediate connection in a section of single line worked by the Track Circuit Block system the pilotman must ensure that the points are correctly set, clipped, padlocked and scotched before trains are allowed to pass over them, if necessary, by accompanying the first train to pass through the section.

**Scotland Territory GI - Dated: 02/12/06**

# LIT HOPPER BALLAST TRAINS

Train No. 1, located at Perth, consists of 9 Seacows and 1 Stingray wagon equalling 10 wagons in total.

Train No. 2, located at Rutherglen, consists of 4 Seacows and 1 Stingray wagon equalling 5 wagons in total.

Train No. 3, located at Millerhill, consists of 4 Seacows and 1 Stingray wagon equalling 5 wagons in total.

Each of the vehicles is equipped with twelve lights:- two overhead at each platform end of the wagon, one on each corner located by the steps, four in the hopper chutes and two located below the wagon at the centre chutes. When the train is travelling to and from the work site, the overhead and corner lights may be illuminated. This does not require the signaller or any other staff to arrange to stop the train for examination. During unloading at the work site all twelve lights on each vehicle will be illuminated. Drivers of passing trains and other staff must understand that this is normal operation.

Should the vehicle formation on any of these trains require to be split or joined, a member of the technical staff must be present to advise proper handling of the electrical light connections.

**Scotland Territory GI - Dated: 02/12/06**

# LOCKING OF EXTERNAL DOORS ON SLAM DOOR PASSENGER STOCK - TAPING OF HANDLES

When it is necessary to place suitably conspicuous tape over the outside handle in accordance with the Rule Book, Module TW5, Section 6, the following procedure applies.

The supplies of tape will be kept at stations and the taping of the handle must be carried out at the next booked passenger stop where tape is available. Trains must not be stopped specially for the purpose of taping handles.

The tape must be applied around the external defective handle and extended to and around the adjacent fixed handrail so that the tape adheres to itself, rather than attempting to stick it to the door surface which could be oily.

The tape should obscure the door from view so that passengers do not make any attempt to join the train by that door.

**Scotland Territory GI - Dated: 07/12/13**

# LORAM CLASS C21 RAIL GRINDER

## General

There are three rail grinding trains in the Loram C21 series, numbered C2101, C2102 and C2103.

Rail grinding train C2101 has a route availability of RA7, rail grinding trains C2102 and C2103 have a route availability of RA6.

All Loram Class C21 rail grinding trains are approved to travel on routes cleared to W6a gauge.

All Loram Class C21 rail grinding trains **can** be relied upon to operate track circuits.

Where axle counters are used as the primary means of train detection the Special Train Reminder procedure (where provided) is to be used when grinding operations are taking place on lines open for normal working.

## Transit moves

The maximum permitted speed of the rail grinding trains is 55 mph.

## Grinding operations

Notification must be given to TOCs and FOCs which operate on the routes where grinding is to take place so that drivers may be informed.

Grinding operations are permitted to take place both within T3 possessions and on lines open for normal working.

The speed when grinding is approximately 5 mph.

Grinding operations are only permitted on jointed or continuously welded plain track; grinding operations on switches and crossings are prohibited.

Rail grinding train C2101 is not permitted to grind within tunnels.

Rail grinding trains C2102 and C2103 are permitted to grind within tunnels, subject to the necessary risk assessment by the train operator.

The train operator is responsible for ensuring that grinding equipment does not damage track-mounted equipment or level crossing decks.

Loram Class C21 rail grinding trains may be authorised, in accordance with Rule Book Module TW7, Clause 1.1 to make a wrong-direction movement for the purpose of extinguishing a lineside fire only, should the Operator request it. **A wrong-direction movement may only be authorised by the appropriate Signaller.** Rail grinding trains are equipped with on-board damping water spray and fire fighting water cannon.

**All staff on or about the line are prohibited to be within 10m (approximately 10 yards) of the train whilst grinding operations are being carried out due to the danger of objects being emitted beyond the machine's shields.** The machine operator will look out for any staff on or about the line who may be within this distance and cease operations if this is the case. Similarly, any person on a station platform will cause grinding operations to cease.

**Grinding operations on lines open for normal working with Simplified Bi-directional Signalling (SIMBIDS) in operation on the opposite line**

If the rail grinder is to operate on lines open for normal working with SIMBIDS in operation on the opposite line, the signal applying to the line on which the rail grinding train is operating and which protects the crossover at the end of the grinding site, and through which trains from the line being used for SIMBIDS are being returned to the proper line, must be fitted with an operational TPWS train stop (TSS)

**Scotland Territory GI - Dated: 04/09/10**

# MANAGEMENT OF TRAINS WITH WHEEL DEFECTS DETECTED BY LINESIDE EQUIPMENT

Lineside equipment is installed at strategic locations in Scotland Route to minimise the possibility of damage to track caused by wheel defects or overloaded vehicles and provide details of all trains with wheel loads outside acceptable limits. This equipment, known as "Wheelchex™", measures train/vehicle wheel loads and impact forces and is programmed to alert Network Rail Route Control when alarm levels are generated.
The Network Rail Route Control Duty Manager requires to action generated alarms by advising the signaller(s) concerned that trains are to be brought to a stand **with normal signal sequence,** and the driver concerned that a severe wheel defect has been detected, and giving the conditions for onward movement.
To recognise time lapse of advice of alarm(s), which are processed from each site after passage of train(s), locations have been identified as generally suitable to bring trains to a stand **with normal signal sequence,** from which point(s) they would be subject to reduced speed/withdrawal from traffic. Locations may be altered as circumstances dictate.

| Wheelchex™ Site | Mileage | Line | Location |
|---|---|---|---|
| Braidwood | 80m 1276y | Down | Mossend/Motherwell |
| Braidwood | 80m 1276y | Up | Carstairs/Lanark |
| Howwood | 12m 1700y | Down | Brownhill/Kilwinning |
| Howwood | 12m 1700y | Up | Paisley |
| Innerwick | 33m 1374y | Down | Drem |
| Innerwick | 33m 1374y | Up | Grantshouse |
| New Cumnock | 56 miles 1540 yards | Down | Mauchline |
| New Cumnock | 56 miles 1540 yards | Up | Thornhill loop |
| Philpstoun | 32m 22y | Down | Bo'ness/Polmont |
| Philpstoun | 32m 22y | Up | Winchburgh branch/Haymarket West |

**Scotland Territory GI - Dated: 03/10/09**

# MARK IV STOCK - DOOR BARRIERS – TOC Concerned

Mark IV trains carry two door barriers for use when there is delay to the train, not in a designated platform, which is likely to exceed 30 minutes and the train air conditioning is not available.

When such a failure exists, in addition to the standard Rules, the traincrew will work in accordance with the instructions of the TOC concerned which require the driver to establish that there is no danger to the train from damaged overhead equipment. After the safety of the train has been established, the driver will liaise with the signaller as to whether after the door barriers are placed in position, two train doors can be opened to assist the flow of fresh air through the train.

If the failure occurs on a two track formation or on a multi track formation when the train is on a line adjacent to the cess, the barriers may be placed in position and two of the cess side doors opened provided the train is not standing at a place where it would be dangerous to do so, eg. on a viaduct, in a tunnel or where there is limited clearances. On no account must doors be opened on the six foot side.

If the failure occurs on a multi track formation and the train is not on a line adjacent to the cess, the traincrew must assess the situation and decide if sufficient clearance exists before advising the signaller and requesting that all trains over the line adjacent to the side on which doors are to be opened are cautioned and drivers advised of the circumstances. When the traincrew and the signaller have reached a complete understanding about what is to be done, the barriers may be placed in position and the two doors opened.

If there is any doubt whether sufficient clearance exists the traincrew must request that one adjacent line be stopped to traffic. Before the signaller agrees to such a request, Network Rail Operations Control must be consulted. Network Rail Operations Control must liaise as necessary with the Control office of the TOC concerned in order to agree priorities. When a strategy has been agreed, the appropriate line must be stopped to traffic and the traincrew advised. In these circumstances train movements over the stopped line must not be resumed until an assurance is received that all doors have been closed.

Where it is known in advance that the OHL power will be off for some time or a train on which the air conditioning has failed will be stopped for some time, every effort should be made to route that train onto an appropriate line with an adjacent cess.

**Scotland Territory GI - Dated: 05/12/09**

# MULTI-PURPOSE VEHICLE (MPV)

The following restrictions apply to this vehicle :-

| LOCATION | LINE(S) AFFECTED | RESTRICTION |
|---|---|---|
| **SC031 - GRETNA JN TO GLASGOW CENTRAL (VIA KILMARNOCK)** | | |
| Barrhead station | Bay platform | **Prohibited** |
| **SC059 - GLASGOW CENTRAL TO STRANRAER** | | |
| Ayr station | No. 1 platform | **Prohibited** |
| **SC065 - PAISLEY TO GOUROCK** | | |
| Paisley Gilmour Street | No 1 (Up) platform | **5 mph** |
| Greenock Central station | Bay platform | **Prohibited** |
| **SC107 - EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)** | | |
| Edinburgh Waverley | Platform 7 | **Prohibited** |
| **SC119 - GREENHILL UPPER JN TO DUNDEE** | | |
| Perth station | No. 4 platform | **5 mph** |
| Perth station | Bay platforms 5 & 6 | **Prohibited** |
| Dundee station | Bay platforms 2 & 3 | **Prohibited** |
| **SC125 - HYNDLAND EAST JN TO DALMUIR (VIA YOKER)** | | |
| Clydebank station (Underbridge No. 20) | Down line (3 miles 930 yards) | **5 mph** |
| **SC141 - CRAIGENDORAN JN TO FORT WILLIAM** | | |
| Tulloch station | Up platform (to Garelochhead) | **5 mph** |
| Fort William station | Platforms 1 and 2 | **5 mph** |
| **SC145 - FORT WILLIAM TO MALLIAG** | | |
| Glenfinnan station | Up platform (to Fort William) | **5 mph** |
| **SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)** | | |
| Edinburgh Waverley | Platform 7 | **Prohibited** |
| **SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)** | | |
| Edinburgh Waverley | Platform 7 | **Prohibited** |
| Dundee station | Bay platforms 2 & 3 | **Prohibited** |
| **SC191 - DUNDEE TO ABERDEEN** | | |
| Dundee station | Bay platforms 2 and 3 | **Prohibited** |
| Broughty Ferry station | Up platform | **5 mph** |
| Monifieth station | Down platform | **5 mph** |
| Carnoustie station | Down platform | **5 mph** |
| Between Montrose North SB and (former) Hillside GF (Underbridge No. 280) | Up line (31 miles and 1320 yards) | **5 mph** |
| **SC193 - PERTH TO INVERNESS** | | |
| Perth station | Bay platforms 5 & 6 | **Prohibited** |
| Inverness station | No. 2 platform | **Prohibited** |
| Inverness station | No. 6 platform | **Prohibited** |
| Inverness station | No. 7 platform | **Prohibited** |
| **SC195 - ABERDEEN TO INVERNESS** | | |
| Nairn | Down platform | **5 mph** |
| Between Kittybrewster GF and Dyce SB (Underbridge No. 22) | 2 miles and 1070 yards | **5 mph** |
| Inverness station | No. 2 platform | **Prohibited** |
| Inverness station | No. 6 platform | **Prohibited** |
| Inverness station | No. 7 platform | **Prohibited** |
| **SC203 - INVERNESS TO WICK** | | |
| Inverness station | No. 2 platform | **Prohibited** |
| Inverness station | No. 6 platform | **Prohibited** |
| Inverness station | No. 7 platform | **Prohibited** |
| Georgemas Jn station | (Up loop) | **5 mph** |

**Scotland Territory GI - Dated: 04/03/07**

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# MULTIPLE UNIT TRAINS EQUIPPED WITH AUTOMATIC COUPLERS

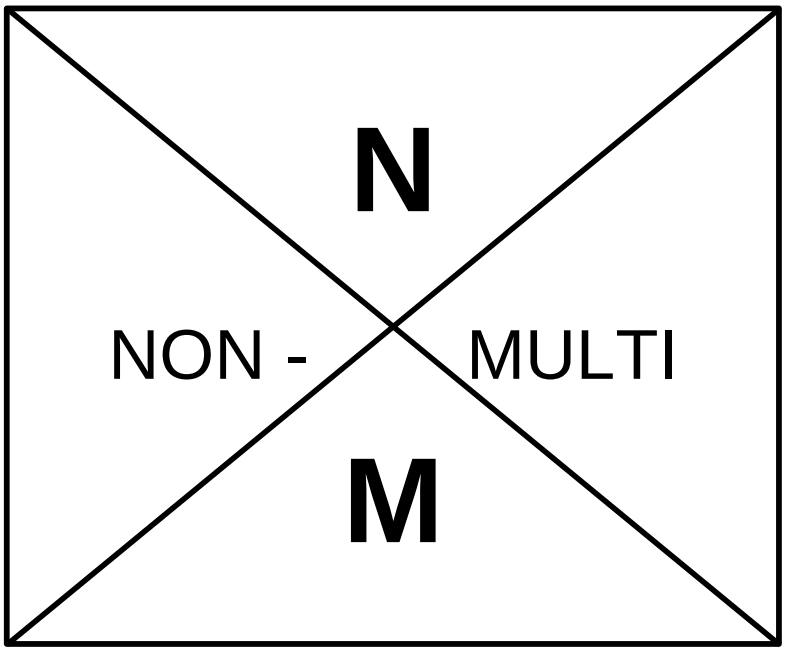
To assist staff in identifying automatic couplers which could be damaged by coupling the train to another train, T&RS staff will fix a yellow and black "Non Multi-" sign, black and white example shown below, to the offside windscreen of the cab concerned so that the sign will be directly opposite the driver of another train.

During normal working, no attempt should be made to couple an automatic coupler so identified.

If a train equipped with automatic couplers fails and requires assistance, the trainman of the failed train must, when requesting assistance, specifically advise the signaller whether or not a "Non Multi-" sign is displayed in either of the end cabs of the train.

Similarly, the driver of the assisting train, before proceeding towards the failed train, must specifically advise the signaller whether or not a "Non Multi-" sign is displayed in the cab at the end which would be coupled to the failed train.

If the circumstances arise where assistance can only be provided in such a manner that one or other of the cabs to be coupled has a "Non Multi-" sign displayed, technical advice must be obtained. Under no circumstance should any attempt be made to couple the trains until this advice is received. Technical authority may be granted to couple the trains using the automatic couplers but subject to conditions which will be specified at the time. If such authority is not granted, it will be necessary to use an emergency coupling.




**Scotland Territory GI - Dated: 02/12/06**

# 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**

# 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**

# PERMISSIVE WORKING

**Platform lines -** The detail shown in Table “A” is presented as follows :-

Locations where permissive working is a regular feature - PP, for platform sharing, and PP(A) for attaching/detaching movements. These entries are qualified as necessary according to the conditions which apply at the location concerned.

Locations / lines where permissive working is not normally used - PP(C) for contingency purposes. This would only be authorised during significant service disruption (see below). These entries specify the type of permissive working allowed ie platform sharing, attaching or detaching movements.

Where the qualification “significant service disruption” is used, this must be understood to mean infrastructure failure, traction failure, resource failure (eg. traincrew), special events, working affected by engineering operations or security alert where permissive working would allow:

increased line capacity, e.g. by attaching 2 trains together

passengers to make alternative travel arrangements

passengers to use the appropriate station’s facilities

clearance of heavily delayed trains to be expedited.

For all permissive movements other than booked working, Network Rail Route Control must be consulted and agree the arrangements concerned unless these have previously been published in a printed notice.

If persons require to work on the outside of a train or vehicles at a stand on a running line or platform line where Permissive Working is authorised, the provisions of the Rule Book, Module T10 or Module TS1, General signalling regulations, regulation 13.1 are amplified to also require the line on which the train or vehicles is/are standing to be blocked to prevent a second movement proceeding towards the standing train or vehicles.

This does not apply on platform lines where a platform lockout blocks both lines concerned.

**Scotland Territory GI - Dated: 03/10/09**

# PROTECTING A STABLED TRAIN ON A PLATFORM LINE

The following locations are permitted to have trains stabled in the platform during a blockage using Rule Book Module TS1, Regulation 13.2:

- Glasgow Queen Street
- Glasgow Central
- Gourock
- Wemyss Bay
- Ayr
- Largs
- Kilmarnock
- Motherwell, Weighs and Derby Sidings
- Milngavie
- Helensburgh
- Lanark
- Airdrie
- Edinburgh Waverley
- Haymarket (Platform 0 only)
- Lever
- Tweedbank
- Stirling
- Perth
- Dundee
- Aberdeen
- Inverness

When a platform line is to be blocked under Rule Book Module TS1, Regulation 13.2 and a train is stabled on that line, the COSS IWA or PC must supply and ensure that the following protection is placed on the train before authorising the work to start:

During daylight - a NOT TO BE MOVED board or a red flag.

During darkness, fog, or falling snow - a red light (steady or flashing).

The COSS IWA or PC must make sure the protection is displayed on the platform side of the train:

- at the end from which the train is to be driven, or
- at both ends of the train if it can be driven from either end.

When the work is stopped or suspended, the COSS/IWA or PC must remove any equipment from stabled trains.

**Scotland Territory GI - Dated: 06/07/24**

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# PROTECTION OF STAFF ON OR ABOUT THE LINE BY LOCKOUT

## General

Lockout systems are provided for the protection of individuals or groups working or walking on the line.

Protection is obtained by manipulating a key in the appropriate lockout cabinet with the co-operation of the signaller concerned. Protection is afforded to the user by preventing the clearance of signal routes to the affected portion of line. The limits of the protected area are shown within the cabinet. The user must ensure that, before contacting the signaller to take or give up protection, he is at the appropriate lockout unit.

Some lockouts contain the key as an integral part of the lockout unit (key captive system) and require the key to be returned to that unit whilst others require a key to be obtained from a designated location and returned to that location after use (key enabled system). In the case of the latter arrangement, protection may be taken from a lockout unit at one location and given up at a lockout unit, for the same lockout area, at another location

Lockouts are of the key captive arrangement unless specified otherwise in the local instructions in which case the arrangements necessary to obtain the lockout key are detailed.

Lockouts must only be used in conjunction with the Rule Book, Module TS1, Section 13.2 (signallers) and Handbook 8, Section 2.3 (for IWA, COSS or PC) rule book module arrangements except as shown below. Protection procedure TS1, Section 13.2 (signallers) and Handbook 8, Section 2.3 (for IWA, COSS or PC) will apply, modified as follows:

- TS1, Section 13.2 (signallers) and Handbook 8, Section 2.3 (for IWA, COSS or PC) - there is no requirement for a competency in disconnecting / reconnecting signalling equipment
- TS1, Section 13.2 (signallers) and Handbook 8, Section 2.3 (for IWA, COSS or PC) - the requirements of RT/E/S/10064 do not apply.

In the case of lockouts associated with platform lines, an alternative procedure is authorised if the work which requires the use of the platform lockout involves:

- cleaning of track in platforms
- white lining platforms
- train maintenance staff working on trains at track level
- staff carrying out manual railhead treatment

The person requiring the blockage need only have a minimum competence level as detailed in the Rule Book, Module T10. Details of the procedure to be followed for each location involved are contained in the Local Instructions.

**If the scope of the work is outwith that listed above, the Rule Book, Module TS1, Section 13.2 (signallers) and Handbook 8, Section 2.3 (for IWA, COSS or PC) must be applied when using the lockout.**

**Rule Book, Module TS1, Section 13.2 (signallers) and Handbook 8, Section 2.3 (for IWA, COSS or PC)**

**Taking a blockage**

Where appropriate, the COSS must obtain the lockout key as detailed in the Local Instructions. The COSS must telephone the signaller for permission to obtain the lockout protection.

**i. for lockouts where the key is obtained from the lockout unit (key captive system)**

When the signaller is able to grant the blockage and tells the COSS to extract the key from the control unit, a green indication in the cabinet will illuminate. The COSS must:

- press the button
- at the same time, turn the lockout key to release it from the cabinet
- if the green indication has extinguished and the lockout key has been removed, confirm to the signaller that the key is in his possession

**ii. for lockouts where the key is obtained from a separate location (key enabled system)**

The COSS must not insert the key into the control unit until authorised to do so by the signaller. When the signaller is able to grant the blockage he will give the COSS permission to insert the key. The COSS must:

- insert the lockout key in the switch and turn it to the ‘Operate’ position
- press the ‘Lockout’ or ‘Lockout Request’ button (the ‘Normal’ or ‘Traffic’ indication will extinguish and the ‘Line Blocked to Traffic’ or ‘Locked Out’ indication will illuminate)
- turn the lockout key in the switch back to the ‘Normal’ position
- withdraw the key, confirm to the signaller that the key is in his possession and that the correct protection indication is exhibited.

The COSS must then relock the cabinet and confirm to the signaller when this has been done. The signaller will then give the COSS an authority number.

**During the blockage**

The COSS must retain the lockout key until the work is complete except where there is a change of COSS during the work. In addition to the requirements of the Rule Book, Module TS1, Section 13.2 (signallers) and Handbook 8, Section 2.3 (for IWA, COSS or PC), the new COSS must give the signaller an assurance that he is in possession of the lockout key.

**Lifting a blockage**

On arrival at the lineside lockout cabinet, when the line is clear and safe for trains to proceed, the COSS must telephone the signaller and request permission for the blockage to be given up quoting the authority number. The COSS must not insert the key into the control unit until authorised to do so by the signaller.

**i. for lockouts where the key is obtained from the lockout unit (key captive system)**

When the signaller gives the COSS permission to insert the key, the COSS must operate the key switch in the direction indicated.

**ii. for lockouts where the key is obtained from a separate location (key enabled system)**

When the signaller gives the COSS permission to insert the key, the COSS must:

- insert the lockout key in the switch and turn it to the 'Operate' position
- confirm to the signaller that the correct device has been operated and that the 'Line Blocked to Traffic' or 'Locked Out' indication is illuminated
- request the permission of the signaller to cancel the lockout protection
- on receipt of this permission, press the 'Normal' or 'Traffic' button (the 'Line Blocked to Traffic' or 'Locked Out' indication will extinguish and the 'Normal' or 'Traffic' indication will illuminate)
- turn the lockout key in the switch back to the 'Normal' position
- withdraw the key and confirm to the signaller that the key is in his possession and protection has been withdrawn.

The COSS must request the permission of the signaller before locking the cabinet.

Failure of equipment

The user must advise the signaller of any failure of operation of the lockout unit. If a lockout key is lost or damaged, the signaller must be immediately advised and, where necessary, all staff must be moved clear of the line within the area of the lockout.

**Failure of equipment**

The user must advise the signaller of any failure of operation of the lockout unit. If a lockout key is lost or damaged, the signaller must be immediately advised and, where necessary, all staff must be moved clear of the line within the area of the lockout.

**Scotland Territory GI - Dated: 02/07/11**

# RAILWAY CRIME

All railway staff must be vigilant to railway crime and cable theft, and report any suspicious activity on the operational railway, or in the area of electrical substations, to the controlling signaller.

Some examples of suspicious activity could be:

- Anyone not wearing appropriate PPE, or that do not appear to have a safe system of work.
- Anyone not responding to a train drivers warning, or appearing to hide as trains or people approach.
- Vehicles that do not have any company markings or logos
- Signalling location cabinets with doors open or missing, or troughing lids newly disturbed, with no staff nearby.
- People 'loitering' in the area of electrical substations.

In such cases, please inform the controlling signaller as quickly as possible giving precise location details. Drivers do not need to stop their trains immediately to report this, unless they consider it a safety of the line issue.

**National GI - Dated: 30/08/2014**

# RECORDING OF CONVERSATIONS

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

**Scotland Territory GI - Dated: 02/12/06**

# REMOTE PLATFORM STARTING SIGNALS

**Remote Platform Starting Signals (RPSS) identification plates** are being provided at numerous stations within the Scottish Region.

The RPSS identification plates are rectangular with a red border, having a warning triangle with an exclamation mark and black lettering on a white background. They are being installed at the Car Stop marker boards, including HST "H" boards. They indicate that the signal ahead is a RPSS and the method by which the driver should contact the signaller should the signal remain at danger while they are stopped at the station.

The revised definition of a platform-starting signal is any signal capable of displaying a stop aspect, that is:

- situated on or at the end of a platform, **or**
- within a distance that the longest train that stops at the platform would still be partially on the platform when stopped at the signal,
- **and**, in either case, where the train would have passed over the AWS magnet that applies to the signal, where fitted, prior to passing the platform end.

In practice the working definition used to identify platform-starting signals in the region has been any signal up to 220 yards off the end of the platform to which it applies.

Traincrew are reminded that where a platform-starting signal is provided the provisions of Rule Book Module SS1, Sections 6.5(a) and 6.5(e) are applicable and should be applied. This will be obvious where the signal is on or at the end of the platform, or within 10-yards of the platform end. However the following table contains a list of signals between 11 and 220 yards off the platform end where the above Rule Book provisions also apply.

When applying the provisions of the Rule Book Module SS1, Section 6.5(e), requiring the signaller's permission to proceed towards the signal when it is at danger, in respect of the signals in the table below, the following hierarchy of means of communication should be used:

- GSM-R, where it is fitted
- The signal post telephone, where it is safe and practical to do so
- Going to the signal box where it is located on or near the platform, where it is safe and practical to do so
- A line side phone where provided on the platform
- National Radio Network Phone

All messages concerning safety must be conducted in accordance with Rule Book Module G1, Section 11, and drivers should ensure particularly that the signaller is fully aware of where they are speaking from, and the position of their train. The use of a signal post telephone at other than the signal that applies to the train concerned should be avoided where possible.

Remote Platform Starting Signals (RPSS) identification plates are being provided at the undernoted stations.

| 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 SC1<br>Gretna Junction to Glasgow Central (via Beattock)** | | | | | | | | |
| 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 SC2<br>Gretna Junction to Glasgow Central (via Beattock)** | | | | | | | | |
| Carstairs | 1 | Up | Up | GMC414 | 24 | No | WSSC Carstairs Workstation | 04 - 56430 |
| Uddingston | 2 | Up | Up | GMN182 | 16 | No | WSSC | 04 - 56205 |

| 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 |
|---|---|---|---|---|---|---|---|---|
| **Lanark to Lanark Junction** | | | | | | | | |
| Lanark | 2 | Terminal Platform | Down | GML585 | 28 | No | Motherwell | 04 - 56346 |
| **Midcalder Junction to Holytown** | | | | | | | | |
| Carfin | 1 | Down | Down | GMH601 | 143 | No | WSSC | 04-56425 or 04 - 56346 |
| **Law Junction to Uddingston Junction** | | | | | | | | |
| Wishaw | 1 | Down | Down | M517 | 39 | No | Motherwell | 04 - 56346 |
| Holytown | 1 | Down | Down | M347 | 40 | No | Motherwell | 04 - 56296 |
| **Motherwell to Newton Hamilton Junction (via Hamilton)** | | | | | | | | |
| Motherwell | 3S | Down | Down | M407 | 90 | No | Motherwell | 04 - 56425 |
| Airbles | 2 | Up | Up | M416 | 20 | No | Motherwell | 04 - 56425 |
| Hamilton Central | 1 | Down | Down | GMN227 | 155 | No | WSSC | 04 - 56205 |
| Blantyre | 1 | Down | Down | GMN203 | 196 | No | WSSC | 04 - 56205 |
| **Scottish Sectional Appendix - Table A - Module SC3 Gretna Junction to Glasgow Central (via Kilmarnock)** | | | | | | | | |
| Annan | 2 | Bi-Di (Down) | Up | Annan No.15 | 20 | No | - | 05 - 80247 |
| Dumfries | 2 | Up | Up | D77 | 24 | No | - | 05 - 80189 |
| Kirkconnel | 1 | Down | Down | Kirkconnel No. 40 | 24 | No | - | 04 - 58714 |
| Kirkconnel | 2 | Up | Up | Kirkconnel No. 11 | 27 | No | - | 04 - 58714 |
| New Cumnock | 2 | Up | Up | New Cumnock No. 31 | 22 | Yes | - | 04 - 58742 |
| New Cumnock | 1 | Down | Down | New Cumnock No. 13 | 217 | No | - | 04 - 58742 |
| Kilmarnock | 4 | Up | Up | K56 | 130 | No | Kilmarnock | 04 - 58735 |
| Barrhead | 1 | Bi-Di (Up) | Down | BD14 | 28 | No - Signal Box adjacent | Barrhead | 04 - 54261 |
| Barrhead | 1 | Bi-Di (Up) | Up | BD21 | 98 | No | Barrhead | 04 - 54261 |
| Barrhead | 2 | Bi-Di (Down) | Up | BD17 | 107 | Yes | Barrhead | 04 - 54261 |
| Barrhead | 3 | Terminal Platform | Down | BD11 | 24 | No - Signal Box Adjacent | Barrhead | 04 - 54261 |
| Kennishead | 1 | Up barrhead | Up | GB5168 | 32 | Yes | WSSC | 04-54519 |
| **East Kilbride to Busby Junction** | | | | | | | | |
| Hairmyres | 1 | Up/Down | Up | GB5132 | 30 | Yes | WSSC | 04 - 54519 |
| Busby | 1 | Down | Down | GB5139 | 155 | No | WSSC | 04 - 54519 |

| 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 |
|---|---|---|---|---|---|---|---|---|
| **Muirhouse Central Junction to Muirhouse North Junction (via Cathcart) (Cathcart Circle)** | | | | | | | | |
| Mount Florida | 2 | Up | Up | GC5092 | 24 | No | Cathcart | 04 - 54519 |
| **Scottish Sectional Appendix - Table A - Module SC4**<br>**Glasgow Central to Stranraer** | | | | | | | | |
| Hillington East | 1 | Up Gourock | Up | GS5910 | 22m | No | WSSC | 04 - 54415 |
| Hillington East | 2 | Down Ayr | Up | GS5914 | 22m | No | WSSC | 04 - 54415 |
| Hillington West | 1 | Up Gourock | Down | GP6015 | 175m | No | WSSC | 04 – 55248 |
| Hillington West | 2 | Down Ayr | Down | GP6011 | 175m | No | WSSC | 04 - 55248 |
| Cardonald | 1 | Up Gourock | Up | GS5900 | 50m | No | WSSC | 04 - 54415 |
| Cardonald | 1 | Up Gourock | Down | GS5905 | 10m | No | WSSC | 04 - 54415 |
| Cardonald | 2 | Down Ayr | Down | GS5901 | 10m | No | WSSC | 04 - 54415 |
| Cardonald | 2 | Down Ayr | Up | GS5904 | 50m | No | WSSC | 04 - 54415 |
| Girvan | 1 | Bi-Di (Up) | Down | Girvan No.18 | 35 | No - Signal Box on Platform | - | 04 - 58546 |
| Barrhill | 1 | Up | Up | Barrhill No. 14 | 160 | No - Signal Box on Down Platform | - | BT 01465 - 821229 |
| Barrhill | 2 | Down | Down | Barrhill No. 17 | 205 | No - Signal Box on Platform | - | BT 01465 - 821229 |
| Howwood | 2 | Bi-Di (Down) | Down | GPE165 | 194 | No | WSSC | 04 - 55248 |
| **Shields Junction to Paisley Canal** | | | | | | | | |
| Dumbreck | 2 | Down | Down | G593 | 22 | No | WSSC | 04 - 54415 |
| **Paisley Gimour Street to Gourock** | | | | | | | | |
| Paisley St. James | 1 | Up | Up | GP6100 | 12 | No | WSSC | 04 - 55248 |
| Langbank | 1 | Up | Up | GP6134 | 13 | No | WSSC | 04 - 55248 |
| Woodhall | 1 | Up | Up | GP6146 | 22 | No | WSSC | 04 - 55248 |
| Port Glasgow | 2 | Down | Down | GPL71 | 44 | No | WSSC | 04 - 55248 |
| Bogston | 2 | Down | Down | GPL79 | 44 | No | WSSC | 04 - 55248 |

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 |
|---|---|---|---|---|---|---|---|---|
| **Kilwinning Junction to Largs** | | | | | | | | |
| Kilwinning | 1 | Up | Up | GPK228 | 21 | No | WSSC | 04 - 55242 |
| Saltcoats | 2 | Down | Down | GPK471 | 165 | No | WSSC | 04 - 55242 |
| **Scottish Sectional Appendix - Table A - Module SC5 Whifflet North Junction to Rutherglen East Junction** | | | | | | | | |
| Kirkwood | 1 | Down | Down | GMN263 | 172 | No | - | 04 - 56421 |
| Kirkwood | 2 | Up | Up | GMN264 | 140 | No | - | 04 - 56421 |
| **Garnqueen North Jn to Cowlairs West Jn** | | | | | | | | |
| Gartcosh | 2 | Up | Up | CN 436 | 25 yards | Yes | - | 04 - 52435 |
| **Scottish Sectional Appendix - Table A - Module SC6** | | | | | | | | |
| Bishopbriggs | 1 | Bi-Di (Up) | Up | CE44 | 21 | No | - | 04 - 52928 |
| Bishopbriggs | 2 | Bi-Di (Down) | Down | CE45 | 55 | Yes | - | 04 - 52928 |
| Falkirk High | 1 | Up | Up | EPJ500 | 22 | No | - | 04 - 62505 |
| Falkirk High | 2 | Down | Down | GJ379 | 120 | No | - | 04 - 57228 |
| Polmont | 2 | Down | Down | EPJ515 | 184 | Yes - PABX | - | 04 - 62505 |
| **Polmont Junction to Greenhill Upper Junction (via Falkirk Grahamston)** | | | | | | | | |
| Falkirk Grahamston | 1 | Up | Up | ECL266 | 112 | No | - | 04 - 57223 |
| Falkirk Grahamston | 2 | Down | Down | ECL267 | 210 | No | - | 04 - 57223 |
| Camelon | 1 | Up | Up | ECL270 | 104 | No | - | 04 - 57224 |
| * The requirements of the Rule Book Module SS1, Sections 6.5(a) and 6.5(e) are not applicable to ECS movements requiring to proceed from Grahamston station to reverse on the Goods lines at Grangemouth Junction. | | | | | | | | |
| **Maryhill Park Jn to Anniesland Bay Platform** | | | | | | | | |
| Anniesland | 3 | Platform Line | Up | CE486 | 42 | Yes | Cowlairs | 04 - 52928 |
| **Scottish Sectional Appendix - Table A - Module SC7 Greenhill Upper Junction to Dundee** | | | | | | | | |
| Larbert | 1 | Up main | Up | ECL454 | 213 | No | - | 04 - 57227 |
| Larbert | 2 | Down | Down | ECL453 | 27 | Yes | - | 04 - 57227 |
| Stirling | 2 | Down | Down | Stirling North No.36 | 48 | Yes | - | 04 - 57207 |
| Dunblane | 2 | Down | Down Main | Dunblane No.45 | 49 | Yes | - | 04 - 57211 |
| Perth | 2 | Down | Down | P109 | 88 | Yes | - | 04 - 66270 |
| **Scottish Sectional Appendix - Table A - Module SC8 Bathgate to Helensburgh (via Singer)** | | | | | | | | |
| Armadale | 1 | Down | Down | EN2051 | 98 | Yes | Edinburgh | 04 - 62505 |
| Blackridge | 2 | Up | Up | EN2054 | 30 | Yes | Edinburgh | 04 - 62505 |
| Dalmuir | 3 | Down | Down | YY597 | 18 | Yes | Yoker | 04 - 57638 |
| Kilpatrick | 1 | Up | Up | YY604 | 22 | No | Yoker | 04 - 57638 |

| 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 |
|---|---|---|---|---|---|---|---|---|
| **Springburn to Bellgrove Junction** | | | | | | | | |
| Springburn | 1 | Bi-Di (Up) | Down | CC405 | 65 | No | Cowlairs | 04 - 52435 |
| **Scottish Sectional Appendix - Table A - Module SC10<br>Berwick to Haymarket West Junction (via Edinburgh Waverley)** | | | | | | | | |
| Dunbar | 1 | Bi-Di (Up) | Down | ED497 | 62 | No | - | 04 - 62501 |
| Dunbar | 1 | Bi-Di (Up) | Up | ED494 | 120 | No | - | 04 - 62501 |
| **Millerhill Yard to Portobello** | | | | | | | | |
| Brunstane | 1 | Single (Up) | Up | EP604 | 57 | No | - | 04 - 62502 |
| **Scottish Sectional Appendix - Table A - Module SC11<br>Edinburgh Waverley to Dundee (via Kirkcaldy)** | | | | | | | | |
| Inverkeithing | 2 | Down | Down | EV413 | 15 | No | - | 04 - 62506 |
| Kinghorn | 2 | Down | Down | EU481 | 77 | No | - | 04 - 62506 |
| Kirkcaldy | 2 | Down | Down | EK505 | 13 | No | - | 04 - 62507 |
| Cupar | 1 | Up | Up | Cupar No.14 | 155 | No | - | 04 - 64350 |
| Ladybank | 1 | Bi-Di (Down) | Down | EB657 | 19 | No | - | 04 - 62507 |
| Dundee | 3 | Terminal Platform | Up | D726 | 80 | No | - | 04 - 65217 |
| Dundee | 4 | Bi-Di (Down) | Up | D724 | 113 | No | - | 04 - 65217 |
| **Inverkeithing Central Junction to Thornton North Junction (via Cowdenbeath)** | | | | | | | | |
| Dunfermline | 2 | Down | Down | EO715 | 132 | No | - | 04 - 62506 |
| Dunfermline Queen Margaret | 2 | Down | Down | EO717 | 55 | No | - | 04 - 62506 |
| Lochgelly | 1 | Up | Up | EC762 | 20 | No | - | 04 - 62507 |
| Lochgelly | 2 | Down | Down | ET763 | 25 | No | - | 04 - 62507 |
| **Scottish Sectional Appendix - Table A - Module SC12<br>Dundee to Aberdeen** | | | | | | | | |
| Montrose | 1 | Up | Up | Montrose North No. 5 | 13 | Yes | - | 04 - 65297 |
| Montrose | 1 | Up | Down | Montrose North No. 13 | 164 | Yes (OFF indicator provided) | - | 04 - 65297 |
| Montrose | 2 | Down | Down | Montrose North No. 37 | 20 | Yes | - | 04 - 65297 |
| Stonehaven | 1 | Up | Up | Stonehaven No.8 | 22 | No - Signal Box on Platform | - | 04 - 67589 |

| 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 |
| **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 | Dalwhinne 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 |

| 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**

# REMOVAL OF OBSTRUCTIONS FROM OVERHEAD LINE BY LOCAL MANAGER’S STAFF USING INSULATED POLES

Certain local Manager's staff are trained in the use of Insulated Poles for the removal of obstructions from the overhead line.

The requirements of the local Managers and the Electrified Managers concerned with this matter are contained in Standard Order No.RMEE/EDO/22 Issue 4 dated January 1987 issued by the M&EE.

**Scotland Territory GI - Dated: 02/12/06**

# Rolling Stock: Class 800/801/802

Class 800/801/802 vehicles are compatible for interim service operation, in both directions, on the following routes in **electric** mode in 5, 9 and 10-car formations:

| ELR | PERMITTED ROUTE | PROHIBITIONS ON ROUTE |
|---|---|---|
| ECM8 | LNE / SCO Route Boundary at Berwick – Edinburgh, Waverley East End | Grantshouse Up sidings |
| | | Torness Power Station sidings |
| | | Dunbar Up sidings |
| | | Cockenzie Power Station sidings |
| ECM9 | Waverley East End – Edinburgh Waverley | Edinburgh Waverley South siding |
| | | Edinburgh Waverley platform 18 |
| EGM4-2 | Edinburgh Waverley— Haymarket— Haymarket West | - |
| ECN1/2 | Edinburgh Waverley – Waverley West End – Haymarket West Jn | - |
| ECA3 | Haymarket East Jn - Slateford Jn | - |
| ECA2 | Slateford Jn - Carstairs East Jn | - |
| ECA1 | Carstairs East Jn – Carstairs South Jn | - |
| WCM1 | Carlisle Station – Carstairs Station Jn – Law Jn | Lockerbie Up Sidings |
| | | Beattock Up & Down Sidings |
| | | Beattock Summit Up Engineering Sidings |
| | | Abington Up & Down Sidings |
| | | Carstairs Up Engineering Sidings & Down Yard |
| WCM2 | Law Jn – Glasgow Central | Clyde Bridge Lines:<br>No.1 Siding<br>No.2 Siding<br>No.3 Siding<br>No. 4 Siding<br>Line 5<br>Line 6<br>No.5 Siding<br>Line 7<br>Line 8 |
| | | Glasgow Central 304A-B points |
| CSP | Carstairs Station Jn – Carstairs East Jn | - |

**Scotland Territory GI - Dated: 21/12/19**

# ROUTE PROVING TRAINS THROUGHOUT SCOTLAND ROUTE.

As a result of severe weather events occurring on infrastructure where trains have not been running, a route proving run is conducted to assess the integrity of the infrastructure before the restoration of normal train services.

Network Rail Control will contact the controlling signalbox and brief the signaller on the details of the planned proving services.

The signaller will advise each driver in charge of a route proving train prior to the commencement of the journey that they are being used to prove the route and the sections of line(s) that need to be proved.

Route proving train drivers will proceed over the affected portion of the line at caution being prepared to stop short of obstructions.

*Speed based upon the braking capability of the traction being driven and distance ahead which can be seen clear.

**Scotland Territory GI - Dated: 25/01/20**

# RERAILING OF ELECTRIC MULTIPLE UNITS

When a vehicle(s) of an electric multiple unit train has become derailed, no attempt must be made to re-rail the vehicle(s) until a member of the Operating Company's engineering staff is present to supervise operations.

**Scotland Territory GI - Dated: 02/12/06**

# ROUTE AVAILABILITY OF WHEELSKATES

The use of wheelskates is prohibited as follows:

- over the Forth Bridge
- over the South Esk Viaduct (between Usan and Montrose South - 30 miles 40 yards to 30 miles 484 yards)

**Scotland Territory GI - Dated: 02/12/06**

# SANDITE APPLICATION AND RAIL CONDITIONING TRAINS

1. Types of rail conditioning trains
   - 1.1 The Railhead Treatment Train (RHTT) consists of converted and specially-adapted wagons hauled by a locomotive at each end
   - 1.2 The Multi-Purpose Vehicle (MPV) consists of a specially-built unit with driving cabs at each end.
   - 1.3 All types of train carry out conditioning of the railhead during autumn by a combination of water jetting and the application of sandite traction gel.
2. Speed
   - 2.1 The maximum speed of trains when water jetting and applying sandite is 60mph, except for the West Coast South route where the permitted speed is 60mph when water jetting only.
3. Notices
   - 3.1 Notices will be produced detailing the locations where sanditing and water jetting will take place.
   - 3.2 Operations Control must advise signallers of any deviation from the railhead treatment plan which may be agreed to cater for exceptional circumstances or to treat a problem location not normally treated.
   - 3.3 Signallers must pass details of changes to the booked plan to the train if instructed to do so by Operations Control.
4. Signalling arrangements
   - 4.1 Rail conditioning trains will be described, where possible, by train description code 3Jxx when operating water jetting-only diagrams.
   - 4.2 Rail conditioning trains will be described, where possible, by train description code 3Sxx when operating diagrams that apply sandite.
   - 4.3 Where train describers are not in use the rail conditioning train will be described by special bell signal or special Is Line Clear signal 3-4-2.
   - 4.4 All types of rail conditioning trains may be relied upon to operate track circuits whether applying sandite or not. When applying sandite, signallers must specially observe the passage of the train and the next train to follow over track circuits, where provided.
   - 4.5 Signallers must deal with any failure by the train to operate a track circuit correctly by immediately applying Rule Book Module TS11, Section 14 and advising Operations Control of the failure. Rule Book Module TS1, Regulation 12 must be applied to all subsequent trains over the affected portion of line until at least 2 trains have operated the track circuit normally.

**National GI - Dated: 10/12/16**

# SCOTTISH TOKENLESS BLOCK SYSTEM – INSTRUCTIONS TO DRIVERS

**Rule Book module S5, section 1.1 (4)**

A train must only pass the section signal at danger for shunting purposes if the signaller has given the driver the shunting key for the section concerned.

When the shunting movement is complete the shunting key must be returned to the signal box from which it was obtained.

**Scotland Territory GI - Dated: 04/03/17**

# SCOTTISH TOKENLESS 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 SC3**

Kilmarnock-Lochridge Jn *

Lugton-Barrhead *

Kilmarnock-Barrhead **

**Module SC13**

Stanley Jn-Dunkeld

Dalwhinnie-Kingussie

**Module SC4**

Kilkerran-Girvan

**Module SC14**

Kennethmont-Huntly

Huntly-Keith Jn

Keith Jn-Elgin

* When Lugton SB is open

** When Lugton SB is closed

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: 17/08/19**

# SCOTTISH RAILHEAD CONDITIONING TRAIN

## 1. Description

1.1 The Railhead Treatment Train (RHTT) consists of converted and specially-adapted wagon/s hauled by a locomotive at each end.

1.2 The Multi Purpose Vehicles (MPVs) consists of a specially built unit with driving cabs at each end.

1.3 Application of "Sandite" is via pipes located on one of the bogies of the vehicle(s) concerned.

1.4 Water Jetting is via pipes located in the centre of the unit or wagon.

## 2. Speed

2.1 When applying "Sandite" a constant speed of **40 mph** maximum must be maintained. If the line speed for the route is below 40mph see 2.2.

2.2 If it is necessary to stop, or reduce speed below **40 mph** on a section of line where "Sandite" is being applied, the application must stop immediately if the speed falls below **10 mph**, however water jetting may continue. Route control must be advised when this happens.

## 3. Train Plan

3.1 A workbook detailing the train plan will be sent to all signallers detailing the locations of treatment sites and timings of all Railhead Conditioning trains.

3.2 Route Control must advise signallers of any deviation from this plan.

3.3 Signallers must pass details of changes to the booked plan to the train if instructed to do so by Route Control.

## 4. Instructions to Signallers

4.1 Rail conditioning trains will be described, where possible, by train description code 3Sxx when operating diagrams that water jet then apply sandite.

## 5. Operation of Track Circuits

5.1 All types of rail conditioning trains **may be relied upon** to operate track circuits whether applying sandite or not. When applying sandite, signallers must specially observe the passage of the train and the next train to follow over track circuits, where provided.

Signallers must deal with any failure by the rail conditioning train and/or first train following to operate a track circuit correctly by immediately applying Rule Book Module TS11, Section 14 and advising Route Control of the failure. Rule Book Module TS1, General signalling regulations, regulation 12 must be applied to all subsequent trains over the affected portion of line until at least 2 trains have operated the track circuit normally.

## 6. Contaminated Railhead

If the signaller receives a report that the railhead is contaminated, whether this being after a report of low adhesion or not, and the railhead conditioning train will be used to remove the contamination, the signaller must arrange for the train following the railhead conditioning train to carry out a controlled test stop as published in Rule Book Module TW1, Section 28. The signaller must also observe the track circuit operation of the train being used to carry out the controlled test stop.

## 7. Lineside Signs

7.1 Special lineside marker boards are provided at various locations indicating the portions of line over which ‘Sandite’ requires to be applied. These compromise octagonal boards with black lettering on a white background and denote the commencement and finish points for ‘Sandite’ application. The board denoting the end of application has, additionally, a solid red diagonal stripe. (see examples below). **A 200 yard extension of each sandite treatment site will apply during the Autumn leaf fall period, therefore, termination boards will be bagged over during this period.**

**COMMENCEMENT SIGN**

**TERMINATION SIGN**

## 8. Route Restrictions

The following routes have been cleared (with the undernoted restrictions) for all rail conditioning trains.

| LOCATION | LINE(S) AFFECTED | RESTRICTION |
|---|---|---|
| **SC031 - Gretna Jn to Glasgow Central (via Kilmarnock)** | | |
| Barrhead station | Bay Platform | **Prohibited** |
| **SC045 - East Kilbride to Busby Jn** | | |
| Busby Jn to East Kilbride | All lines | **20mph** |
| Busby Jn to Thornliebank (UB45) | Up and down 0m 374y | **10mph** |
| Clarkston to Busby station (UB33) | Up and down 3m 1078y | **10mph** |
| **SC053 - Neilston to Cathcart West Jn** | | |
| Cathcart West Jn to Muirend (UB137) | Up and down 101m 506y | **10mph** |
| Williamwood and Whitecraigs (UB128) | Up and down 103m 572y | **10mph** |
| Whitecraigs and Patterton (UB120) | Up and down 104m 1078y | **10mph** |
| **SC059 - Glasgow Central to Stranraer** | | |
| Ayr station | No. 1 platform | **Prohibited** |
| **SC065 - Paisley Gilmour Street to Gourock** | | |
| Paisley Gilmour St | No.1 (up) platform | **5 mph** |
| Greenock Central station | Bay platform | **Prohibited** |
| **SC067 - Wemyss Bay Jn to Wemyss Bay** | | |
| Whinhill to Drumfrocher (UB34) | Single 2m 528y | **20mph** |
| **SC107 - Edinburgh Waverley to Glasgow Queen St (via Falkirk High)** | | |
| Edinburgh Waverley | Platform 10 | **Prohibited** |
| **SC125 - Hyndland East Jn to Dalmuir (via Yoker)** | | |
| Clydebank Station (UB20) | Down line 3m 930y | **5mph** |
| **SC133 - Westerton Jn to Milngavie** | | |
| Westerton Jn to Milngavie | All lines | **20mph** |

**Scotland Territory GI - Dated: 07/12/13**

# SHUNTING - MOVEMENT OF VEHICLES OVER CROSSINGS ETC.

When vehicles are to be moved over a level crossing, roadway, or other similar place, the person in charge of the movement must provide an assistant at a point where any person or vehicles approaching can be seen, and they must be stopped from crossing until the movement has finished.

**Scotland Territory GI - Dated: 02/12/06**

# SIGNAL AHEAD REMINDER SIGNS

These signs are provided, on left of drivers unless otherwise stated, on the approach to the signals listed below. The signs are comprised of :-

5. a single - sided, yellow reflectorised triangular board displaying a black exclamation mark within a black border, AND
6. a supplementary single - sided, white rectangular board displaying the wording “SIGNAL

Note - at some locations this supplementary sign may additionally display the **distance** to the signal ahead as part of the wording, or may display a directional arrow with no lettering.

| Signal No. | Location | Line | Mounting/ Distance from signal |
|---|---|---|---|
| **SC025 Rutherglen Central Jn to Finnieston incl** | | | |
| YF336 | Kelvinhaugh tunnel approach | Up Argyle | Post ; 225 yards (on right of drivers) |
| **SC045 East Kilbride to Busby Jn** | | | |
| GB5138 | Busby | Up East Kilbride | * Same post as 4 car stop marker; 51 yards |
| **SC059 - Glasgow Central to Stranraer** | | | |
| GPE156 | Between Johnstone Stn. and Elderslie | Up Ayr | Post ; 316 yards |
| GPG182 | Glengarnock | Up Ayr | Affixed to overhead line structure LA 20/15 ; 1100 yards |
| GPG193 | Glengarnock | Down Ayr | Affixed to overhead line structure LA 21/05 ; 800 yards |
| GPA358 | Between Ayr and Belmont LC | Down Girvan (Up direction) | Post ; 490 yards |
| **SC061 Shields Jn to Paisley Canal** | | | |
| G903 | Between Mosspark and Crookston | Down Canal | Post ; 487 yards |
| **SC107 Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)** | | | |
| CC52 | Cowlairs West Jn | Up E&G | Post ; 360 yards |
| **SC117 Greenhill Upper Jn to Dundee** | | | |
| Bridge of Allan Up IB home signal D15 | Bridge of Allan | Up | Post (Stirling end of Bridge of Allan Up platform) ; 400 yards |
| **SC123 Bathgate to Helensburgh (via Singer)** | | | |
| EN2067 | Caldercruix | Down Bathgate | Post, 551 metres |
| YS186 | Shettleston | Up Airdrie | Post ; 793 yards |
| YC635 | Craigendoran Jn | Down Helensburgh | Post; 433 yards |
| YH526 | Between Knightswood Tunnel and Platform 1 Anniesland Station | Up Singer | Mounted on straight post : 180m (on left of driver) |
| **SC133 Westerton Jn to Milngavie** | | | |
| YH536 | Westerton Jn | Up Milngavie (single) | Post; 300 yards |
| YH404 | Bearsden | Up Milngavie | * Post mounted below Up platform monitor equipment;12 yards |
| YH405 | Hillfoot | Down Milngavie | Post; 214 yards |

| | | | |
|---|---|---|---|
| **SC147- Berwick to Haymarket West jn (via Waverley)** | | | |
| EM596 | Monktonhall Jn | Up Berwick | Post ; 740 yards |
| **SC161 - Millerhill Yard to Portobello** | | | |
| EP607 | Between Niddrie South Jn and Portobello | Up/Down Millerhill | Post mounted ; 200 yards |
| **SC171 - Edinburgh Waverley to Dundee (via Kirkcaldy)** | | | |
| EH556 | South Gyle | Up | Post mounted ; 860 yards (on left of drivers) |
| EV407 | Inverkeithing | Down Fife | Post; 518 yards |
| **SC173 - Inverkeithing Central Jn to Thornton North Jn (via Cowdenbeath)** | | | |
| EO716 | Dunfermline | Up Cowdenbeath | Post; 481 yards |
| **SC193 Perth to Inverness** | | | |
| HC334 | Carrbridge | Up loop | Post; 125 yards |

* Supplementary board displays directional arrow only.

**Scotland Territory GI - Dated: 13/04/19**

# SIMPLIFIED BI - DIRECTIONAL SIGNALLING

### Principle

The lines on which this method of signalling is in use are indicated in Table A and where provided, avoids the necessity of appointing a Pilotman where wrong direction movements are required during possessions, emergencies etc.

Provision is made for a signal(s) to control movements onto the bi-directional line in the wrong direction and for a distant and stop signal at the exit end to control movements back to the right line. No intermediate signals are provided.

The maximum permitted speed in the wrong direction is shown in Table A and supported by normal speed restriction indicators as per the Handbook RS/521 Section 7.

### Automatic Warning System

AWS track equipment is not provided for signals which apply only to trains running in the wrong direction.

Referring to the Rule Book,Module S3, Section 1.5, cancelling indicators are not provided.

Lineside marker boards as described in the Rule Book, Module S3, Section 1.4, are provided to indicate the limits of the special AWS conditions.

**Scotland Territory GI - Dated: 07/12/13**

# SINGLE HST POWER CARS

A single HST power car is authorised to run light over the following portions of running lines, and must be treated as a locomotive running light :-

Edinburgh Waverley/ Craigentinny Service Delivery Depot
(via Haymarket Central Jn/ West Jn, Gorgie Jn, Niddrie West Jn)
Edinburgh Waverley/Craigentinny Service Delivery Depot
(via Abbeyhill Jn)
Craigentinny Service Delivery Depot/ Niddrie West/ Millerhill
Aberdeen/ Clayhills Service Delivery Depot
Haymarket Depot/Haymarket Central Jn/Haymarket West Jn/Gorgie Jn
Eastfield Down Sidings / Eastfield South Headshunt / Eastfield Depot
Inverness depot / Inverness Station / Rose St Jn / Welsh's Bridge Jn
Perth Station / Perth Carriage Sidings

Note - single HST power cars may be permitted to run over the above portions of line with the blunt end leading, subject to the conditions stipulated by the Train Operating Company concerned.

**Scotland Territory GI - Dated: 02/12/2017**

# SINGLE LINES - CROSSING AND PASSING OF TRAINS

When a train has to be shunted at a crossing station on to the loop line for another train to pass it, the first train must be drawn forward on the right line clear of the loop trailing points and then set back.

**Scotland Territory GI - Dated: 02/12/06**

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# SNOW CLEARANCE ARRANGEMENTS

Referring to the restrictions in the Rule Book, Module M3, the following additional instructions apply within Scotland: -

The following list of equipment, ploughs and procedures are authorised for use on Network Rail Scotland Route infrastructure: -

- **Independent Snow Ploughs** (operated by DB Schenker)
- **Beilhack Patrol Ploughs** (operated by DB Schenker)
- **Beilhack Self Propelled Rotary Snow Blower Machines** (operated by Babcock Rail)
- **Miniature Snow Ploughs**
- **Winter working protection arrangements**

**Note** ; The infrastructure maintainer must accompany the independent and Beilhack ploughs detailed above.

Detailed arrangements for each are as follows

**1. Independent Snow Ploughs.**

The plough may be allowed to work over all main running lines in Scotland. When ploughing, the locomotive(s) is authorised to propel over all routes (the Rule Book, Module TW1, Section 26 refers).

Before passing over the following bridges the plough must be stopped and examined to ensure that the adjustable spade blade is not less than 4 1/2 inches above the rail and the rear snowploughs not less than 6 inches above the rail, and if necessary, adjustment made to obtain that clearance. The skids must also be raised before passing over any of these bridges.

Calder Viaduct situated between Wishaw Central and Holytown

Viaduct No. 149 at Tyndrum

Forth Bridge

South Esk Viaduct, Montrose

Cowie Den Viaduct, Stonehaven

Elsich Viaduct, Newtonhill

Findhorn Viaduct situated between Inverness and Aviemore

The normal formation of a snowplough train should be 2 independent Snow Ploughs separated by 2 main line diesel locomotives. Where 2 locomotives are provided these must be working in multiple.

The plough may be coupled to any type of locomotive permitted to work over the lines concerned.

Each plough is provided with an emergency draw bar for use when parking in sidings but at all other times it must be coupled to the locomotive by the screw coupling provided.

Drivers are responsible for seeing that the air brake, where provided, is coupled and operative on the plough.

Retractable side flaps and adjustable skids must be locked in the retracted position and adjustable front spade plates kept fully raised except when required for actual ploughing operations and then only on the authority of the Track Engineer's representative who must accompany the plough.

When ploughing, the locomotive and plough must also be accompanied by a traction supervisor who will be responsible for the proper working of the locomotive and plough. In addition the train must be accompanied by a Rolling Stock Technician.

When ploughing is in progress no train must be allowed to occupy the section concerned on an opposite or adjoining line and the following procedure must be carried out :-

- The signaller at the box where the snow plough is about to enter the section to be cleared must, before signalling the snow plough forward, ensure that any opposite or adjoining running lines is clear of traffic, the block indicators (where provided) for such lines are in the normal position and in addition advise the signaller at the box in advance the line on which the snow plough will travel.
- Where the opposite or adjoining running line is not worked under the Block system, the snowplough must not be signalled forward until such opposite or adjoining line is clear throughout.

- After permission has been given for the snow plough to enter the section, no train must be allowed to enter the section on the opposite or adjoining running line until the snowplough has arrived at the box in advance or has returned to the box in rear.
- Such snowploughs must be signalled by the Bell code signal 2-6-3.

These ploughs are available at the undernoted depots :-

| DEPOT | TYPE | NUMBER |
|---|---|---|
| **Inverness** | **Drift Snowplough** | **ADB965224** |
| **Motherwell** | **Drift Snowplough** | **ADB965209** |
| **Motherwell** | **Drift Snowplough** | **ADB965219** |
| **Inverness** | **Drift Snowplough** | **ADB965230** |
| **Motherwell** | **Drift Snowplough** | **ADB965231** |
| **Motherwell** | **Drift Snowplough** | **ADB965243** |

At Slochd, the passage of Independent Snow Ploughs with adjustable skids in the lowered position is **prohibited** and the skids must be locked in the retracted position before passing over the loop points.

**2. Beilhack Patrol Ploughs**

**General**

The ploughs may be allowed to work over all main running lines in Scotland. When ploughing, the locomotive(s) is authorised to propel over all routes (the Rule Book, Module TW1, Section 26 refers).

Snowploughs numbers ADB965576 AND ADB965577, based at Motherwell are intended for patrol work and ploughing snow drifts up to 6ft high. The ploughs may be attached to the front and rear of a diesel or electric locomotive. They may also be worked singly provided each plough is attached to a diesel locomotive equipped with a miniature snow plough. The ploughs are attached to a locomotive by means of standard screw couplings.

Ploughs must be in a state of readiness until the end of March.

The normal position of the blades is in a side position so that the snow is pushed to the cess side in the direction of travel.

The ploughs will be under the charge of a Network Rail Operations Department Representative. The train must also be accompanied by a Rolling Stock Technician.

Drivers are responsible for seeing that the air brake is coupled and operative on the ploughs and that two white marker lights are mounted on the lamp irons on the leading plough and a tail lamp on the rear plough.

Guards will not be provided

Before commencement of patrolling/ploughing, the nearest Electrification depot must be advised. The Electric Control Room must also be advised if patrolling/ploughing is to be carried out on lines electrified by overhead equipment.

When attached to ploughs, locomotives must not exceed **45mph**

Normal working may continue on adjoining lines while patrolling/ploughing is in progress unless the person in charge considers a risk exists to traffic using these lines. In such cases selected blockages should be imposed at the discretion of the person in charge.

When locomotives attached to ploughs are taken into sidings they must be stopped sufficiently short of the buffer stops to avoid damage to the ploughs through contact with the front supporting stays of the buffer stops. Care must be exercised to avoid damage to the ploughs through contact with scotch blocks, derailers, etc., which may be fixed in sidings.

**Instructions to Signallers**

The Beilhack Patrol ploughs and locomotives must be signalled by the train Identification Code 1Z88 and where train describers are not in use must be signalled by the special **Is line clear** signal 2-1-1**.**

**Locomotives**

The ploughs may be attached to any main line air brake locomotive

The route availability of the locomotive is unchanged with the attachment of the ploughs.

**Failures**

If an electric locomotive loses power, the person in charge must contact Cathcart ECR at the earliest opportunity.

If assistance is required due to locomotive failure or overhead line power loss, coupling equipment necessary for the rendering of assistance is stored on the plough.

**3. Beilhack Self - Propelled rotary snow blower machines.**

**General**

The automatic air brake must be in use on the machine and support vehicles.

Speed must **not exceed** that shown in the following table :-

| **Circumstance** | **Machine No.** | |
|---|---|---|
| | **ADB 968500** | **ADB 968501** |
| **When :-** | **MPH** | **MPH** |
| Snow blowing | 40 | 40<br>(30 over points and crossings) |
| Hauling support vehicles | 40 | 40<br>(30 over points and crossings) |
| Propelling support vehicles | 20 | 20 |
| Moved “dead” | 40 | 50 |

The machine must **only** ;-

- be moved “dead” when correctly prepared and the gear box is isolated
- be assisted from the opposite end to the snow blower unit, when it is mounted

The machine must be signalled and dealt with as an on-track machine which **CANNOT be relied upon to operate track circuits** (see the Rule Book, Module OTM).

**Exception :-** This DOES NOT APPLY if at least one support vehicle is attached, but where points are locked by track circuits, they must **not** be operated until the machine is well clear. The individual points switches must be used on a route setting panel.

Snow blowing must start (or re-start after a train passes) **only** if the person in charge has obtained the signaller’s assurance that trains on the adjacent line(s) have been **stopped.**

After giving that assurance, the signaller must **not** allow a train to approach the site of snow blowing until:

- snow blowing has been suspended
- the person in charge has confirmed the unit is secured clear of the line concerned
- the driver of the train is instructed to approach the site cautiously, before clearing the signal for the train to proceed

The person in charge must tell the signaller when the train has passed clear.

If an adjacent line may be fouled or affected by the use of the turntable on the unit, the instructions shown in the Rule Book, Module TS1 Section 13 and Handbook 8 must be carried out in respect of the line concerned, **unless** trains have already been stopped while snow blowing is taking place. If at a token exchange point, the appropriate “shunt” token, where available, may be used.

Where the machine is working on an electrified line, an isolation must be obtained **before** snow blowing starts. Earthing of equipment is not required, **unless** there is a need for persons to approach the overhead line equipment, in which case, a Permit to Work must be issued. If possible, the Electrification Engineer must arrange for a competent person to accompany the machine during snow blowing. Care must be taken to minimise snow settling on the equipment or structures associated with the overhead line equipment.

The ploughs will be under the charge of a Network Rail Operations Department Representative.

**Route Restrictions**

When the snow blower unit is mounted on the rail vehicle, authority is confined to the following list of lines, provided the unit is in the central and fully raised position when travelling from one site to another and subject to the following restrictions when passing platform type structures

| Location | Line(s) affected | Restriction |
|---|---|---|
| **Perth to Inverness** | | |
| Blair Atholl ……. | Down line through station | **15 mph** |
| Tomatin ……. | Down line …….. | **30 mph** |
| Inverness Station ……. | All platform lines …….. | **Extreme caution if required to go into platforms** |
| **Aberdeen to Inverness** | | |
| Kennethmont …… | Up line through platform …… | **15 mph** |
| Forres …… | Single line through platform | **5 mph** |
| Nairn …….. | Down loop …… | **30 mph** |
| **Inverness to Wick** | | |
| Muir of Ord …… | Up loop ……... | **30 mph** |
| Dingwall …… | Down loop …….. | **30 mph** |
| Invergordon …….. | Down loop …….. | **30 mph** |
| Rogart …… | Down loop …….. | **15 mph** |
| | Up loop ……... | **5 mph** |
| Georgemas Jn ……. | Down loop …….. | **30 mph** |
| | Up loop ……... | **5 mph** |
| Wick ……... | All lines …… | **Extreme caution** |
| **Dingwall to Kyle of Lochalsh** | | |
| Achterneed ……... | Single line through platform | **3 mph** |
| **Georgemas Jn to Thurso** | | |
| Georgemas Jn ……. | Branch platform line ……. | **5 mph** |
| Thurso ……... | Dock platform line ……. | **Prohibited** |

The snow blower will operate at locations within the above list of lines as authorised by the Network Rail Route Control Manager.

The machine may run **in transit mode** over all routes in Scotland in accordance with the instructions as shown in the Rule Book, Module M3 subject to the following restrictions :-

| Location | Restriction |
|---|---|
| **Craigendoran Jn. to Fort William** | |
| Gleann Viaduct (44 m 1320y - 45m 66y) | 10mph |
| **Fort William Jn. to Mallaig** | |
| Lochy Viaduct (0m 565y - 0m 1000y) | 10mph |
| **Dundee to Aberdeen** | |
| South Esk Viaduct (30m 220y - 30m 484y) | 10mph |

There are no route restrictions for the support vehicles.

Snow Blower No. ADB968500 is based at Inverness Depot.

Snow Blower No. ADB968501 is based at Kilmarnock Depot.

**4. Miniature snow ploughs.**

When locomotives fitted with miniature snow ploughs are taken into sidings they must be stopped sufficiently short of the buffer stops to avoid damage to the ploughs through contact with the front supporting stays of the buffer stops. Care must be exercised to avoid damage to the ploughs through contact with scotch blocks, derailers, etc., which may be fixed in sidings

**5. Winter working protection arrangements.**

Staff may request a line blockage which will not affect the safety of trains when involved in the following activities associated with inclement weather:

- dealing with icicles (both patrolling to check icicle formation and any subsequent removal).
- clearing points of snow or ice (whether or not the points have actually failed).
- clearing and maintaining point rodding or signal wire runs.
- clearing and maintaining signal arms or lenses free of snow.
- hand sanding for low rail adhesion and associated activities.
- where necessary for safe working and to expedite snow clearance activities. Only on the authority of the appropriate Operations Manager on-call staff.

During extreme weather conditions, normal train services may be temporarily suspended and a line closed to all traffic on the authority of the Network Rail Route Control Manager, in accordance with the instructions issued to the Route Control.

In such circumstances, prior to the resumption of normal working, the Network Rail Route Control Manager must arrange for the section of line concerned to be examined to ensure that it is safe for the passage of trains.

**Scotland Territory GI - Dated: 07/12/13**

# STABLING OF TRAINS AT RETB CROSSING LOOPS

Where loop length capacity permits and authority is granted for a train to stable at a RETB crossing point, the provisions of the General Instruction ‘VEHICLES LEFT ON RUNNING LINES AND LOOP LINES together with the following arrangements, and any other instructions specific to the train concerned, must be carried out.

When the train is correctly positioned at a stand in the loop and the token has been given up, the loop points normally giving access to that line must be set and secured for the opposite loop line, away from the stabled train, by the person designated for this purpose.

During this period, the ‘Points Set’ indicator applying to the loop points which are set for the opposite loop line will display a single red flashing aspect or will not be illuminated. Drivers of trains approaching the loop from this direction must stop at this ‘Points Set’ indicator and ensure by visual inspection that the loop points are properly set and secured for the opposite loop line before proceeding over them.

The driver must speak with the signaller after having inspected the loop points and must advise the signaller whether or not the loop points are correctly set and secured. The driver must not pass beyond the ‘Points Set’ indicator until the permission of the signaller has been obtained.

The instructions ‘Single Lines worked by Radio Electronic Token Block – Instructions to Traincrews, Persons carrying out Engineering Work and others concerned’, 8 Working at Token Exchange Points, are modified accordingly.

Trains approaching the loop from the opposite direction will not be affected during this period.

When the stabled train is ready to depart, the loop points previously set and secured must be restored to normal operation by the person designated for this purpose and confirmation of this passed to the signaller before any token issue procedure is carried out for the train

**Scotland Route GI - Dated: 01/08/2012**

# STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

Where station limits are required on lines worked under the Track Circuit Block System for the purpose of the Rule Book, Module TW1, Section 26.1, these are defined for the individual signal boxes in the table below.

The necessary protection arrangements including use of track circuit operating clips and detonators as shown in the Rule Book, Modules M1 and M2 must also be carried out in these areas defined by 'Station Limits' if an emergency or obstruction occurs.

| Signal Box | Area/Location | Line | Remarks |
|---|---|---|---|
| West of Scotland SC | - | - | See Local Instructions. |
| Dumfries Station | - | Down | Between signals 94 and 47. |
| | - | Up | Between signals 51 and 95. |
| | Kilwinning | Up lines | Between signals GPK237 (Up Ayr), GPK228 (Up Largs) and GPK218 (Up Ayr). |
| | | Down lines | Between signals GPK223 (Down Ayr) and GPK235 (Down Ayr), GPK453 (Down Largs). |
| Perth | Station and South approaches | Up | Between signals P112, P174 and P46, P48, P49. |
| | Station and South approaches | Down | Between signals P61, P65 and P165, P179. |
| Edinburgh SC | Waverley Station | All | Between Abbeyhill Jn and Princes Street Gardens. |
| Millerhill | - | Down | Between signals EM59 and EM25. |
| | - | Up | Between signals EM4, EM6, EM17 and EM19. |
| Dundee | - | Up | Between signals D758, D762, D938, D942 and D698, D718. |
| | - | Down | Between signals D699, D719, D923, D927, D931, D933 and D751, D753, D755, D757. |
| Aberdeen | Aberdeen Station | All lines under the control of Aberdeen box | Between signal A98 (on single line from Dyce Jn) and Ferryhill Jn. |
| Inverness SC | Station and South approaches | Up and Down East lines | I390 |
| | | Up main | I384 |
| | | Down main | I382 |
| | Station and North approaches | Up North line | I430 |
| | | Down North line | I430 |

**Scotland Territory GI - Dated: 07/12/13**

# STEAM LOCOMOTIVE OPERATION UNDER 25KV OVERHEAD LINE EQUIPMENT.

All steam locomotive hauled movements over routes electrified using the 25kV Overhead Line Equipment (OLE) system shall comply with the relevant Network Rail and Railway Industry Standards applicable.

Due consideration must be given by both the railway infrastructure owner and the railway undertaking to the following standards along with particular reference to the clauses in them shown below;

Network Rail Level 2 Standard, NR/L2/OPS/104 Planning and Control of Steam Locomotive Operation, section 6, clauses 6.1.1, 6.2.1 & 6.2.4.

Railway Industry Standard RIS-3440-TOM Operation of Heritage Trains which calls on Group Standard, GO/RT3440 Steam Locomotive Operation, section 2, clauses 2.2.2.1 & 2.3.3.1.

**Important Note**: On no account unless in an emergency should a steam locomotive be brought to a stand within a confined space e.g. in a tunnel, beneath an overbridge or similar location or directly under any item of critical OLE e.g. neutral section, section insulator, OLE support or insulator.

Sufficient coal to be moved forward prior to working under OHLE.

**Scotland Territory GI - Dated: 09/09/17**

# STONETHROWING

On receipt of a report from a driver of stonethrowing, the signaller must, in addition to advising Route Control :-

- advise the driver of the first train requiring to proceed through the area concerned, on any line, of the circumstances and request him to report back once the train has passed through the area whether stonethrowing occurred or not. **The train need not be cautioned.**
- where another signaller is involved, advise that signaller of the circumstances and ask the signaller to advise drivers as shown in this procedure, or to pass on any message received from the driver of a train which has passed through the affected area.
- where a following train requires to pass through the area on the same line, or a second train requires to pass in the opposite direction, before a report is received from the driver of the first train, carry out these arrangements for that train.
- if the driver of the first train dealt with as above also reports that his train was stoned, advise the drivers of subsequent trains as shown above.
- if no further report is received about stonethrowing from the driver of a train dealt with as above, advise Route Control and resume normal working.

**Scotland Territory GI - Dated: 03/10/09**

# ULTRASONIC TEST TRAIN MARKERS

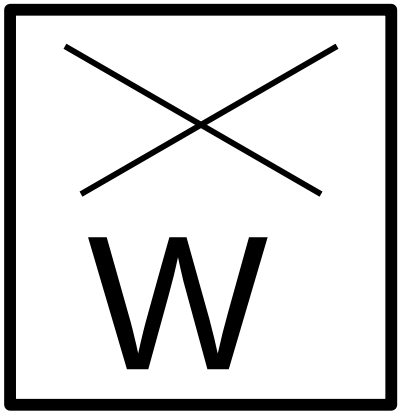
Lineside markers consisting of a blue rectangular board with diagonal yellow stripe have been installed at selected locations throughout Scotland. These markers are provided for use of Engineer's staff and may be disregarded by traincrews.

**Scotland Territory GI - Dated: 02/12/06**

# USER WORKED LEVEL CROSSINGS - WHISTLE BOARDS / SIGHTING BOARDS

Whistle boards of a new design have been provided on the approaches to selected user worked level crossings to determine the effectiveness of train warning horns as a means of alerting road users to the approach of a train.

The new boards are of rectangular design with a black St. Andrews cross surmounting a 'W', black lettering on a white retro-reflective background with a black border (see example below).




On reaching the whistle board the driver must sound the two-tone horn **continuously** until approximately 50 yards from the crossing to which it applies (unless there is an obvious reason for maintaining the warning).

The Rule Book, Module TW1, Section 45.2 is modified accordingly.

Sighting marker boards are provided at various level crossings on the above lines for the purpose of assisting engineering staff and may, therefore, be disregarded by trainmen.

Four markers are situated in the vicinity of each level crossing and are comprised of (facing crossing) a single sided yellow reflectorised rectangular board with a black border.

**Scotland Territory GI - Dated: 07/12/13**

# VEHICLES LEFT ON RUNNING LINES AND LOOP LINES

The leaving of :-

- vehicles not attached to a locomotive other than for rounding or locomotive changing, or
- vehicles attached to a locomotive which has been subject to immobilisation or disposal procedures, or
- a locomotive or an empty multiple unit which has been subject to immobilisation or disposal procedures

a) is **permitted** on dead-end platform lines

b) is **prohibited** on running lines and loop lines except as under:

| **Location** | **Line** |
|---|---|
| Carstairs | Down passenger loop |
| Motherwell (Hamilton Lines) | Up goods loop |
| Falkland | Down goods loop |
| Braidhurst | Up goods loop<br>Down goods loop |
| Mossend | Nos.1, 2 and 3 Up Receptions<br>Nos.1 and 2 Down Receptions |
| Gartsherrie South Jn | Down goods line |
| Edinburgh Waverley (221/220/390 unit types only) and Highland Sleeper Vehicles overnight subject to amendment of the Local Operations Manager | Through platform lines |
| North Berwick (EMU and DMU) | Bay Platform |
| Larbert North | Up goods loop<br>Down goods loop |
| Dunblane | Down passenger loop |
| Hyndland | Goods loop |
| Dumbarton | Down passenger loop |
| Dalzell | Up goods loop |
| Perth | Platforms 1,2,3,4 and 7 |
| Skeddoway (Westfield branch) | Single |
| Aberdeen | Platforms 6 and 7 |
| Tain | Up loop |
| Stirling Station | All Platforms |

The instructions shown in the Rule Book, Module SS2, Section 9.3 must be carried out in all cases and the signaller must use the necessary reminder appliances. Additionally, unless published in the Working Timetables, the shunter must immediately advise the signaller when vehicles are left. In an emergency, trains may be stabled at locations other than those listed above only on the authority of the Network Rail Route Control Manager.

### Restrictions

At Carstairs, this authority applies only for a light locomotive and only in that portion of the loop between the south end loop connection and overhead line structure G599/46. A light locomotive must not be stabled between structure G599/46 and signal GMC417.

At Edinburgh Waverley, not more than 4 vehicles must be stabled in platform 7 at any time. (This restriction does not apply to HST's).

On the Westfield branch, 15 wagon handbrakes must be applied by the DB Schenker shunter in addition to the driver applying both parking brakes on the immobilised locomotive.

At Tain, this authority only applies to freight vehicles when it is necessary to service Fearn intermediate siding from a northbound train.

At Perth, this authority applies to Class 15X and Class 170 DMUs.

### Sub-surface stations - winter working arrangements

(Sub-surface stations are defined as Glasgow Central Low Level ; Glasgow Queen Street Low Level ; Argyle Street ; Anderston ; Charing Cross).

When it is necessary, during severe weather, to stable empty coaching stock overnight at a sub-surface station, authority is given in accordance with the conditions in this instruction provided that the permission of Network Rail Route Control is first obtained so that a suitable location can be agreed.

A maximum of 12 vehicles is permitted in any stabled formation, and a driver/warden must be in attendance at all times at any station where vehicles are stabled. Network Rail Route Control must advise the signaller concerned of the arrangements.

Attaching and detaching of stabled vehicles is not permitted in the sub-surface station concerned (except in exceptional circumstances with the authority of Network Rail Route Control) and each formation of vehicles for stabling must arrive and depart as one train.

**Scotland Territory GI - Dated: 27/12/19**

# WAGONS AND VANS TRAVELLING MINUS DOORS

When a wagon or van minus a door or doors is despatched for repairs, the staff will arrange for two strips of timber to be nailed diagonally across the door opening to indicate to signallers and others that the vehicle is in a safe condition.

**Scotland Territory GI - Dated: 02/12/06**

# WARNING SIGNS AT ACCESS POINTS

Warning signs, as described below, are installed throughout Network Rail Scotland at locations which give access to the lineside.

The warning signs are provided as a reminder of the requirement to be aware of the permissible speed of approaching trains as shown in the Handbook 1, Section 4.2. Additionally, dependent on the layout of the lines and if it is practical to do so, the signs may display the speed which should be used for assessing sighting distance and whether any line is bi-directional. The warning signs are installed parallel with the rails so that they face staff entering the lineside at the access point.

It is emphasised that these warning signs do not dispense with the requirements of the Rule Book, Module G2, Section 6.2.

Warning signs at access points are **not** relevant to the running of trains and drivers may ignore the signs.

**Scotland Territory GI - Dated: 19/03/11**

# WATERING OF VEHICLES AT STATIONS

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

1. Before watering commences, the person in charge of such work must contact the Station Supervisor, specify the platform line affected and the adjacent line, where applicable, on which movements must cease.
2. The Station Supervisor must advise the signaller of the circumstances and obtain an assurance that no movement will be signalled to or from the adjacent line while watering is taking place. The signaller must block the line concerned, give the Station Supervisor an assurance to this effect and confirm that the necessary reminder appliance(s) is being used. (In this respect, with route setting panels, the reminder appliance must be placed on the exit button for the route to the platform. On through platform lines signalled in both directions, the appropriate exit button for each route must be covered. The provisions of the Rule Book, Module TS1, General signalling regulations, regulation 3.5 are modified accordingly).
3. Where the adjacent line is occupied by a train or vehicles, protection as detailed in the Rule Book, Module T10 must be provided by the person in charge of watering.
4. When the necessary protection arrangements have been carried out, the signaller must record the details in the train register or occurrence book, as appropriate.

The Station Supervisor must record the details in the book specially provided for this purpose.

5. The Station Supervisor must not authorise the person in charge to commence watering of vehicles until the above procedure has been completed.
6. On completion of watering, when all persons and equipment are clear of the track, the person in charge must advise the Station Supervisor accordingly and remove any protection provided on a train or vehicles on the adjacent line.
7. On receipt of such advice, the Station Supervisor must advise the signaller who must make an appropriate entry in the train register or occurrence book and remove any protection and reminder appliances provided.

The Station Supervisor must make an appropriate entry in the book provided for this purpose.

Normal working may be resumed on the adjacent line when this procedure has been completed.

**Scotland Territory GI - Dated: 27/12/08**

# WORKING OF PASSENGER TRAINS OVER GOODS LINES OR GOODS LOOPS

Passenger trains may be run on the following lines if the instructions shown in the Rule Book, Module TW1, Section 30. and Module TS1, General signalling regulations, regulation 11 are carried out :-

| From | To | Line | Remarks |
|---|---|---|---|
| **Motherwell to Greenhill Lower** | | | |
| At Motherwell | | Braidhurst Up Goods Loop/ Braidhurst Down Goods Loop | Drivers to report on telephone immediately train at a stand at signal GMM388 (Up) or signal GMM361 (Down), as applicable. |
| **Berwick to Haymarket West Jn (via Waverley)** | | | |
| At Berwick | - | Up Goods Loop | Drivers to report on telephone immediately train at a stand at signal TW170. |

**Scotland Territory GI - Dated: 30/08/18**

# WORKING OF POWER OPERATED DOORS ON MULTIPLE UNIT TRAINS

The Rule Book Module SS1 instructions are **amplified** as under :-

### Section 8.5 - Closing the doors on a D.O. train

Before starting a D.O. train, the driver must check by observation along the outside of the train (by CCTV or mirror, where provided) **before** closing the doors that the doorways are not obstructed.

### Section 8.3 - Closing the doors on a train where the guard operates the doors

When the train is ready to depart, the guard must, if necessary, position himself on the platform **before** closing the doors and check by observation that the doorways are not obstructed.

**NOTE - Where reference is made in Section 8.5 to a CCTV or mirror associated with D.O. operation, if there is a defect in the equipment or where all or part of the equipment is temporarily out of use, for whatever reason, the driver must, where there is no platform staff in attendance, leave his cab if necessary, and position himself on the platform in order to fully comply with the provisions of this clause.**

**Scotland Territory GI - Dated: 02/12/06**

# WORKING OF TRAINS CONVEYING DANGEROUS GOODS

A train conveying dangerous goods must not be permitted to proceed over facing hand points on Network Rail infrastructure unless these have been secured for the safety of the movement.

**Scotland Territory GI - Dated: 02/12/06**

# WORKING OF TRAINS WHICH ARE NOT FULLY FITTED

Trains must not be allowed to enter service unless working under fully fitted conditions.

Authority is, however, granted for the movement of dead multiple unit vehicles between Shields ETD and Glasgow Works (Springburn), and vice versa, in a non-fully fitted formation as shown in the Rule Book, Module TW1, Section 16. The reference to the automatic brake to be fully operative throughout in clause 16.1 is exempt.

If an accident occurs to a train causing the brakes to be non-operational, the vehicles concerned may be moved to clear the running line if:

- each movement must be specially authorised by the appropriate Operations Manager, or immediate Deputy
- any one movement must not exceed three unbraked vehicles
- speed must not exceed **5 mph**
- any additional instructions specified by the Operations Manager, or immediate Deputy, must be carried out.

When a failed multiple unit train needs to be assisted and the brakes between the failed and assisting train cannot be coupled, the above arrangements do not apply but the appropriate Operating Company instructions must be carried out.

**Scotland Territory GI - Dated: 07/12/13**

# YARD WORKING

Drivers and other competent persons must not allow their trains to run at a greater speed than **5 mph** except where authorised in Table A and must keep a look out and be prepared to stop short of any obstruction that may be in front or in obedience to signals.

**Scotland Territory GI - Dated: 02/12/06**

# Yards to Chains Conversion Table

Note :- Yardages are rounded to the nearest ten.

| Yards | Chains | Yards | Chains |
|---|---|---|---|
| 20 | | 900 | 41 |
| 40 | 2 | 920 | 42 |
| 70 | 3 | 950 | 43 |
| 90 | 4 | 970 | 44 |
| 110 | 5 | 990 | 45 |
| 130 | 6 | 1010 | 46 |
| 150 | 7 | 1030 | 47 |
| 180 | 8 | 1060 | 48 |
| 200 | 9 | 1080 | 49 |
| 220 | 10 | 1100 | 50 |
| 240 | 11 | 1120 | 51 |
| 260 | 12 | 1140 | 52 |
| 290 | 13 | 1170 | 53 |
| 310 | 14 | 1190 | 54 |
| 330 | 15 | 1210 | 55 |
| 350 | 16 | 1230 | 56 |
| 370 | 17 | 1250 | 57 |
| 400 | 18 | 1280 | 58 |
| 420 | 19 | 1300 | 59 |
| 440 | 20 | 1320 | 60 |
| 460 | 21 | 1340 | 61 |
| 480 | 22 | 1360 | 62 |
| 510 | 23 | 1390 | 63 |
| 530 | 24 | 1410 | 64 |
| 550 | 25 | 1430 | 65 |
| 570 | 26 | 1450 | 66 |
| 590 | 27 | 1470 | 67 |
| 620 | 28 | 1500 | 68 |
| 640 | 29 | 1520 | 69 |
| 660 | 30 | 1540 | 70 |
| 680 | 31 | 1560 | 71 |
| 700 | 32 | 1580 | 72 |
| 730 | 33 | 1610 | 73 |
| 750 | 34 | 1630 | 74 |
| 770 | 35 | 1650 | 75 |
| 790 | 36 | 1670 | 76 |
| 810 | 37 | 1690 | 77 |
| 840 | 38 | 1720 | 78 |
| 860 | 39 | 1740 | 79 |
| 880 | 40 | | |

**Scotland Territory GI - Dated: 02/06/07**

# Explanation of Table A terms and symbols

Index & Key To Symbols

Unless indicated otherwise all information is shown with the Down direction being down the page and the Up direction being up the page.

Location Column

Station names are shown in CAPITALS.

Ground Frames are indicated by the letters GF, Emergency Ground Frames by the letters EGF, Ground Switch Panels by the letters GSP, and Shunt Frames by the letters SF. Where trains may be shut in, a letter “S” in a circle is shown.

Level crossings are indicated by the letters LC and one of the abbreviations below, following the name of the crossing:

- Crossings operated by a Signaller or Crossing Keeper

| | |
|---|---|
| MCG | Manned Level Crossing (gates) operated locally by a signaller or crossing keeper |
| MCB | Manned Level Crossing (full barriers) operated locally by a signaller or crossing keeper |
| CCTV | Manual Level Crossing (full barriers) remotely supervised via closed circuit television |
| RC | Manual Level Crossing (full barriers) remotely controlled |
| OD | Manual Level Crossing (full barriers) normally automatically operated with obstacle detection |

- Automatic Crossings

| | |
|---|---|
| AHBC | Automatic Half-Barrier crossing – monitored by signaller |
| ABCL | Automatic Barrier Crossing - road warning lights and barriers monitored by train crew |
| R/G | Miniature Red/Green Warning Lights (including Miniature Stop Lights) |
| AOCL | Automatic Open Crossing - road warning lights monitored by train crew |
| AOCL+B | Automatic Open Crossing (half barriers) monitored by train crew. The rules applicable to ABCL level crossings apply to this type of crossing. |

X shown after the above abbreviations for level crossing type (e.g. AHBC-X, AOCL-X) indicates that the crossing concerned works automatically for movements in the wrong direction.

- Other crossings

| | |
|---|---|
| TMO | Train Crew Operated |
| OPEN | Open crossing without road warning lights |
| UWC | User Worked Crossing |
| UWB | Crossing with User Worked Barriers |
| [T] | Accommodation / occupation crossing equipped with telephone. |
| UI | Accommodation/occupation or footpath level crossing equipped with User Information equipment |
| BW | Bridleway Crossing |

Token Exchange Points on “Radio Electronic Token Block” lines and “No Signaller Token with Remote Crossing Loops” lines are identified by the letters - TEP.

Overhead Line Neutral Sections are indicated by the letters OHNS.

Mileage Column

Mileage is shown in miles and chains. (1 mile = 1760 yards / 1.6 km, 1 chain = 22 yards / 20.11 metres)

Where the lineside mileage changes, the entry is shown:

$$\frac{47\ \ 02}{0\ \ 00}$$

Running lines & speed restrictions column

This contains a diagrammatic representation of all running lines and associated connection, but is not to scale. Lines are displayed as follows:

| Passenger line | Goods line | Siding | Running line not controlled by Network Rail | Normal direction of travel | Bi-directional line (Double arrow indicates normal direction of travel) | Line equipped with reversible signalling with a white (un-shaded arrow) to indicate wrong direction of travel |
|---|---|---|---|---|---|---|

The following abbreviations are used:-

| | |
|---|---|
| U | Up |
| UM | Up Main |
| UF | Up Fast |
| US | Up Slow |
| UE | Up Electric |
| UR | Up Relief |
| UA | Up Avoiding |
| UG | Up Goods |
| USB | Up Suburban |
| UPL | Up Passenger Loop |
| UGL | Up Goods Loop |
| URS | Up Refuge Siding |
| CL | Crossing Loop in Single Line |

| | |
|---|---|
| D | Down |
| DM | Down Main |
| DF | Down Fast |
| DS | Down Slow |
| DE | Down Electric |
| DR | Down Relief |
| DA | Down Avoiding |
| DG | Down Goods |
| DSB | Down Suburban |
| DPL | Down Passenger Loop |
| DGL | Down Goods Loop |
| DRS | Down Refuge Siding |
| U&D | Up & Down |

Where other abbreviations are in use, details are given in the “Signalling & Remarks” column.

Speed Restrictions

- The maximum permissible speed is shown in miles per hour on each running line.
- The location of a change in maximum permissible speed is indicated by a star.
- The mileage at which the speed change occurs is shown in the mileage column, along with a further star.

On bi-directional lines a star may indicate a change in speed in one direction only. This will be indicated by an arrow next to the star and the speed to which it applies (see diagrammatic explanation of symbols table).

Where a differential speed restriction applies, it is indicated as in the following example:

| Standard differential speed restriction | Non-Standard differential speed restriction |
|---|---|
| 20 | 20 |
| 40 | SP<br>40 |

The abbreviation used in the Non-Standard differential speed restrictions is as defined in *Rule Book Module SP, Section 2.5 - Permissible speed indicators with letters*.

The above example of a non-standard differential speed restriction indicates that Sprinter trains are permitted to travel at 40mph and all other trains at 20mph.

On single and bi-directional lines where different speeds apply in each direction the speeds are shown together with an arrow head indicating the direction in which they apply. The arrow head for the Up direction is to the left of the running line, and that for the Down direction to the right.

On single and bi-directional lines where the same speed applies to movements in either direction, no arrows are shown

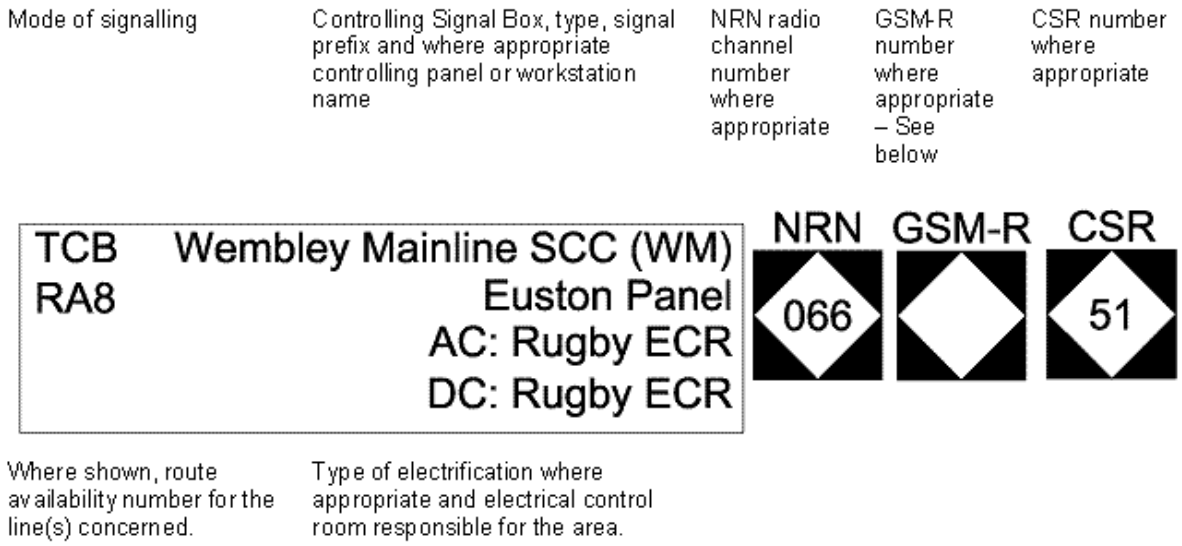
Unless indicated otherwise by speed signs, the maximum speed over connections to sidings and yards is 15 mph and the maximum speed in Depots and Carriage Sidings is 5 mph.

Where another line or lines lead off from the running line (a loop or additional running line), the speed for that new line will be indicated in the connection and will remain until a change in speed is indicated as normal.

In the Scotland route Sectional Appendix, in accordance with previous signing practices, some speeds may not be indicated on the lineside by a speed sign. Such speeds are therefore prefixed by a small, angled dash to denote that lineside signs **may not** be provided.

Signalling & Remarks column

The “Signalling & Remarks” column contains the following details at the top of each page, and again whenever any of the details therein change:

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GSM-R

There are two types of GSM-R radio system in use:

1. GSM-R train radio which provides drivers, guards and other on-train staff with a secure means of communication with the signaller, operations controller and ECO for use as the normal method of communication. Areas equipped with GSM-R train radio fixed infrastructure are indicated with the symbol shown below (specific details are shown at the top of each page adjacent to or immediately below the controlling signal box information).

2. GSM-R (IVRS) radio which provides users with a direct means of communication with the signaller for emergency use only. The areas covered by GSM-R (IVRS), together with the symbol below, are shown in the Signalling & Remarks column.

Mode of signalling

| | |
|---|---|
| TCB | Track Circuit Block |
| AB | Absolute Block |
| AB (PF) | Permissive Block |
| RETB | Radio Electronic Token Block (including the channel number) |
| ET | Electric Token Block |
| TB | Tokenless Block |
| TB(SC) | Scottish Region Tokenless Block |
| NST | No Signaller Token |
| NSTR | No Signaller Token with Remote Crossing Loops |
| NB | No Block |
| OTS | One Train Working where a staff is provided |
| OTNS | One Train Working where a staff is not provided |
| TST | Train Staff and Ticket (detail in Local instructions where applicable) |
| C2 | Western only (see Western General Instructions for details) |
| ERTMS L2 | European Rail Traffic Management System (Level 2) |

Electrification

| | |
|---|---|
| AC | Electrified with Overhead Line Equipment at 25kV Alternating Current. |
| DC(3) | Electrified with Third Rail at 750 volts Direct Current. |
| DC(4) | Electrified with Fourth Rail at 750 volts Direct Current. |

Note: When Cab Secure / NRN radio channel numbers change, an additional symbol with the new channel number will appear adjacent to the point where the channel changes. The information is read DOWN the page, therefore when a change occurs the new channel number will apply to the area below the additional symbol.

The “Signalling & Remarks” column contains additional information as follows:-

- Special Speed restrictions where denoted by ① (or other number in a circle) in the “Running lines & speed restrictions” column.
- Automatic Staff Warning Systems using the abbreviation FWS - Fixed Warning System (applies to lines as indicated in the “Signalling & Remarks” column).
- AWS - Automatic Warning System. Detail is given for those lines or locations where the system is not fitted.
- TPWS – Train Protection Warning System. Detail is given for those lines of route where the system is not fitted.
- TASS – Tilt Authorisation and Speed Supervision system.
- Loop and Refuge Siding Standage, given in metres / feet or yards / SLU’s (1 SLU = 21 feet) (these lengths do NOT take into account defensive driving policy / stand-back from signals).
- Locations of catch points.
- Other additional remarks e.g. telephones where provided for traffic purposes.

- Length of station platforms in metres and yards (these lengths do NOT take into account defensive driving policy / stand-back from signals). Where platform lengths are not given, please refer to the relevant table in the 'General Instructions' section of the Sectional Appendix.
- Local Instructions are referred to where appropriate.
- Locations of Lockout Devices (LOD):
  - LOD (P) - Patrolman's Lockout Device - inhibits movements in one direction only on designated bi-directional line(s)
  - LOD (T) - Traffic Lockout Device - inhibits all movements on designated line(s)
  - NB: Full details of the protection afforded is as defined in the lineside case.
- Locations where Permissive Working is authorised :-
  - PP - Permissive Working - full use for class 1, 2, 3 ECS, 5, 9 and 0 trains.
  - PP-A - Permissive Working - Attaching and Detaching use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.
  - PP-S - Permissive Working - Platform Sharing use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.
  - PP-C - Permissive Working - Contingency use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.
  - PF - Permissive Working for class 3 to 8 and 0 trains.

Additional Layer(s) Table 'A' Symbols

Exceptionally Poor Rail Adhesion Area

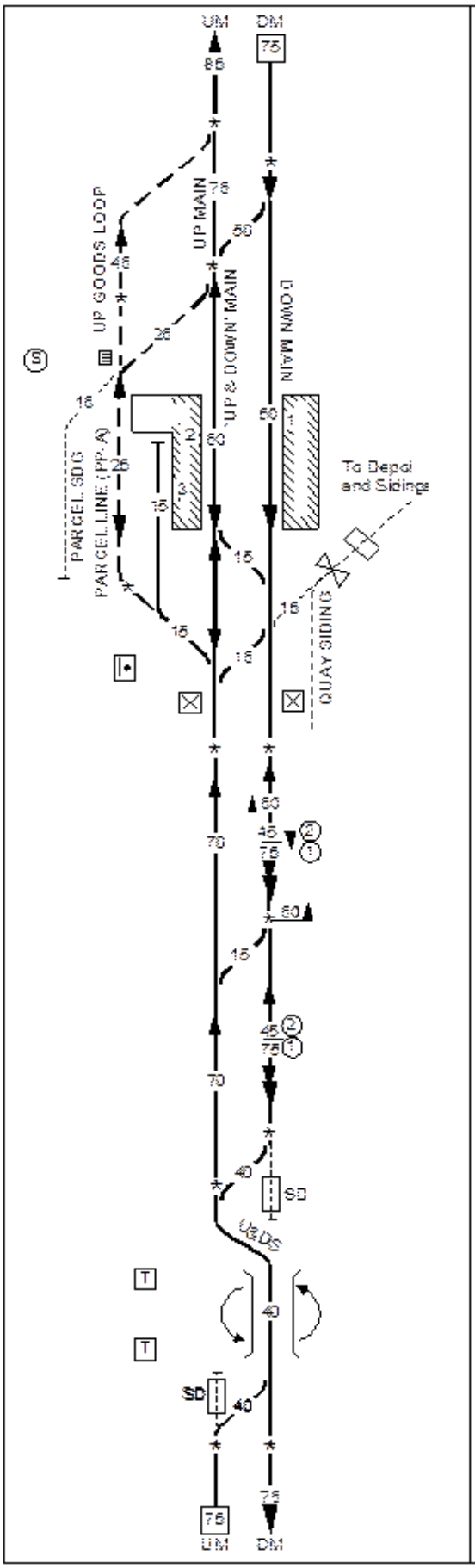
Multi SPAD Signals

Signal Box Instructions

**NOTE:**

- These symbols are for electronic links to data held in http://OPSweb.co.uk only.
- The additional information obtained via these links is to be used at the users own risk.
- Any further symbols on Table 'A's which are not listed here are in conjunction with further trials as part of the Sectional Appendix + project.

Diagrammatic explanation of symbols




Speed on Down Main line carried forward from previous page.
Speed on Up Main line carried forward to next page.

Permissible speed change, with mileage provided in mileage column.

Crossover with permissible speed of crossover indicated.

Ground Frame, Emergency Ground Frame, Ground Switch Panel or Shunt Frame. Where trains may be shut in, a letter "S" in a circle is shown on the left-hand side of the diagram.

Station platforms, with platform numbers shown where applicable. Platform lengths are shown in the Signalling & Remarks column or as a General Instruction for the Route concerned.

Platforms without any hatching denote parcels platforms

Weighbridge

Gates

Signal box, power signal box, signalling centre.

Patrolman's or Traffic Lock out Device. Type and details of protection defined in the Signalling & Remarks column.

Permissible speed change, with mileage provided in mileage column

On bi-directional lines, double arrow indicates normal direction of travel

On single or bi-directional lines, different speeds apply depending on direction of travel. Adjacent arrow indicates in which direction the speed applies.

Change of speed applies in the wrong direction.

Differential speed restriction - details provided in Signalling & Remarks column. See also notes on permissible speeds above

On single or bi-directional lines, speed applicable in both directions.

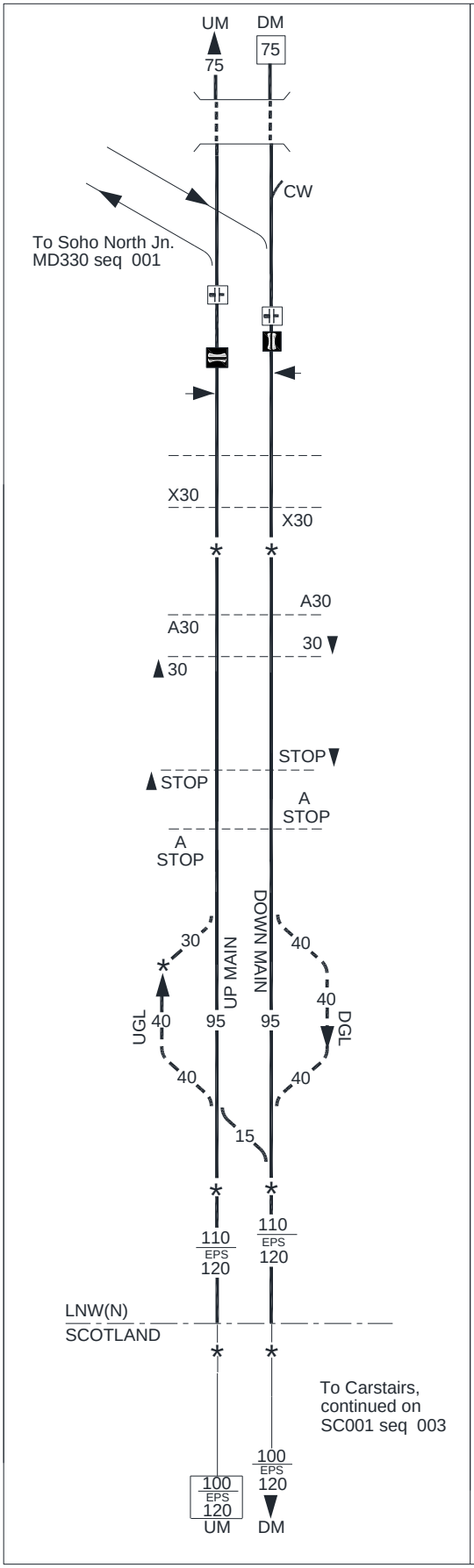
SD: Sand Drag

Lineside telephone.

Moveable (swing or lift) bridge

Lineside telephone.

Speed on Up Main line carried forward from previous page.
Speed on Down Main line carried forward to next page.




Speed on Down Main line carried forward from previous page.
Speed on Up Main line carried forward to next page.

Tunnel: Length is shown in the Location column.

Catch points (C: unworked; CW: worked; D: de-railer). Where appropriate, the distance from fixed signals is shown in the Signalling & Remarks column.

Junction with reference to appropriate Table A page.

Overhead line Neutral Section. OHNS is shown in the Location column.

Automatic Power Change Over - Pantograph Raise

Automatic Power Change Over - Pantograph Lower

Hot Axle Box Detector (HABD), Wheel Impact Load Detector or Wheelcheck Device.

Level crossing.

Level crossing with wrong direction approach speed.

Permissible speed change, with mileage provided in mileage column.

Level crossings with right direction approach speed. An arrow or the prefix 'A' may be used. The previous permissible speed resumes beyond the crossing, unless otherwise shown.

Level crossings where trains must be brought to a stand before proceeding over the crossing. An arrow or the prefix 'A' may be used. The previous permissible speed resumes beyond the crossing, unless otherwise shown.

Permissible speed change, with mileage provided in mileage column.

Non-standard differential permissible speed (in this case, Enhanced Permissible Speed).

Route (or Appendix) boundary, with reference to adjacent Route.

Reference to Table A on which the line is continued.

Speed on Up Main line carried forward from previous page.
Speed on Down Main line carried forward to next page.

**Dated: 18/05/19**

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# Index of Locations

| Location | Table A - Module |
|---|---|
| Abbeyhill Jn | SC147-014-SC10 |
| ABERDEEN | SC191-019-SC12, SC195-001-SC14 |
| Aberdeen SB | SC191-019-SC12, SC195-001-SC14 |
| ABERDOUR | SC171-013-SC11 |
| Aberdour HABD (Up) | SC171-012-SC11 |
| Abington | SC001-009-SC2 |
| Abington North GF | SC001-009-SC2 |
| Abington South GF | SC001-009-SC2 |
| Achaleven LC (UWC) | SC143-007-SC9 |
| ACHANALT | SC205-006-SC15 |
| Acheilidh LC (ABCL) | SC203-017-SC15 |
| Acheilidh No 3 LC (UWC) | SC203-017-SC15 |
| Acheilidh No 4 LC (UWC) | SC203-017-SC15 |
| Achnacloich No.1 LC (UWC) | SC143-006-SC9 |
| ACHNASHEEN TEP | SC205-007-SC15 |
| ACHNASHELLACH | SC205-007-SC15 |
| Achnashellach LC (UWC) | SC205-007-SC15 |
| Achterneed LC (AOCL) | SC205-003-SC15 |
| ADDIEWELL | SC007-002-SC2 |
| Admiralty Sdg GF | SC073-005-SC4 |
| AIRBLES | SC023-001-SC2 |
| AIRDRIE | SC123-001-SC8 |
| Airds LC (UWC) | SC143-005-SC9 |
| Aldclune No 3 LC (UWC) | SC193-009-SC13 |
| ALEXANDRA PARADE | SC129-002-SC8 |
| ALEXANDRIA | SC135-001-SC8 |
| Allanfearn LC (AHBC) | SC195-016-SC14 |
| Allarburn Farm LC (UWC) | SC195-012-SC14 |
| ALLOA TOWN | SC183-003-SC11 |
| Allt Gharagain LC (UWC) | SC205-007-SC15 |
| ALNESS | SC203-008-SC15 |
| Altlaurie LC (UWC) | SC193-013-SC13 |
| ALTNABREAC | SC203-028-SC15 |
| Altnabreac GF | SC203-028-SC15 |
| Altnabreac LC (UWC) | SC203-028-SC15 |
| Alves GF | SC195-013-SC14, SC201-001-SC14 |
| Anderson St. LC (UWC) | SC191-005-SC12 |
| ANDERSTON | SC025-003-SC2 |
| Anderston Tunnel East Portal | SC025-002-SC2 |
| Anderston Tunnel West Portal | SC025-003-SC2 |
| ANNAN | SC031-003-SC3 |
| Annan SB | SC031-003-SC3 |
| Annat East LC | SC145-003-SC9 |
| Annat Gate Box | SC145-003-SC9 |
| Annat Pulp Mill GF | SC145-003-SC9 |
| Annat West LC (RC) | SC145-003-SC9 |
| Annbank GF | SC087-001-SC4, SC089-001-SC4 |
| Anne Street Tunnel | SC065-005-SC4 |
| ANNIESLAND | SC1150-001-SC6, SC123-010-SC8 |
| Anniesmuir LC (UWC) | SC181-001-SC11 |
| ARBROATH | SC191-008-SC12 |
| Arbroath SB & LC (MCB) | SC191-008-SC12 |
| Ardachu No 3 LC (UWC) | SC203-017-SC15 |
| Ardchronie LC (UWC) | SC203-015-SC15 |
| Ardencaple LC (UWC) | SC141-001-SC9 |

| Location | Table A - Module |
|---|---|
| ARDGAY TEP | SC203-015-SC15 |
| ARDLUI TEP | SC141-007-SC9 |
| Ardmore East LC (AHBC-X) | SC123-016-SC8 |
| ARDROSSAN HARBOUR | SC077-001-SC4 |
| Ardrossan Harbour LC (AOCL) | SC077-001-SC4 |
| ARDROSSAN SOUTH BEACH | SC073-003-SC4 |
| Ardrossan South Beach (Jn with Largs line) | SC077-001-SC4 |
| ARDROSSAN TOWN | SC077-001-SC4 |
| Ardvannie No 2 LC (UWC) | SC203-014-SC15 |
| ARGYLE STREET | SC025-003-SC2 |
| ARISAIG TEP | SC145-007-SC9 |
| Arkleston Jn | SC059-006-SC4 |
| ARROCHAR & TARBET TEP | SC141-005-SC9 |
| ASHFIELD | SC115-001-SC6 |
| ATTADALE | SC205-009-SC15 |
| Auchencruive GF | SC087-001-SC4 |
| Auchengray HABD (Up) | SC003-001-SC2 |
| Auchengray LC (AHBCX) | SC003-001-SC2 |
| AUCHINLECK | SC031-010-SC3 |
| Auchintee LC (UWC) | SC205-009-SC15 |
| Auchterarder SB | SC119-012-SC7 |
| AVIEMORE | SC193-016-SC13 |
| Aviemore | SC193-016-SC13 |
| AYR | SC059-016-SC4 |
| Ayr Harbour GF | SC085-001-SC4 |
| Back Settlement LC (R/G-X) | SC191-013-SC12 |
| Baddan LC (UWC) | SC203-019-SC15 |
| Baileyfield GF | SC151-001-SC10 |
| BAILLIESTON | SC099-002-SC5 |
| Balavil Burn LC (UWC) | SC193-014-SC13 |
| Balavil Gates LC (UWC) | SC193-014-SC13 |
| Balcathie LC (UWC) | SC191-007-SC12 |
| Baldinnies No1 LC (UWC) | SC119-013-SC7 |
| Balintraid LC (UWC) | SC203-011-SC15 |
| Balkeith South LC (UWC) | SC203-013-SC15 |
| Ballach LC (UWC) | SC203-027-SC15 |
| Ballachladdich Farm LC (UWC) | SC203-008-SC15 |
| Ballachroan LC (UWC) | SC193-014-SC13 |
| Ballentoul LC (UWC) | SC193-009-SC13 |
| BALLOCH | SC135-001-SC8 |
| BALMOSSIE | SC191-004-SC12 |
| Balnacra LC (AOCL) | SC205-008-SC15 |
| Balnacra No 2 LC (UWC) | SC205-008-SC15 |
| Balnahinch No 4 LC (UWC) | SC203-016-SC15 |
| Balspardon LC (UWC) | SC195-016-SC14 |
| Balsporran LC (UWC) | SC193-011-SC13 |
| Balwhirley No 1 | SC069-001-SC4 |
| BANAVIE | SC145-001-SC9 |
| Banavie LC (R/C) | SC145-001-SC9 |
| Banavie SC | SC145-001-SC9 |
| Bank Jn | SC031-009-SC3, SC035-001-SC3 |
| Barassie | SC039-002-SC3 |
| BARASSIE | SC059-013-SC4 |
| Barassie Jn | SC059-013-SC4 |
| BARGEDDIE | SC099-002-SC5 |
| Barncluith Tunnel | SC023-002-SC2 |
| BARNHILL | SC129-001-SC8 |

| Location | Table A - Module |
|---|---|
| Barnhill SB | SC119-017-SC7 |
| Barnhill Tunnel | SC129-002-SC8 |
| BARRHEAD | SC031-016-SC3 |
| Barrhead SB (BD) | SC031-016-SC3 |
| BARRHILL SB | SC059-022-SC4 |
| BARRY LINKS | SC191-005-SC12 |
| Barry West LC (CCTV) | SC191-005-SC12 |
| BATHGATE | SC111-002-SC6 |
| BEARSDEN | SC133-001-SC8 |
| BEASDALE | SC145-007-SC9 |
| Beattock North GSP | SC001-006-SC2 |
| Beattock South | SC001-006-SC2 |
| BEAULY | SC203-004-SC15 |
| Beauly Ferry LC (UWC) | SC203-004-SC15 |
| Belleport LC (UWC) | SC203-009-SC15 |
| Bellfield | SC037-001-SC3 |
| BELLGROVE | SC123-005-SC8 |
| Bellgrove Jn | SC123-005-SC8, SC129-002-SC8 |
| Bellgrove Tunnel | SC123-005-SC8 |
| BELLSHILL | SC011-003-SC2 |
| Bellside GF | SC007-003-SC2 |
| Belmont LC (CCTV) | SC059-017-SC4 |
| Ben Alder LC (UWC) | SC193-012-SC13 |
| Benhar | SC007-002-SC2 |
| BERWICK | SC147-001-SC10 |
| Bilbster LC (UWC) | SC203-031-SC15 |
| BISHOPBRIGGS | SC107-016-SC6 |
| BISHOPTON | SC065-002-SC4 |
| Bishopton No1 Tunnel | SC065-002-SC4 |
| Bishopton No2 Tunnel | SC065-002-SC4 |
| Blackford SB & LC (MCB) | SC119-011-SC7 |
| Blackgrange LC (CCTV) | SC183-002-SC11 |
| Blackhillock LC (UWC) | SC207-001-SC15 |
| Blackwood LC (ABCL) | SC205-008-SC15 |
| Blackwood No 1 LC (UWC) | SC205-008-SC15 |
| BLAIR ATHOLL | SC193-009-SC13 |
| Blair Atholl SB and LC (MCB) | SC193-009-SC13 |
| BLAIRHILL | SC123-002-SC8 |
| BLANTYRE | SC023-003-SC2 |
| Bleachfield LC (UWC) | SC207-002-SC15 |
| Blochairn Tunnel | SC129-002-SC8 |
| Bo ness | SC107-010-SC6 |
| Bo ness GF | SC107-010-SC6 |
| Boat of Kintore LC (AHBC) | SC195-004-SC14 |
| Boddin LC (UWC) | SC191-010-SC12 |
| Bodsbury LC (R/G) | SC001-008-SC2 |
| Bogside | SC059-012-SC4, SC083-001-SC4 |
| BOGSTON | SC065-004-SC4 |
| Bogton Nursery LC (UWC) | SC195-013-SC14 |
| Bogton Sewage Works LC (UWC) | SC195-013-SC14 |
| Boig Road LC (TMO) | SC036-001-SC3 |
| Boreland Farm LC (UWC) | SC119-011-SC7 |
| Borrobol LC (UWC) | SC203-025-SC15 |
| Borrodale Tunnel | SC145-007-SC9 |
| Bow of Fife LC (AHBC) | SC171-022-SC11 |
| Bower TEP (Up direction only) | SC203-030-SC15 |
| BOWLING | SC123-013-SC8 |

| Location | Table A - Module |
|---|---|
| Bowling LC (CCTV) | SC123-013-SC8 |
| BP Chemicals GF | SC117-003-SC6 |
| Braidhurst Loops | SC093-001-SC5 |
| Braidhurst No.1 GF | SC093-001-SC5 |
| Braidwood HABD (Up) | SC001-014-SC2 |
| BRANCHTON | SC067-001-SC4 |
| Brasswell LC (AHBC) | SC031-004-SC3 |
| BREICH | SC007-002-SC2 |
| BRIDGE OF ALLAN | SC119-008-SC7 |
| BRIDGE OF ORCHY TEP | SC141-012-SC9 |
| Bridge St Jn | SC001-028-SC2, SC031-020-SC3, SC059-002-SC4 |
| Bridgend LC (UWC) | SC195-011-SC14 |
| BRIDGETON | SC025-002-SC2 |
| Bridgeton Yard North End | SC025-001-SC2 |
| Broadslap LC (UWC) | SC119-013-SC7 |
| Brodie LC (AHBC) | SC195-014-SC14 |
| Brookes Farm LC (UWC) | SC123-016-SC8 |
| Broombarns LC (UWC) | SC119-014-SC7 |
| Brora LC (AOCL) | SC203-022-SC15 |
| BRORA TEP | SC203-022-SC15 |
| BROUGHTY FERRY | SC191-004-SC12 |
| Broughty Ferry LC (CCTV) | SC191-004-SC12 |
| Brownhill | SC059-010-SC4 |
| Bruichnain LC (UWC) | SC203-003-SC15 |
| BRUNSTANE | SC161-002-SC10 |
| Bual No 1 LC (UWC) | SC203-024-SC15 |
| Bual No 2 LC (UWC) | SC203-024-SC15 |
| Buchanstone LC (UWC) | SC195-008-SC14 |
| Buckiehillock LC (UWC) | SC191-006-SC12 |
| Bullocks LC (UWC) | SC203-003-SC15 |
| Bunchrew Farm LC (UWC) | SC203-003-SC15 |
| Bunchrew LC (AOCL) | SC203-003-SC15 |
| Burghead | SC201-001-SC14 |
| Burnhouse | SC093-004-SC5 |
| Burnmouth LC (UWC) | SC195-010-SC14 |
| BURNSIDE | SC055-002-SC3 |
| BURNTISLAND | SC171-014-SC11 |
| BUSBY | SC045-002-SC3 |
| Busby Jn | SC031-017-SC3, SC045-002-SC3 |
| Bush No 1 LC (UWC) | SC195-011-SC14 |
| Byrehill Jn | SC059-012-SC4, SC081-001-SC4 |
| Cadder (East end) | SC107-015-SC6 |
| Cadder (West end) | SC107-015-SC6 |
| Cairnhall LC (UWC) | SC195-005-SC14 |
| Cairnlea No1 LC (UWC) | SC059-022-SC4 |
| Cairnlea No2 LC (UWC) | SC059-022-SC4 |
| Cairnrobin LC (UWC) | SC191-017-SC12 |
| Caledonian Paper Mill Sdg | SC039-002-SC3 |
| Calton North Tunnel | SC147-014-SC10 |
| Calton South Tunnel | SC147-014-SC10 |
| Cambus LC (CCTV) | SC183-002-SC11 |
| CAMBUSLANG | SC001-021-SC2 |
| CAMELON | SC109-003-SC6 |
| Cameron Bridge GF | SC177-001-SC11 |
| Camperdown Jn. | SC191-003-SC12 |
| Camperdown LC (CCTV) | SC191-003-SC12 |

| Location | Table A - Module |
|---|---|
| Camus An Eng Farm No.1 LC (UWC) | SC145-004-SC9 |
| Camus An Eng Farm No.2 LC (UWC) | SC145-004-SC9 |
| Camus An Eng Farm No.3 LC (UWC) | SC145-004-SC9 |
| Candy Farm LC (UWC) | SC195-009-SC14 |
| Canning Street Tunnel | SC025-002-SC2 |
| CARDENDEN | SC173-005-SC11 |
| CARDONALD | SC059-005-SC4 |
| Cardonald Jn | SC059-005-SC4, SC063-001-SC4 |
| Cardonald North Jn | SC063-001-SC4 |
| CARDROSS | SC123-015-SC8 |
| Cardross LC (CCTV) | SC123-015-SC8 |
| CARFIN | SC007-003-SC2 |
| CARLUKE | SC001-014-SC2 |
| Carmont SB & LC (MCB) | SC191-014-SC12 |
| Carmuirs East Jn | SC110-001-SC6 |
| Carmuirs East Jn & SB | SC109-004-SC6 |
| Carmuirs West Jn & SB | SC109-004-SC6 |
| Carmuirs West Jn SB | SC119-002-SC7 |
| CARMYLE | SC099-003-SC5 |
| CARNOUSTIE | SC191-006-SC12 |
| Carnoustie SB & LC (MCB) | SC191-006-SC12 |
| CARNTYNE | SC123-004-SC8 |
| CARRBRIDGE | SC193-017-SC13 |
| Carsebreck LC (UWC) | SC119-010-SC7 |
| Carsgoe No 1 LC (UWC) | SC207-002-SC15 |
| Carsgoe No 2 LC (UWC) | SC207-002-SC15 |
| Carsgoe No 3 LC (UWC) | SC207-002-SC15 |
| Carsgoe No 4 LC (UWC) | SC207-002-SC15 |
| CARSTAIRS | SC001-012-SC2 |
| Carstairs East Jn | SC003-001-SC2, SC005-001-SC2 |
| Carstairs South Jn | SC001-011-SC2, SC003-001-SC2 |
| Carstairs Station Jn | SC001-012-SC2, SC005-001-SC2 |
| Cartsburn Tunnel | SC067-001-SC4 |
| CARTSDYKE | SC065-005-SC4 |
| CATHCART | SC051-002-SC3 |
| Cathcart East Jn | SC055-003-SC3, SC057-001-SC3 |
| Cathcart North Jn | SC051-002-SC3, SC057-001-SC3 |
| Cathcart SB | SC051-002-SC3 |
| Cathcart West Jn. | SC051-002-SC3, SC053-002-SC3, SC055-003-SC3 |
| Causewayhead Jn | SC183-002-SC11 |
| Challoch LC (UWC) | SC059-024-SC4 |
| Chalmerston | SC091-001-SC4 |
| Chapelton Farm LC (UWC) | SC203-005-SC15 |
| CHARING CROSS | SC123-006-SC8 |
| Charing Cross Tunnel | SC123-006-SC8 |
| Charleston LC (UWC) | SC193-005-SC13 |
| Charlestown Jn | SC173-002-SC11, SC183-005-SC11 |
| CHATELHERAULT | SC024-001-SC2 |
| Clachnaharry Canal Bridge | SC203-002-SC15 |
| Clachnaharry Down Stop Signal | SC203-002-SC15 |
| CLARKSTON | SC045-002-SC3 |
| Cleghorn LC (CCTV) | SC001-014-SC2 |
| CLELAND | SC007-003-SC2 |

| Location | Table A - Module |
|---|---|
| Clunes LC (UWC) | SC193-010-SC13 |
| Clunes TEP | SC203-003-SC15 |
| Clunybridge | SC173-006-SC11 |
| CLYDEBANK | SC125-003-SC8 |
| Clydebank Jn | SC125-003-SC8, SC139-001-SC8 |
| Clynemilton East LC (UWC) | SC203-022-SC15 |
| COATBRIDGE CENTRAL | SC093-005-SC5 |
| Coatbridge Jn | SC093-005-SC5, SC101-001-SC5 |
| COATBRIDGE SUNNYSIDE | SC123-002-SC8 |
| COATDYKE | SC123-001-SC8 |
| Coltness (Network Rail Boundary) | SC021-001-SC2 |
| Connel Ferry Sdgs | SC143-007-SC9 |
| CONNEL FERRY TEP | SC143-008-SC9 |
| Connel Park LC (TMO) | SC035-001-SC3 |
| Containerbase Jn | SC067-001-SC4, SC069-001-SC4 |
| Cook Street | SC059-003-SC4 |
| CORKERHILL | SC061-002-SC4 |
| Cornton LC (AHBC) | SC119-007-SC7 |
| Cornton No 2 Footpath LC (R/G) | SC119-007-SC7 |
| CORPACH | SC145-002-SC9 |
| Corpach LC (AOCL) | SC145-002-SC9 |
| Corriebeg Farm No.1 LC (UWC) | SC145-004-SC9 |
| Corriebeg No.2 LC (UWC) | SC145-004-SC9 |
| Corriemoillie No 1 LC (UWC) | SC205-005-SC15 |
| CORROUR TEP | SC141-017-SC9 |
| Coulags No 1 LC (UWC) | SC205-008-SC15 |
| Coulags No 3 LC (UWC) | SC205-008-SC15 |
| COWDENBEATH | SC173-004-SC11 |
| Cowlairs East Jn | SC107-016-SC6, SC116-001-SC6 |
| Cowlairs East LC (UWC) | SC116-001-SC6 |
| Cowlairs North Jn | SC115-001-SC6, SC116-001-SC6 |
| Cowlairs SC | SC107-017-SC6 |
| Cowlairs South Jn | SC106-001-SC5, SC107-018-SC6 |
| Cowlairs West Jn | SC103-003-SC5, SC107-017-SC6, SC115-001-SC6 |
| Cradlehall | SC193-021-SC13 |
| Craig LC (UWC) | SC205-007-SC15 |
| Craig No 2 LC (UWC) | SC059-024-SC4 |
| CRAIGENDORAN | SC123-017-SC8 |
| Craigendoran Jn | SC123-016-SC8, SC141-001-SC9 |
| Craigentinny | SC147-013-SC10, SC153-001-SC10 |
| Craiginches | SC191-018-SC12 |
| Craiglockhart Jn | SC165-001-SC10 |
| Craigo SB | SC191-012-SC12 |
| Crawford HABD (Up) | SC001-008-SC2 |
| Creag Mhor LC (UWC) | SC145-008-SC9 |
| Crianlarich | SC143-001-SC9 |
| CRIANLARICH TEP | SC141-009-SC9 |
| Croftcarnoch No 2 LC (UWC) | SC193-014-SC13 |
| CROFTFOOT | SC055-002-SC3 |
| CROOKSTON | SC061-002-SC4 |
| CROSSHILL | SC051-003-SC3 |
| CROSSMYLOOF | SC031-017-SC3 |
| CROY | SC107-013-SC6 |
| Cruach Snow Shed | SC141-016-SC9 |
| Cuaich LC (UWC) | SC193-013-SC13 |
| Culgower No 1 LC (UWC) | SC203-023-SC15 |

| Location | Table A - Module |
|---|---|
| Culgower No 3 LC (UWC) | SC203-023-SC15 |
| Culloden | SC193-020-SC13 |
| Culloden No 1 GF | SC193-020-SC13 |
| Culloden No 2 GF | SC193-020-SC13 |
| Culmaily No 2 LC (UWC) | SC203-020-SC15 |
| Culmaily No 3 LC (UWC) | SC203-020-SC15 |
| Culnadalloch No.1 LC (UWC) | SC143-007-SC9 |
| Culnadalloch No.2 LC (UWC) | SC143-006-SC9 |
| CULRAIN | SC203-016-SC15 |
| Culrain Smithey LC (UWC) | SC203-016-SC15 |
| Culross LC (UWC) | SC183-004-SC11 |
| Cults Mill LC (UWC) | SC171-022-SC11 |
| CUMBERNAULD | SC093-008-SC5 |
| CUPAR | SC171-023-SC11 |
| Cupar SB | SC171-023-SC11 |
| CURRIEHILL | SC003-003-SC2 |
| Curriehill GSP | SC003-003-SC2 |
| Dalchalm LC (AOCL) | SC203-022-SC15 |
| Dalcross LC (AHBC) | SC195-016-SC14 |
| DALGETY BAY | SC171-012-SC11 |
| DALMALLY TEP | SC143-003-SC9 |
| DALMARNOCK | SC025-001-SC2 |
| Dalmarnock Road Tunnel | SC025-002-SC2 |
| Dalmartin LC (UWC) | SC205-008-SC15 |
| DALMENY | SC171-009-SC11 |
| Dalmeny Down Sdgs GF | SC171-008-SC11 |
| Dalmeny Jn | SC113-001-SC6, SC171-008-SC11 |
| Dalmeny Up Sdgs GF | SC171-008-SC11 |
| DALMUIR | SC123-012-SC8, SC125-004-SC8 |
| Dalmuir Park Jn | SC123-012-SC8, SC125-004-SC8 |
| Dalmuir Riverside | SC139-001-SC8 |
| Dalnacardoch GF | SC193-010-SC13 |
| Dalnaspidal LC (UWC) | SC193-011-SC13 |
| DALREOCH | SC123-015-SC8 |
| Dalreoch Jn | SC123-015-SC8, SC135-001-SC8 |
| Dalreoch Tunnels | SC123-015-SC8 |
| DALRY | SC059-010-SC4 |
| Dalrymple Jn | SC059-017-SC4, SC091-001-SC4 |
| DALWHINNIE | SC193-012-SC13 |
| Dalwhinnie SB | SC193-012-SC13 |
| Deanside | SC063-001-SC4 |
| Delny LC (AOCL) | SC203-011-SC15 |
| Dingwall | SC205-001-SC15 |
| Dingwall Canal North LC (UWC) | SC203-007-SC15, SC205-001-SC15 |
| Dingwall Middle LC (AOCL) | SC205-001-SC15 |
| Dingwall No 1 LC (AOCL) | SC205-001-SC15 |
| Dingwall No 2 LC (AOCL) | SC205-001-SC15 |
| DINGWALL TEP | SC203-006-SC15 |
| Distillery Burn LC (UWC) | SC193-012-SC13 |
| Distillery No 1 GF (OOU) | SC203-010-SC15 |
| Distillery No 2 GF (OOU) | SC203-010-SC15 |
| Dock Street Tunnel | SC191-003-SC12 |
| Doll LC (UWC) | SC203-021-SC15 |
| Double Dykes LC (UWC) | SC177-001-SC11 |
| Down Fast signal P61 and up Fast signal P64 and Down Dundee loop signal P65 | SC119-016-SC7 |

| Location | Table A - Module |
|---|---|
| Drakewell Farm LC (UWC) | SC195-008-SC14 |
| DREM | SC147-008-SC10 |
| Drem Jn | SC147-008-SC10, SC149-001-SC10 |
| Drumallan LC (UWC) | SC119-009-SC7 |
| Drumbeg Farm LC (UWC) | SC145-004-SC9 |
| DRUMCHAPEL | SC123-011-SC8 |
| Drumduan No 2 LC (UWC) | SC195-015-SC14 |
| DRUMFROCHAR | SC067-001-SC4 |
| DRUMGELLOCH | SC123-001-SC8 |
| Drummuie LC (UWC) | SC203-020-SC15 |
| DRUMRY | SC123-011-SC8 |
| Dubbs Jn | SC073-001-SC4, SC081-001-SC4 |
| DUIRINISH | SC205-010-SC15 |
| Duirinish Station LC (UWC) | SC205-010-SC15 |
| DUKE STREET | SC129-002-SC8 |
| Duke Street Tunnel | SC129-002-SC8 |
| DUMBARTON CENTRAL | SC123-014-SC8 |
| DUMBARTON EAST | SC123-013-SC8 |
| DUMBRECK | SC061-001-SC4 |
| DUMFRIES | SC031-005-SC3 |
| Dumfries | SC033-001-SC3 |
| Dumfries Station SB | SC031-005-SC3 |
| DUNBAR | SC147-007-SC10 |
| DUNBLANE | SC119-009-SC7 |
| Dunblane SB | SC119-009-SC7 |
| DUNCRAIG | SC205-009-SC15 |
| DUNDEE | SC119-023-SC7, SC171-027-SC11, SC191-002-SC12 |
| Dundee Central Jn | SC119-022-SC7, SC171-026-SC11, SC191-001-SC12 |
| Dundee SC | SC119-023-SC7, SC171-027-SC11, SC191-002-SC12 |
| DUNFERMLINE QUEEN MARGARET | SC173-002-SC11 |
| DUNFERMLINE TOWN | SC173-002-SC11 |
| DUNKELD and BIRNAM | SC193-006-SC13 |
| Dunkeld SB | SC193-006-SC13 |
| DUNLOP | SC031-014-SC3 |
| Dunragit SB & LC | SC059-025-SC4 |
| DUNROBIN | SC203-021-SC15 |
| Dunrobin LC (UWC) | SC203-020-SC15 |
| Dunrod LC (UWC) | SC067-002-SC4 |
| Dunrod Loop East End | SC067-002-SC4 |
| Dunrod Loop West End | SC067-002-SC4 |
| DYCE | SC195-003-SC14 |
| Dyce SB | SC195-003-SC14 |
| Earnock Sdgs | SC023-003-SC2 |
| East Brora Muir No 1 LC (UWC) | SC203-022-SC15 |
| East Brora Muir No 2 LC (UWC) | SC203-022-SC15 |
| East Clayock LC (UWC) | SC203-030-SC15 |
| EAST KILBRIDE | SC045-001-SC3 |
| East Watten LC (UWC) | SC203-031-SC15 |
| Easter Balgour LC (UWC) | SC119-013-SC7 |
| Easter Dalguise No.1 LC (UWC) | SC193-007-SC13 |
| Easter Dalguise No.2 LC (UWC) | SC193-007-SC13 |
| EASTERHOUSE | SC123-002-SC8 |
| Easterton LC (UWC) | SC195-015-SC14 |

| Location | Table A - Module |
|---|---|
| Eastfield LC (UWC) | SC181-002-SC11 |
| Easthaven LC (UWC) | SC191-007-SC12 |
| Eastriggs | SC031-002-SC3 |
| Edderton No 1 LC (UWC) | SC203-014-SC15 |
| EDINBURGH PARK | SC107-005-SC6 |
| Edinburgh SC | SC107-001-SC6, SC147-015-SC10, SC171-001-SC11 |
| EDINBURGH WAVERLEY | SC107-001-SC6, SC147-015-SC10, SC171-001-SC11 |
| Eglinton St Jn | SC001-027-SC2, SC031-019-SC3 |
| Eglinton St Tunnels | SC001-027-SC2 |
| Elderslie | SC059-007-SC4 |
| Elderslie East | SC059-007-SC4 |
| Eldrable No 1 LC (UWC) | SC203-024-SC15 |
| ELGIN | SC195-012-SC14 |
| Elgin SB and LC (MCB) | SC195-012-SC14 |
| Ellands No 3 LC (UWC) | SC195-014-SC14 |
| Elmside LC (UWC) | SC031-002-SC3 |
| Errol SB & LC (MCB) | SC119-019-SC7 |
| Evanton TEP | SC203-008-SC15 |
| EXHIBITION CENTRE | SC025-004-SC2 |
| FAIRLIE | SC073-004-SC4 |
| Fairlie High Sdg GF | SC073-004-SC4 |
| Fairlie Tunnel | SC073-005-SC4 |
| FALKIRK GRAHAMSTON | SC109-002-SC6 |
| FALKIRK HIGH | SC107-012-SC6 |
| Falkirk Tunnel | SC107-012-SC6 |
| Falkland | SC059-015-SC4 |
| FALLS OF CRUACHAN | SC143-004-SC9 |
| Fassfern No.1 LC (UWC) | SC145-004-SC9 |
| Fassfern No.2 LC (UWC) | SC145-004-SC9 |
| FAULDHOUSE | SC007-002-SC2 |
| Fearn GF | SC203-013-SC15 |
| FEARN TEP | SC203-013-SC15 |
| Ferry Toll Tunnel | SC175-001-SC11 |
| Ferryhill Jn | SC191-019-SC12, SC195-001-SC14 |
| Fersit Tunnel | SC141-018-SC9 |
| Fillan TEP | SC141-010-SC9 |
| Findlay s GF | SC093-001-SC5 |
| Finnieston East Jn | SC123-007-SC8 |
| Finnieston East Jn (On Down Line) | SC025-004-SC2 |
| Finnieston Tunnel | SC123-007-SC8 |
| Finnieston West Jn | SC123-007-SC8 |
| Finnieston West Jn (On Up Line) | SC025-004-SC2 |
| Foderty TEP | SC205-002-SC15 |
| Forgandenny Ford LC (UWC) | SC119-014-SC7 |
| FORRES | SC195-014-SC14 |
| Forres SB and LC (MCB) | SC195-013-SC14 |
| Forsinard LC (AOCL) | SC203-027-SC15 |
| FORSINARD TEP | SC203-027-SC15 |
| FORT MATILDA | SC065-006-SC4 |
| FORT WILLIAM | SC141-025-SC9 |
| Fort William Jn SB & TEP | SC141-024-SC9, SC145-001-SC9 |
| Forteviot Farm LC (UWC) | SC119-014-SC7 |
| Forteviot LC (AHBC-X) | SC119-014-SC7 |
| Forth Bridge | SC171-009-SC11 |
| Fouldubs Jn SB | SC117-001-SC6 |

| Location | Table A - Module |
|---|---|
| Foulis LC (R/G) | SC203-007-SC15 |
| Fullerton LC (UWC) | SC195-005-SC14 |
| Gailes (AHBC-X) | SC059-012-SC4 |
| Garclaugh No. 1 LC (UWC) | SC031-008-SC3 |
| Garclaugh No. 2 LC (UWC) | SC031-008-SC3 |
| Garclaugh No. 3 LC (UWC) | SC031-008-SC3 |
| GARELOCHHEAD TEP | SC141-002-SC9 |
| Garnqueen North Jn | SC093-007-SC5, SC103-001-SC5 |
| Garriongill Jn | SC001-016-SC2, SC021-001-SC2 |
| GARROWHILL | SC123-002-SC8 |
| GARSCADDEN | SC125-001-SC8 |
| GARTCOSH | SC103-001-SC5 |
| Gartcosh GF | SC103-001-SC5 |
| Gartcosh Jn | SC103-001-SC5, SC105-001-SC5 |
| Gartly LC (AHBC) | SC195-009-SC14 |
| Gartsherrie South Jn | SC093-006-SC5, SC105-001-SC5 |
| Gartshore | SC107-014-SC6 |
| Gartshore emergency GF | SC107-014-SC6 |
| Garve LC (AOCL) | SC205-004-SC15 |
| GARVE TEP | SC205-004-SC15 |
| Gatehead LC (AHBC) | SC039-001-SC3 |
| Geilston Farm LC (UWC) | SC123-016-SC8 |
| Geilston LC (UWC) | SC123-016-SC8 |
| Gelshfield Gates LC (UWC) | SC203-030-SC15 |
| Gelshfield LC (UWC) | SC203-030-SC15 |
| Georgemas Jn | SC207-001-SC15 |
| GEORGEMAS JN TEP | SC203-029-SC15 |
| Georgemas No 1 GF | SC203-029-SC15 |
| GIFFNOCK | SC045-002-SC3 |
| GILSHOCHILL | SC115-002-SC6 |
| GIRVAN | SC059-020-SC4 |
| Girvan SB | SC059-020-SC4 |
| GLASGOW CENTRAL | SC001-029-SC2, SC025-003-SC2, SC031-021-SC3, SC059-001-SC4 |
| Glen Douglas TEP | SC141-003-SC9 |
| GLENEAGLES | SC119-012-SC7 |
| GLENFINNAN TEP | SC145-005-SC9 |
| Glenfinnan Viaduct | SC145-005-SC9 |
| GLENGARNOCK | SC059-009-SC4 |
| GLENROTHES WITH THORNTON | SC173-007-SC11, SC178-001-SC11 |
| Glenwhilly SB | SC059-023-SC4 |
| GOLF ST | SC191-005-SC12 |
| GOLSPIE | SC203-020-SC15 |
| Gorgie Jn | SC165-002-SC10, SC169-001-SC10 |
| Gorstan LC (UWC) | SC205-004-SC15 |
| Gorton TEP | SC141-014-SC9 |
| GOUROCK | SC065-007-SC4 |
| Grange LC (AHBC-X) | SC119-019-SC7 |
| Grangemouth Jn | SC117-001-SC6 |
| Grangemouth Jn SB | SC109-002-SC6 |
| Grangemouth Tongues LC (AOCL) | SC117-003-SC6 |
| Grantshouse | SC147-003-SC10 |
| Green Road LC (Network Rail Boundary) | SC137-001-SC8 |
| Greenburn Jn | SC035-001-SC3, SC036-001-SC3 |
| GREENFAULDS | SC093-008-SC5 |
| Greenfoot LC (CCTV) | SC093-007-SC5 |
| Greenhill LC (UWC) | SC203-022-SC15 |

| Location | Table A - Module |
|---|---|
| Greenhill Lower Jn | SC093-008-SC5, SC109-005-SC6, SC119-001-SC7 |
| Greenhill Upper Jn | SC109-005-SC6, SC119-001-SC7 |
| Greenhill Upper Jn and SB | SC107-013-SC6 |
| Greenloaning SB | SC119-010-SC7 |
| GREENOCK CENTRAL | SC065-005-SC4 |
| Greenock Central GF | SC065-005-SC4 |
| GREENOCK WEST | SC065-006-SC4 |
| GRETNA GREEN | SC031-002-SC3 |
| Gretna Jn | SC001-001-SC2, SC031-001-SC3 |
| Groam Farm LC (UWC) | SC203-003-SC15 |
| Groam Farm South LC (UWC) | SC203-003-SC15 |
| Guay LC (UWC) | SC193-007-SC13 |
| Guillyhill LC (UWC) | SC031-006-SC3 |
| Gunn LC (UWC) | SC207-001-SC15 |
| Gunnie Yard Notice Board | SC127-001-SC8 |
| HAIRMYRES | SC045-001-SC3 |
| Hairmyres Loop | SC045-001-SC3 |
| Halbeath LC (CCTV) | SC173-003-SC11 |
| Halkirk LC (AOCL) | SC203-029-SC15 |
| Halkirk TEP (Down direction only) | SC203-029-SC15 |
| HAMILTON CENTRAL | SC023-002-SC2 |
| HAMILTON WEST | SC023-003-SC2 |
| Harecraig LC (UWC) | SC191-004-SC12 |
| Harthope Viaduct | SC001-007-SC2 |
| HARTWOOD | SC007-003-SC2 |
| Hatton LC (UWC) | SC191-007-SC12 |
| Haugh of Tullymet LC (R/G) | SC193-007-SC13 |
| Haughhead Jn | SC023-002-SC2, SC024-001-SC2 |
| HAWKHEAD | SC061-002-SC4 |
| Hawkhead Oil Terminal GF | SC061-002-SC4 |
| HAYMARKET | SC107-003-SC6, SC147-017-SC10, SC171-003-SC11 |
| Haymarket Central Jn | SC107-004-SC6, SC147-018-SC10, SC169-001-SC10, SC171-004-SC11 |
| Haymarket East Jn | SC003-005-SC2, SC107-003-SC6, SC147-017-SC10, SC171-003-SC11 |
| Haymarket North & South Tunnels | SC107-003-SC6, SC147-017-SC10, SC171-003-SC11 |
| Haymarket West Jn | SC107-005-SC6, SC147-019-SC10, SC165-002-SC10, SC171-005-SC11 |
| Heads of Lochiel LC (UWC) | SC145-004-SC9 |
| Heatherbell LC (CCTV) | SC093-006-SC5 |
| Heatherinch LC (UWC) | SC171-020-SC11 |
| Heathfield LC (UWC) | SC103-002-SC5 |
| HELENSBURGH CENTRAL | SC123-017-SC8 |
| HELENSBURGH UPPER TEP | SC141-001-SC9 |
| HELMSDALE TEP | SC203-024-SC15 |
| High Balernock LC (UWC) | SC141-001-SC9 |
| HIGH ST | SC123-006-SC8 |
| High St Jn | SC123-005-SC8 |
| High St Tunnel | SC123-006-SC8 |
| High Street Jn | SC131-001-SC8 |
| HILLFOOT | SC133-001-SC8 |
| HILLINGTON EAST | SC059-005-SC4 |
| HILLINGTON WEST | SC059-005-SC4 |
| Hilton Jn | SC181-002-SC11 |

| Location | Table A - Module |
|---|---|
| Hilton Jn SB | SC119-015-SC7 |
| Hilton Mills LC (UWC) | SC203-013-SC15 |
| Holehouse Jn GF | SC091-001-SC4 |
| HOLYTOWN | SC011-002-SC2 |
| Holytown Jn | SC007-003-SC2, SC011-002-SC2 |
| Holywood SB & LC | SC031-006-SC3 |
| Hospital Mill LC (R/G) | SC171-022-SC11 |
| HOWWOOD | SC059-008-SC4 |
| Hoy LC (AOCL) | SC207-001-SC15 |
| Hunterston | SC073-004-SC4, SC079-001-SC4 |
| HUNTLY | SC195-009-SC14 |
| Huntly SB | SC195-009-SC14 |
| Hurlford SB | SC031-012-SC3 |
| Hutcheon St. Tunnel | SC195-002-SC14 |
| HYNDLAND | SC123-008-SC8 |
| Hyndland East Jn | SC123-009-SC8, SC125-001-SC8 |
| Hyndland North Jn | SC123-009-SC8, SC136-001-SC8 |
| Hyndland West Jn | SC125-001-SC8, SC136-001-SC8 |
| IBM | SC067-002-SC4 |
| ICI Sdg GF | SC033-001-SC3 |
| Inchlea LC (UWC) | SC193-013-SC13 |
| Inchmagranachan No.2 LC (UWC) | SC193-007-SC13 |
| Inchmagranachan No.3 LC (UWC) | SC193-007-SC13 |
| Inchoonans LC (AHBC-X) | SC119-019-SC7 |
| Inchture LC (AHBC-X) | SC119-020-SC7 |
| Inchyra LC (AHBC) | SC119-018-SC7 |
| Innerwick | SC147-005-SC10 |
| INSCH | SC195-008-SC14 |
| Insch SB and LC (MCB) | SC195-008-SC14 |
| Inver Brora No 1 LC (UWC) | SC203-021-SC15 |
| Inver Brora No 2 LC (UWC) | SC203-022-SC15 |
| Inver Tunnel | SC193-006-SC13 |
| Invergordon Distillery LC | SC203-010-SC15 |
| INVERGORDON TEP | SC203-009-SC15 |
| INVERGOWRIE | SC119-021-SC7 |
| Inverhaggernie No 2 LC (UWC) | SC141-010-SC9 |
| Inverhaggernie No.1 LC (UWC) | SC143-001-SC9 |
| Inverkeilor SB | SC191-009-SC12 |
| INVERKEITHING | SC171-011-SC11 |
| Inverkeithing Car Park Footpath LC (R/G) | SC175-001-SC11 |
| Inverkeithing Central Jn | SC171-011-SC11, SC173-001-SC11 |
| Inverkeithing East Jn | SC171-012-SC11, SC176-001-SC11 |
| Inverkeithing North Jn | SC173-001-SC11, SC176-001-SC11 |
| Inverkeithing South Jn | SC171-011-SC11, SC175-001-SC11 |
| Inverkeithing Tunnel | SC171-010-SC11 |
| INVERKIP | SC067-002-SC4 |
| Inverkip Tunnel | SC067-002-SC4 |
| Inverlochty No 1 LC (UWC) | SC195-012-SC14 |
| Inverlochy Farm LC (UWC) | SC141-023-SC9 |
| INVERNESS | SC193-024-SC13, SC195-019-SC14, SC203-001-SC15 |
| Inverness TCB and RETB SC (I) | SC193-024-SC13, SC195-019-SC14, SC203-001-SC15 |
| Inverpeffor LC (UWC) | SC191-007-SC12 |
| INVERSHIN | SC203-016-SC15 |
| INVERURIE | SC195-006-SC14 |
| Inverurie SB | SC195-006-SC14 |

| Location | Table A - Module |
|---|---|
| IRVINE | SC059-012-SC4 |
| Jn with Coatbridge Lines | SC001-018-SC2 |
| Jn with Hamilton Lines | SC001-018-SC2 |
| Jn with Niddrie South Line | SC163-001-SC10 |
| Jn with Niddrie West Line | SC161-002-SC10 |
| Jn with Powderhall Branch | SC147-013-SC10 |
| JOHNSTONE | SC059-008-SC4 |
| JORDANHILL | SC125-001-SC8 |
| Kay Park Jn GF | SC031-013-SC3, SC037-001-SC3 |
| Keepers House LC (UWC) | SC203-005-SC15 |
| KEITH | SC195-010-SC14, SC199-001-SC14 |
| Keith Jn | SC199-001-SC14 |
| Keith Jn SB | SC195-010-SC14 |
| KELVINDALE | SC1150-001-SC6 |
| Kelvinhaugh Tunnel | SC025-004-SC2 |
| Kennethmont SB | SC195-008-SC14 |
| Kennethmont Station LC (UWC) | SC195-008-SC14 |
| KENNISHEAD | SC031-017-SC3 |
| Keppoch LC (UWC) | SC205-002-SC15 |
| Keppoch No.1 LC (UWC) | SC141-020-SC9 |
| Kerreays LC (UWC) | SC141-020-SC9 |
| Kilchurn Castle LC (UWC) | SC143-003-SC9 |
| KILDONAN | SC203-025-SC15 |
| Kildonan LC (Open) | SC203-025-SC15 |
| Kildun No 1 LC (UWC) | SC203-006-SC15 |
| Kilearnan LC (UWC) | SC203-025-SC15 |
| Kilkerran SB & LC | SC059-018-SC4 |
| Killiecrankie Tunnel | SC193-008-SC13 |
| Killin Farm No 1 LC (UWC) | SC205-004-SC15 |
| Killin Farm No 2 LC (UWC) | SC205-004-SC15 |
| Killin Farm No 3 LC (UWC) | SC205-004-SC15 |
| Killoch Colliery | SC089-001-SC4 |
| KILMARNOCK | SC031-013-SC3 |
| Kilmarnock | SC039-001-SC3 |
| Kilmarnock SB | SC031-013-SC3 |
| KILMAURS | SC031-014-SC3 |
| KILPATRICK | SC123-013-SC8 |
| KILWINNING | SC059-011-SC4, SC073-001-SC4 |
| Kilwinning Jn | SC059-011-SC4, SC073-001-SC4 |
| KINBRACE | SC203-026-SC15 |
| Kinbrace LC (AOCL) | SC203-026-SC15 |
| Kincardine GSP | SC183-003-SC11 |
| Kincardine LC (R/G) | SC183-003-SC11 |
| Kincardine Mains LC (UWC) | SC203-015-SC15 |
| Kinclaven LC (UWC) | SC193-005-SC13 |
| KING S PARK | SC055-003-SC3 |
| KINGHORN | SC171-015-SC11 |
| Kinghorn Tunnel | SC171-015-SC11 |
| Kings Island LC (UWC) | SC193-009-SC13 |
| KINGSKNOWE | SC003-004-SC2 |
| Kingsknowe LC (AHBC) | SC003-004-SC2 |
| Kingston LC (UWC) | SC119-020-SC7 |
| Kingswood Tunnel | SC193-005-SC13 |
| KINGUSSIE | SC193-014-SC13 |
| Kingussie SB and LC (MCB) | SC193-014-SC13 |
| Kinloss LC (AHBC) | SC195-013-SC14 |
| Kinnauld East No 1 LC (UWC) | SC203-018-SC15 |

| Location | Table A - Module |
|---|---|
| Kinnauld East No 2 LC (UWC) | SC203-018-SC15 |
| Kintradwell No 1 LC (UWC) | SC203-023-SC15 |
| Kintradwell No 2 LC (UWC) | SC203-023-SC15 |
| Kippenross Tunnel | SC119-008-SC7 |
| KIRKCALDY | SC171-016-SC11 |
| KIRKCONNEL | SC031-008-SC3 |
| Kirkconnel SB | SC031-008-SC3 |
| KIRKHILL | SC055-002-SC3 |
| Kirkhill Tunnel | SC055-002-SC3 |
| Kirkland East Notice Board | SC177-001-SC11 |
| KIRKNEWTON | SC003-002-SC2 |
| Kirknewton LC (AHBC) | SC003-002-SC2 |
| Kirkton Farm LC (UWC) | SC141-010-SC9 |
| Kirkton LC (AOCL) | SC203-020-SC15 |
| Kirkton of Kinellar LC (UWC) | SC195-004-SC14 |
| Kirkton of Mailer No2 LC (UWC) | SC119-014-SC7 |
| KIRKWOOD | SC099-002-SC5 |
| Kittybrewster GF | SC195-002-SC14, SC197-001-SC14 |
| Knightswood North Jn | SC115-002-SC6, SC123-010-SC8 |
| Knightswood Tunnel | SC123-010-SC8 |
| Knockenjig LC (UWC) | SC031-008-SC3 |
| KYLE OF LOCHALSH TEP | SC205-010-SC15 |
| LADYBANK | SC171-020-SC11 |
| Ladybank Jn | SC171-021-SC11, SC181-001-SC11 |
| Ladyburn | SC065-004-SC4 |
| Lairg LC (AOCL) | SC203-017-SC15 |
| LAIRG TEP | SC203-017-SC15 |
| Lamington Farm LC (UWC) | SC195-008-SC14 |
| LANARK | SC009-001-SC2 |
| Lanark Jn | SC001-014-SC2, SC009-001-SC2 |
| LANGBANK | SC065-002-SC4 |
| Langbank GF | SC065-002-SC4 |
| Langloan Jn | SC099-001-SC5, SC101-001-SC5 |
| LANGSIDE | SC051-001-SC3 |
| LARBERT | SC119-003-SC7 |
| Larbert Jn | SC110-001-SC6, SC119-002-SC7 |
| Larbert North SB | SC119-003-SC7 |
| LARGS | SC073-005-SC4 |
| Larkfield Jn | SC001-026-SC2, SC047-001-SC3 |
| Larkfield Jn Jn with Muirhouse Lines | SC029-001-SC2 |
| LARKHALL | SC024-001-SC2 |
| LAURENCEKIRK | SC191-013-SC12 |
| Laurencekirk SB | SC191-013-SC12 |
| Law Down GF | SC001-015-SC2 |
| Law Jn | SC001-015-SC2, SC011-001-SC2 |
| Law South GF (OOU) | SC001-015-SC2 |
| Learable LC (UWC) | SC203-025-SC15 |
| Leggatfoot HABD (Down) | SC001-011-SC2 |
| Leith Hall LC (UWC) | SC195-009-SC14 |
| Leith South Yard | SC151-001-SC10 |
| Lentran Station LC (UWC) | SC203-003-SC15 |
| LENZIE | SC107-014-SC6 |
| LEUCHARS | SC171-024-SC11 |
| Leuchars SB | SC171-024-SC11 |
| LINLITHGOW | SC107-009-SC6 |
| Little Genoch No 1 LC (UWC) | SC059-025-SC4 |

| Location | Table A - Module |
|---|---|
| Little Genoch No2 LC (UWC) | SC059-026-SC4 |
| Little Mill LC (UWC) | SC195-010-SC14 |
| LIVINGSTON NORTH | SC111-001-SC6 |
| LIVINGSTON SOUTH | SC007-001-SC2 |
| LOCH AWE | SC143-003-SC9 |
| LOCH EIL OUTWARD BOUND TEP | SC145-003-SC9 |
| Loch View Farm LC (UWC) | SC203-030-SC15 |
| LOCHAILORT | SC145-006-SC9 |
| Locheil OB LC (UWC) | SC145-003-SC9 |
| LOCHEILSIDE | SC145-004-SC9 |
| LOCHGELLY | SC173-005-SC11 |
| Lochinver Farm LC (UWC) | SC195-012-SC14 |
| LOCHLUICHART | SC205-005-SC15 |
| Lochluichart Station LC (UWC) | SC205-005-SC15 |
| Lochside LC (UWC) | SC203-027-SC15 |
| LOCHWINNOCH | SC059-008-SC4 |
| Lochwinnoch Crossovers | SC059-008-SC4 |
| LOCKERBIE | SC001-005-SC2 |
| Lockerbie North GSP | SC001-005-SC2 |
| Lockerbie South GSP | SC001-005-SC2 |
| Logan s Road LC (CCTV) | SC001-019-SC2 |
| Longannet No 4 LC (UWC) | SC183-004-SC11 |
| Longannet SB | SC183-004-SC11 |
| Longforgan SB & LC (MCB) | SC119-020-SC7 |
| Longley LC (UWC) | SC195-014-SC14 |
| LONGNIDDRY | SC147-009-SC10 |
| Lothbeg LC (UWC) | SC203-023-SC15 |
| Lower Crianlarich GF | SC143-001-SC9 |
| Lower Crianlarich TEP | SC143-001-SC9 |
| Lower Cullernie LC (UWC) | SC195-016-SC14 |
| Lugton SB | SC031-015-SC3 |
| Lynchat LC (UWC) | SC193-014-SC13 |
| Lynedoch Street | SC069-001-SC4 |
| Lynwilg No 1 LC (UWC) | SC193-015-SC13 |
| MacBeaths LC (UWC) | SC203-021-SC15 |
| Macleans LC (UWC) | SC145-008-SC9 |
| Macraes LC (UWC) | SC193-014-SC13 |
| Mallaig GF | SC145-009-SC9 |
| MALLAIG TEP | SC145-009-SC9 |
| Manor Neuk LC (UWC) | SC183-002-SC11 |
| Manor Powis LC (UWC) | SC183-002-SC11 |
| Manse LC (UWC) | SC203-014-SC15 |
| Markdhu No1 LC (UWC) | SC059-023-SC4 |
| MARKINCH | SC171-019-SC11 |
| Marklach No1 LC (UWC) | SC059-023-SC4 |
| Marklach No3 LC (UWC) | SC059-023-SC4 |
| Markle LC (AHBC) | SC147-008-SC10 |
| Marrel LC (ABCL) | SC203-024-SC15 |
| Maryburgh LC (UWC) | SC203-006-SC15 |
| MARYHILL | SC115-002-SC6 |
| Maryhill Park Jn | SC115-002-SC6, SC1150-001-SC6 |
| Mauchline | SC087-001-SC4 |
| Mauchline SB | SC031-011-SC3, SC087-001-SC4 |
| MAXWELL PARK | SC051-001-SC3 |
| MAYBOLE | SC059-018-SC4 |
| McIvors LC (UWC) | SC203-022-SC15 |
| McNicols LC (UWC) | SC203-015-SC15 |

| Location | Table A - Module |
|---|---|
| Mellaig No 1 LC (UWC) | SC203-021-SC15 |
| MERRYTON | SC024-001-SC2 |
| Mid Fearn LC (UWC) | SC203-014-SC15 |
| Midcalder Jn | SC003-002-SC2, SC007-001-SC2 |
| Mildearie No 2 LC (UWC) | SC195-011-SC14 |
| Millburn Jn | SC193-023-SC13, SC195-018-SC14 |
| Millens LC (UWC) | SC141-020-SC9 |
| Millerhill East Jn | SC155-001-SC10, SC157-001-SC10 |
| Millerhill SB | SC161-001-SC10 |
| Millerhill South Jn | SC159-001-SC10, SC157-001-SC10 |
| Millerhill West Jn | SC155-001-SC10 |
| Millerhill Yard | SC155-001-SC10, SC161-001-SC10 |
| MILLIKEN PARK | SC059-008-SC4 |
| MILNGAVIE | SC133-001-SC8 |
| Milton No 1 LC (UWC) | SC203-031-SC15 |
| Milton of Gollanfield LC (UWC) | SC195-016-SC14 |
| Milton of Larg No 1 LC (UWC) | SC059-024-SC4 |
| Milton of Larg No 2 LC (UWC) | SC059-024-SC4 |
| Miltonise LC (UWC) | SC059-023-SC4 |
| Misk branch GF and notice board | SC075-001-SC4 |
| Moncrieffe Tunnel | SC119-015-SC7 |
| MONIFIETH | SC191-005-SC12 |
| Monkton GF | SC059-014-SC4 |
| Monktonhall Jn | SC147-011-SC10, SC155-001-SC10 |
| MONTROSE | SC191-011-SC12 |
| Montrose North SB | SC191-011-SC12 |
| Montrose South Junction | SC191-011-SC12 |
| Morangie LC (UWC) | SC203-014-SC15 |
| MORAR | SC145-009-SC9 |
| Morar LC (AOCL) | SC145-009-SC9 |
| Morvich No 1 LC (UWC) | SC203-018-SC15 |
| Morvich No 3 LC (UWC) | SC203-018-SC15 |
| Morvich No 4 LC (UWC) | SC203-019-SC15 |
| Morvich No 6 LC (UWC) | SC203-019-SC15 |
| Morvich No 7 LC (UWC) | SC203-019-SC15 |
| Morvich No 8 LC (UWC) | SC203-019-SC15 |
| Moss Road LC (AHBC-X) | SC123-016-SC8 |
| Mossend East Jn | SC011-003-SC2, SC015-001-SC2, SC017-001-SC2 |
| Mossend North Jn | SC015-001-SC2, SC093-003-SC5 |
| Mossend South Jn | SC017-001-SC2, SC019-001-SC2, SC093-002-SC5 |
| Mossend West Jn | SC011-003-SC2, SC019-001-SC2 |
| Mossend Yard | SC093-003-SC5 |
| Mosset Park LC (UWC) | SC195-013-SC14 |
| Mossgiel Tunnel | SC031-011-SC3 |
| MOSSPARK | SC061-002-SC4 |
| MOTHERWELL | SC001-018-SC2, SC023-001-SC2 |
| Motherwell | SC093-001-SC5 |
| Motherwell SC | SC001-017-SC2 |
| Moulin LC (UWC) | SC193-008-SC13 |
| Moulinearn LC (R/G) | SC193-007-SC13 |
| Mound Tunnels | SC107-002-SC6, SC147-016-SC10, SC171-002-SC11 |
| MOUNT FLORIDA | SC051-002-SC3 |
| MOUNT VERNON | SC099-003-SC5 |

| Location | Table A - Module |
|---|---|
| MUIR OF ORD TEP | SC203-005-SC15 |
| MUIREND | SC053-002-SC3 |
| Muirend GF | SC053-002-SC3 |
| Muirhouse Central Jn | SC049-001-SC3, SC051-001-SC3 |
| Muirhouse Central Jn. | SC031-018-SC3 |
| Muirhouse Farm LC (UWC) | SC031-002-SC3 |
| Muirhouse North Jn. | SC031-019-SC3, SC051-003-SC3 |
| Muirhouse Sdgs GF (OOU) | SC049-001-SC3 |
| Muirhouse South Jn | SC047-001-SC3 |
| Muirhouse South Jn. | SC031-018-SC3 |
| Murie LC (AHBC) | SC119-019-SC7 |
| Murthly LC (AHBC) | SC193-005-SC13 |
| MUSSELBURGH | SC147-011-SC10 |
| Myremill Farm LC (UWC) | SC059-018-SC4 |
| NAIRN | SC195-015-SC14 |
| Nairn East | SC195-015-SC14 |
| Nairn West | SC195-015-SC14 |
| NEILSTON | SC053-001-SC3 |
| Nethercleugh HABD (Up) | SC001-005-SC2 |
| NEW CUMNOCK | SC031-009-SC3 |
| New Cumnock SB | SC031-009-SC3 |
| Newbridge Jn | SC107-006-SC6, SC111-001-SC6 |
| NEWCRAIGHALL | SC161-001-SC10 |
| NEWTON | SC055-001-SC3 |
| Newton East Jn | SC001-020-SC2 |
| Newton Jn | SC059-015-SC4, SC085-001-SC4, SC087-001-SC4 |
| Newton of Struthers LC (UWC) | SC195-013-SC14 |
| Newton Street Tunnel | SC065-006-SC4 |
| Newton West Jn | SC001-020-SC2 |
| Newton, Hamilton Jn | SC001-020-SC2, SC023-003-SC2, SC055-001-SC3 |
| Newton, Kirkhill Jn | SC001-020-SC2, SC055-001-SC3 |
| Newtonhill SB | SC191-016-SC12 |
| NEWTONMORE | SC193-013-SC13 |
| NEWTON-ON-AYR | SC059-015-SC4 |
| Niddrie South Jn | SC161-001-SC10, SC165-001-SC10 |
| Niddrie West | SC163-001-SC10 |
| Niddrie West Jn | SC165-001-SC10 |
| Nigg LC (AHBC) | SC203-012-SC15 |
| NITSHILL | SC031-016-SC3 |
| NORTH BERWICK | SC149-001-SC10 |
| NORTH QUEENSFERRY | SC171-009-SC11 |
| North Queensferry Tunnel | SC171-010-SC11 |
| Notice Board (Down Arrival) | SC107-015-SC6 |
| Notice Board (Down Departure) | SC107-015-SC6 |
| OBAN TEP | SC143-009-SC9 |
| Oil Terminal LC (AOCL) | SC117-003-SC6 |
| Old Castle LC (UWC) | SC203-023-SC15 |
| Orangefield Tunnel | SC069-001-SC4 |
| Orival LC (UWC) | SC145-002-SC9 |
| Oulmsdale Burn LC (UWC) | SC203-025-SC15 |
| Oxwellmains | SC147-006-SC10 |
| Oxwellmains HABD | SC147-005-SC10 |
| Oyne LC (AHBC) | SC195-007-SC14 |
| PAISLEY CANAL | SC061-002-SC4 |
| PAISLEY GILMOUR STREET | SC059-006-SC4, SC065-001-SC4 |

| Location | Table A - Module |
|---|---|
| Paisley SC | SC059-006-SC4 |
| PAISLEY ST. JAMES | SC065-001-SC4 |
| Panbride East LC (UWC) | SC191-006-SC12 |
| Parkhill LC (UWC) | SC143-005-SC9 |
| PARTICK | SC123-008-SC8 |
| PATTERTON | SC053-001-SC3 |
| PERTH | SC119-017-SC7, SC193-002-SC13 |
| Perth Central Jn & SB | SC119-016-SC7, SC193-001-SC13 |
| Perth South Jn | SC119-016-SC7, SC193-001-SC13 |
| Pilmore West LC | SC119-020-SC7 |
| Pinmore Tunnel | SC059-021-SC4 |
| Pitagowan LC (UWC) | SC193-009-SC13 |
| Pitcoag LC (UWC) | SC119-018-SC7 |
| Pitglassie Field LC (UWC) | SC203-006-SC15 |
| Pitglassie North LC (UWC) | SC203-006-SC15 |
| Pitglassie South LC (UWC) | SC203-006-SC15 |
| PITLOCHRY | SC193-008-SC13 |
| Pitlochry SB | SC193-008-SC13 |
| Pitmain No 1 LC (UWC) | SC193-014-SC13 |
| Pitmain No 2 LC (UWC) | SC193-014-SC13 |
| Pitmedden LC (R/G) | SC195-004-SC14 |
| PLOCKTON | SC205-010-SC15 |
| Pollock LC (UWC) | SC141-017-SC9 |
| POLLOKSHAWS EAST | SC051-001-SC3 |
| POLLOKSHAWS WEST | SC031-017-SC3 |
| POLLOKSHIELDS EAST | SC051-003-SC3 |
| POLLOKSHIELDS WEST | SC051-001-SC3 |
| Polmadie | SC001-025-SC2 |
| POLMONT | SC107-010-SC6 |
| Polmont Jn | SC109-001-SC6 |
| Polmont Jn & SB | SC107-011-SC6 |
| Port Elphinstone GF | SC195-005-SC14 |
| PORT GLASGOW | SC065-003-SC4 |
| Portgower No 1 LC (UWC) | SC203-023-SC15 |
| Portgower Station LC (UWC) | SC203-024-SC15 |
| PORTLETHEN | SC191-016-SC12 |
| Portobello | SC151-001-SC10, SC163-001-SC10 |
| Portobello Jn | SC161-002-SC10 |
| Portobello Jn to Leith South | SC147-012-SC10 |
| Portobello Jn to Niddrie lines | SC147-012-SC10 |
| POSSILPARK AND PARKHOUSE | SC115-001-SC6 |
| Prestonpans | SC147-010-SC10 |
| PRESTONPANS | SC147-010-SC10 |
| PRESTWICK INTERNATIONAL AIRPORT | SC059-014-SC4 |
| PRESTWICK TOWN | SC059-014-SC4 |
| PRIESTHILL AND DARNLEY | SC031-016-SC3 |
| Princes St LC (AOCL) | SC077-001-SC4 |
| Pye Road LC (UWC) | SC119-018-SC7 |
| Quarry Burn LC (UWC) | SC205-007-SC15 |
| QUEEN ST HIGH LEVEL | SC107-019-SC6 |
| Queen St High Level Tunnel | SC107-019-SC6 |
| QUEEN STREET (Low Level) | SC123-006-SC8 |
| QUEENS PARK | SC051-003-SC3 |
| Quintinshill | SC001-002-SC2 |
| Quintinshill GF | SC001-002-SC2 |
| Quoiggs No 1 LC (UWC) | SC119-010-SC7 |
| Raigmore LC (CCTV) | SC193-022-SC13, SC195-017-SC14 |

| Location | Table A - Module |
|---|---|
| RANNOCH TEP | SC141-015-SC9 |
| Ravenstruther | SC001-013-SC2 |
| Red Van LC (UWC) | SC193-011-SC13 |
| Redford Jn | SC173-006-SC11, SC189-001-SC11 |
| RENTON | SC135-001-SC8 |
| Reston GSP | SC147-002-SC10 |
| Reston Up GF | SC147-002-SC10 |
| Riccarton | SC037-001-SC3 |
| Rigg LC (UWC) | SC031-002-SC3 |
| Riverford LC (UWC) | SC203-005-SC15 |
| Rogart LC (open) | SC203-018-SC15 |
| ROGART TEP | SC203-018-SC15 |
| Rogie LC (UWC) | SC205-004-SC15 |
| Rosarie LC (AOCR) | SC195-011-SC14 |
| Rose Bank LC (UWC) | SC205-006-SC15 |
| Rose Street LC (CCTV) | SC193-024-SC13, SC195-019-SC14, SC203-001-SC15 |
| Roseisle GF | SC201-001-SC14 |
| Rossal No 2 LC (UWC) | SC203-018-SC15 |
| ROSYTH | SC173-001-SC11 |
| Rosyth Dockyard | SC175-001-SC11 |
| Rovie LC (AOCL) | SC203-018-SC15 |
| Rovie LC (UWC) | SC203-018-SC15 |
| ROY BRIDGE TEP | SC141-020-SC9 |
| Royal Ordnance Sdgs GSP | SC065-002-SC4 |
| RUTHERGLEN | SC025-001-SC2 |
| Rutherglen Central Jn | SC001-023-SC2, SC025-001-SC2 |
| Rutherglen East Jn | SC001-022-SC2, SC099-003-SC5 |
| Rutherglen Footpath LC (R/G) | SC025-001-SC2, SC027-001-SC2 |
| Rutherglen North Jn | SC025-001-SC2, SC027-001-SC2 |
| Rutherglen West Jn | SC001-023-SC2, SC027-001-SC2 |
| SALTCOATS | SC073-003-SC4 |
| SANQUHAR | SC031-008-SC3 |
| Schoolhill Tunnel | SC195-002-SC14 |
| SCOTSCALDER | SC203-028-SC15 |
| SCOTSTOUNHILL | SC125-001-SC8 |
| Scottish  Oil Sdg GF | SC033-001-SC3 |
| Seafield LC TMO | SC151-001-SC10 |
| Seapark No 2 LC (UWC) | SC195-013-SC14 |
| Seggiehill LC (UWC) | SC171-023-SC11 |
| SHAWLANDS | SC051-001-SC3 |
| SHETTLESTON | SC123-003-SC8 |
| Shevock LC (UWC) | SC195-008-SC14 |
| Shewalton Moss GF (OOU) | SC039-002-SC3, SC041-001-SC3 |
| SHIELDMUIR | SC001-017-SC2 |
| Shieldmuir North Jn | SC001-017-SC2, SC013-001-SC2 |
| Shieldmuir Royal Mail Terminal | SC001-016-SC2 |
| Shieldmuir South Jn | SC001-016-SC2 |
| Shields Jn | SC029-001-SC2, SC059-003-SC4, SC061-001-SC4, SC131-001-SC8 |
| SHOTTS | SC007-003-SC2 |
| Sibster Buoltor LC (UWC) | SC203-029-SC15 |
| Sibster Moss LC (UWC) | SC203-030-SC15 |
| Sibsterburn LC (UWC) | SC203-029-SC15 |
| Sighthill East Jn | SC103-003-SC5, SC129-001-SC8 |
| Sighthill West Jn | SC103-003-SC5, SC106-001-SC5 |

| Location | Table A - Module |
|---|---|
| Signals M243/M245 | SC097-001-SC5 |
| SINGER | SC123-011-SC8 |
| SLATEFORD | SC003-004-SC2 |
| Slateford Jn | SC003-004-SC2 |
| Sordale No 1 LC (UWC) | SC207-001-SC15 |
| Sordale No 2 LC (UWC) | SC207-001-SC15 |
| Sordale No 4 LC (UWC) | SC207-001-SC15 |
| SOUTH GYLE | SC171-007-SC11 |
| SPEAN BRIDGE TEP | SC141-022-SC9 |
| SPRINGBURN | SC103-003-SC5, SC129-001-SC8 |
| SPRINGFIELD | SC171-022-SC11 |
| Springfield No 1 LC (UWC) | SC195-013-SC14 |
| St Fort GF | SC171-025-SC11 |
| St Germains LC (CCTV) | SC147-010-SC10 |
| Stanfield Farm LC (UWC) | SC031-002-SC3 |
| Stanley Jn SB | SC193-004-SC13 |
| Stenton GSP | SC147-007-SC10 |
| Stenton HABD (Up) | SC147-007-SC10 |
| STEPPS | SC103-002-SC5 |
| Stepps Cottage LC (UWC) | SC145-002-SC9 |
| STEVENSTON | SC073-002-SC4 |
| Stevenston | SC075-001-SC4 |
| Stevenston LC (CCTV) | SC073-002-SC4 |
| STEWARTON | SC031-014-SC3 |
| STIRLING | SC119-006-SC7, SC183-001-SC11 |
| Stirling Middle SB | SC119-006-SC7, SC183-001-SC11 |
| Stirling North SB | SC119-006-SC7, SC183-001-SC11 |
| Stobcross Street Tunnel | SC025-004-SC2 |
| STONEHAVEN | SC191-015-SC12 |
| Stonehaven SB | SC191-015-SC12 |
| STRANRAER | SC059-027-SC4 |
| Stranraer Harbour SB | SC059-027-SC4 |
| Stranraer Yard GF | SC059-026-SC4 |
| Strath LC (UWC) | SC205-006-SC15 |
| Strathcarron LC (AOCL) | SC205-008-SC15 |
| STRATHCARRON TEP | SC205-008-SC15 |
| Strathsteven LC (UWC) | SC203-021-SC15 |
| STROMEFERRY | SC205-009-SC15 |
| SUMMERSTON | SC115-002-SC6 |
| Summit | SC001-008-SC2 |
| Summit GSP | SC001-008-SC2 |
| Sunnyside Jn | SC097-001-SC5, SC123-002-SC8, SC127-001-SC8 |
| Sweetholme LC (UWC) | SC171-022-SC11 |
| Symington GSP | SC001-011-SC2 |
| TAIN TEP | SC203-013-SC15 |
| Tam LC (UWC) | SC195-011-SC14 |
| Tay Bridge | SC171-025-SC11 |
| Tay Bridge South SB | SC171-025-SC11 |
| TAYNUILT TEP | SC143-004-SC9 |
| Templehall LC (AHBC-X) | SC119-020-SC7 |
| Terminus Jn | SC029-001-SC2, SC049-001-SC3 |
| Territory Boundary | SC031-002-SC3 |
| Thornhill SB | SC031-007-SC3 |
| THORNLIEBANK | SC045-002-SC3 |
| Thornton North Jn | SC171-018-SC11, SC173-007-SC11, SC177-001-SC11 |

| Location | Table A - Module |
|---|---|
| Thornton South Jn | SC171-017-SC11, SC178-001-SC11 |
| Thornton West Jn | SC173-007-SC11, SC178-001-SC11 |
| Thornton Yard | SC173-006-SC11 |
| THORNTONHALL | SC045-001-SC3 |
| THURSO TEP | SC207-002-SC15 |
| Todholes No 1 LC (UWC) | SC207-002-SC15 |
| Todholes No 2 LC (UWC) | SC207-002-SC15 |
| Tofthill LC (UWC) | SC119-018-SC7 |
| Toll of Cults LC (UWC) | SC195-009-SC14 |
| Tomich No 1 LC (UWC) | SC203-017-SC15 |
| Tomich No 2 LC (UWC) | SC203-017-SC15 |
| Tongside No 1 LC (UWC) | SC203-028-SC15 |
| Tongside No 2 LC (UWC) | SC203-028-SC15 |
| Torness Sdg GSP | SC147-005-SC10 |
| Torphin LC (UWC) | SC003-002-SC2 |
| Townhill Jn | SC173-003-SC11 |
| Trafalgar Street | SC069-001-SC4 |
| TROON | SC059-014-SC4 |
| TULLOCH TEP | SC141-018-SC9 |
| Tunnel 23 | SC125-003-SC8 |
| Tunnel 25 | SC125-004-SC8 |
| Tyndrum Lower LC (UWC) | SC143-002-SC9 |
| TYNDRUM LOWER TEP | SC143-002-SC9 |
| UDDINGSTON | SC001-019-SC2 |
| Uddingston Jn | SC001-019-SC2, SC011-003-SC2 |
| Union Street Tunnel | SC069-001-SC4 |
| UPHALL | SC111-001-SC6 |
| UPPER TYNDRUM TEP | SC141-011-SC9 |
| Urrard No 2 LC (UWC) | SC193-009-SC13 |
| Urrard No.1 LC (UWC) | SC193-008-SC13 |
| Usan Junction | SC191-010-SC12 |
| Valleyfield Colliery LC (UWC) | SC183-004-SC11 |
| Viewpark Sdgs | SC011-003-SC2 |
| Wallneuk Jn | SC059-006-SC4, SC065-001-SC4 |
| WALLYFORD | SC147-011-SC10 |
| Walnut Grove LC (UWC) | SC119-018-SC7 |
| Wamphray GSP | SC001-005-SC2 |
| Wamphray HABD (Down) | SC001-006-SC2 |
| Wards LC (UWC) | SC195-012-SC14 |
| Warrenhill LC (UWC) | SC031-004-SC3 |
| Waterford LC (RC) | SC195-013-SC14 |
| Waterside | SC091-001-SC4 |
| Waterside LC (CCTV) | SC183-002-SC11 |
| Wath LC (UWC) | SC031-004-SC3 |
| Watten LC (AOCL) | SC203-030-SC15 |
| Waverley (East End) | SC147-015-SC10 |
| Waverley (West End) | SC107-001-SC6, SC147-015-SC10 |
| Waverley (East End) | SC107-001-SC6, SC171-001-SC11 |
| Waverley (West End) | SC171-001-SC11 |
| Wellhouse LC (UWC) | SC203-004-SC15 |
| Wellpark Tunnel | SC065-005-SC4 |
| Welsh s Bridge | SC193-024-SC13, SC195-019-SC14, SC203-001-SC15 |
| WEMYSS BAY | SC067-003-SC4 |
| Wemyss Bay Jn | SC065-004-SC4, SC067-001-SC4 |
| WEST CALDER | SC007-001-SC2 |
| West Calder Goods GF | SC007-001-SC2 |

| Location | Table A - Module |
|---|---|
| WEST KILBRIDE | SC073-004-SC4 |
| West Kinnauld No 2 LC (UWC) | SC203-018-SC15 |
| West Kinnauld No 3 LC (UWC) | SC203-018-SC15 |
| West St Tunnel | SC029-001-SC2 |
| Wester Fearn No 1 LC (UWC) | SC203-014-SC15 |
| Wester Fearn No 2 LC (UWC) | SC203-014-SC15 |
| WESTER HAILES | SC003-003-SC2 |
| WESTERTON | SC123-010-SC8 |
| Westerton Jn | SC123-010-SC8, SC133-001-SC8 |
| Westfield Notice Board | SC189-001-SC11 |
| WHIFFLET | SC093-005-SC5 |
| Whifflet GF | SC097-001-SC5 |
| Whifflet North Jn | SC093-005-SC5, SC099-001-SC5 |
| Whifflet South Jn | SC093-004-SC5, SC097-001-SC5 |
| WHINHILL | SC067-001-SC4 |
| Whitebridge LC (UWC) | SC193-011-SC13 |
| WHITECRAIGS | SC053-001-SC3 |
| Whitehills LC (UWC) | SC195-012-SC14 |
| Whitelaw Footpath LC (R/G) | SC003-003-SC2 |
| Whitemoss LC (AHBC-X) | SC119-013-SC7 |
| WICK TEP | SC203-031-SC15 |
| WILLIAMWOOD | SC053-001-SC3 |
| Winchburgh Jn | SC107-008-SC6, SC113-001-SC6 |
| Winchburgh Tunnel | SC107-007-SC6 |
| WISHAW | SC011-001-SC2 |
| Wishaw Central Jn | SC011-001-SC2, SC013-001-SC2 |
| Woodend LC (UWC) | SC141-001-SC9 |
| WOODHALL | SC065-003-SC4 |
| YOKER | SC125-003-SC8 |
| Yoker CSD | SC137-001-SC8 |
| Yoker SC | SC125-002-SC8 |

# List Of Routes

| Table A | Line Of Route | Module |
|---|---|---|
| SC001 | Gretna Jn to Glasgow Central (Via Beattock) | SC2 |
| SC003 | Carstairs South Jn to Haymarket East Jn | SC2 |
| SC005 | Carstairs Station Jn to Carstairs East Jn | SC2 |
| SC007 | Midcalder Jn to Holytown Jn | SC2 |
| SC009 | Lanark to Lanark Jn | SC2 |
| SC011 | Law Jn to Uddingston Jn (Via Holytown) | SC2 |
| SC013 | Wishaw Central Jn to Sheildmuir Wishaw Connecting Line | SC2 |
| SC015 | Mossend East Jn to Mossend North Jn (North Curve) | SC2 |
| SC017 | Mossend East Jn to Mossend South Jn (East Curve) | SC2 |
| SC019 | Mossend South Jn to Mossend West Jn (West Curve) | SC2 |
| SC021 | Coltness to Garriongill Jn (Goods Line) | SC2 |
| SC023 | Motherwell to Newton, Hamilton Jn (Via Hamilton) | SC2 |
| SC024 | Larkhall to Haughhead Jn | SC2 |
| SC025 | Rutherglen Central Jn to Finnieston Incl to Bridgeton Yard (Via Arrival Line)(Goods Line) | SC2 |
| SC027 | Rutherglen West Jn to Rutherglen North Jn (West Curve) | SC2 |
| SC029 | Larkfield Jn to Sheilds Jn Incl. Shields Jn to Terminus Jn (Up Through Terminus) | SC2 |
| SC031 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | SC3 |
| SC033 | Dumfries to Maxwelltown (Goods Line) (OOU) | SC3 |
| SC035 | Bank Jn to Knockshinnoch (Goods Line) | SC3 |
| SC036 | Greenburn Junction to Greenburn Open Cast (Goods Line) | SC3 |
| SC037 | Kay Park Jn. to Riccarton (Goods Line) | SC3 |
| SC039 | Kilmarnock to Barassie | SC3 |
| SC041 | Shewalton Moss to Hillhouse (Goods Line) (OOU) | SC3 |
| SC045 | East Kilbride to Busby Jn. | SC3 |
| SC047 | Muirhouse South Jn. to Larkfield Jn. | SC3 |
| SC049 | Muirhouse Central Jn. to Terminus Jn. | SC3 |
| SC051 | Muirhouse Central Jn. to Muirhouse North Jn. (Via Cathcart) (Cathcart Circle) | SC3 |
| SC053 | Neilston to Cathcart West Jn. | SC3 |
| SC055 | Newton, Hamilton Jn. to Cathcart West Jn. | SC3 |
| SC057 | Cathcart East Jn to Cathcart North Jn | SC3 |
| SC059 | Glasgow Central to Stranraer | SC4 |
| SC061 | Shields Jn to Paisley Canal | SC4 |
| SC063 | Cardonald Jn to Deanside (Goods Line) | SC4 |
| SC065 | Paisley to Gourock | SC4 |
| SC067 | Wemyss Bay Jn to Wemyss Bay | SC4 |
| SC069 | Containerbase Jn to Greenock CPA Terminal (Goods Line) (OOU) | SC4 |
| SC073 | Kilwinning Jn to Largs | SC4 |
| SC075 | Misk to Stevenston (Goods Line) (OOU) | SC4 |
| SC077 | Ardrossan South Beach to Ardrossan Hbr | SC4 |
| SC079 | Hunterston to Hunterston Low Level Sdgs (Goods Line) | SC4 |
| SC081 | Byrehill Jn to Dubbs Jn | SC4 |
| SC083 | Snodgrass to Bogside (Goods Line) (OOU) | SC4 |
| SC085 | Ayr Harbour to Newton Jn (Goods Line) | SC4 |
| SC087 | Newton Jn to Mauchline (Goods Line) | SC4 |
| SC089 | Annbank to Killoch Colliery (Goods Line) | SC4 |
| SC091 | Dalrymple Jn to Chalmerston (Goods Line) | SC4 |
| SC093 | Motherwell to Greenhill Lower Junction | SC5 |
| SC097 | Whifflet South Junction to Sunnyside Junction (Goods line) | SC5 |
| SC099 | Whifflet North Junction to Rutherglen East Junction | SC5 |
| SC101 | Coatbridge Jn to Langloan Jn | SC5 |
| SC103 | Garnqueen North Jn to Cowlairs West Jn | SC5 |
| SC105 | Gartsherrie South Jn to Gartcosh Jn | SC5 |
| SC106 | Sighthill West Jn to Cowlairs South Jn (Chord line) | SC5 |
| SC107 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | SC6 |

| Table A | Line Of Route | Module |
|---|---|---|
| SC109 | Polmont Jn to Greenhill Upper Jn (via Falkirk Grahamston) | SC6 |
| SC110 | Carmuirs East Jn to Larbert Jn | SC6 |
| SC111 | Newbridge Jn to Bathgate | SC6 |
| SC113 | Winchburgh Jn to Dalmeny Jn | SC6 |
| SC115 | Cowlairs West Jn to Knightwood North Jn | SC6 |
| SC116 | Cowlairs East Jn to Cowlairs North Jn | SC6 |
| SC117 | Grangemouth Jn to Grangemouth Oil Terminal and Docks Yard (goods line) | SC6 |
| SC119 | Greenhill Upper Jn to Dundee | SC7 |
| SC123 | Drumgelloch to Helensburgh (Via Singer) | SC8 |
| SC125 | Hyndland East Jn to Dalmuir (Via Yoker) | SC8 |
| SC127 | Sunnyside Jn to Gunnie (Goods Line) (OOU) | SC8 |
| SC129 | Springburn to Bellgrove Jn | SC8 |
| SC131 | High Street Jn to Shields Jn | SC8 |
| SC133 | Westerton Jn to Milngavie | SC8 |
| SC135 | Dalreoch Jn to Balloch | SC8 |
| SC136 | Hyndland North Jn to Hyndland West Jn | SC8 |
| SC137 | Yoker CSD to Rothesay Dock (Goods Line) | SC8 |
| SC139 | Clydebank Jn to Dalmuir Riverside (Goods Line) (OOU) | SC8 |
| SC141 | Craigendoran Jn to Fort William | SC9 |
| SC143 | Crianlarich to Oban | SC9 |
| SC145 | Fort William Jn to Mallaig | SC9 |
| SC147 | Berwick to Haymarket West Jn (Via Waverley) | SC10 |
| SC149 | North Berwick to Drem Jn | SC10 |
| SC151 | Portobello to Leith South Yard (Goods Line) | SC10 |
| SC153 | Craigentinny to Powderhall (Goods Line) | SC10 |
| SC155 | Monktonhall Jn to Millerhill Yard (Goods Line) | SC10 |
| SC157 | Millerhill South Jn to Millerhill East Jn (Goods Line) | SC10 |
| SC159 | End of Line (Former Bilston Branch) to Millerhill Yard (Goods Line) | SC10 |
| SC161 | Millerhill Yard to Portobello | SC10 |
| SC163 | Portobello to Niddrie West | SC10 |
| SC165 | Niddrie South Jn to Haymarket West Jn | SC10 |
| SC167 | Craiglockhart Jn to Slateford Jn | SC10 |
| SC169 | Gorgie Jn to Haymarket Central Jn | SC10 |
| SC171 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | SC11 |
| SC173 | Inverkeithing Central Jn to Thornton North Jn (Via Cowdenbeath) | SC11 |
| SC175 | Rosyth Dockyard to Inverkeithing South Jn (Goods Line) | SC11 |
| SC176 | Inverkeithing North Jn to Inverkeithing East Jn (Inverkeithing Curve) | SC11 |
| SC177 | Thornton North Jn to Methil Power Station (Goods Line) | SC11 |
| SC178 | Thornton South Jn to Thornton West Jn | SC11 |
| SC181 | Ladybank Jn to Hilton Jn | SC11 |
| SC183 | Stirling to Charlestown Jn | SC11 |
| SC189 | Westfield to Redford Jn (Goods Line) | SC11 |
| SC191 | Dundee to Aberdeen | SC12 |
| SC193 | Perth to Inverness | SC13 |
| SC195 | Aberdeen to Inverness | SC14 |
| SC197 | Kittybrewster GF to Waterloo Goods (Goods Line) | SC14 |
| SC199 | Keith Branch | SC14 |
| SC201 | Alves GF to Burghead (Goods Line) (OOU) | SC14 |
| SC203 | Inverness to Wick | SC15 |
| SC205 | Dingwall to Kyle of Lochalsh | SC15 |
| SC207 | Georgemas Jn to Thurso | SC15 |
| SC1150 | Maryhill Park Jn to Anniesland Bay Platform | SC6 |

# LIST OF MODULE PAGES AND DATES

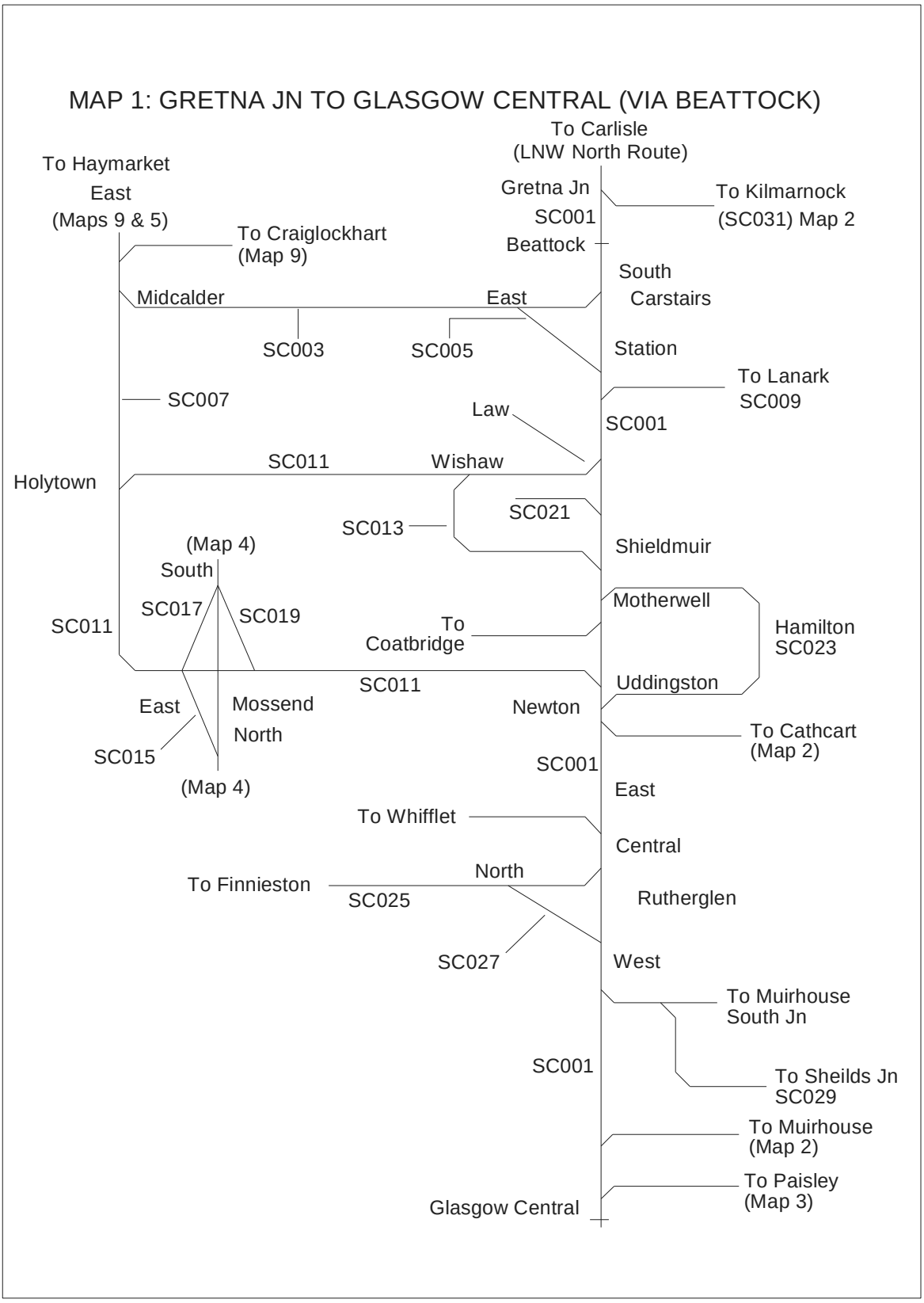
| Page | Date Last Changed |
|---|---|
| **1** | **07 September 2024** |
| **2** | **07 September 2024** |
| 3 | 03 October 2009 |
| 4 | 03 October 2009 |
| 5 | 03 October 2009 |
| 6 | 03 October 2009 |
| 7 | 04 March 2017 |
| 8 | 04 March 2017 |
| 9 | 27 February 2021 |
| 10 | 27 February 2021 |
| 11 | 04 June 2022 |
| 12 | 04 June 2022 |
| 13 | 04 June 2022 |
| 14 | 04 June 2022 |
| 15 | 04 June 2022 |
| 16 | 04 June 2022 |
| 17 | 02 September 2023 |
| 18 | 02 September 2023 |
| 19 | 02 September 2023 |
| 20 | 02 September 2023 |
| 21 | 02 September 2023 |
| 22 | 02 September 2023 |
| 23 | 04 June 2022 |
| 24 | 04 June 2022 |
| 25 | 01 December 2018 |
| 26 | 01 December 2018 |
| 27 | 29 February 2020 |
| 28 | 29 February 2020 |
| 29 | 31 August 2019 |
| 30 | 31 August 2019 |
| 31 | 01 September 2018 |
| 32 | 01 September 2018 |
| 33 | 01 September 2018 |
| 34 | 01 September 2018 |
| 35 | 03 June 2023 |
| 36 | 03 June 2023 |
| 37 | 05 March 2016 |
| 38 | 05 March 2016 |
| 39 | 04 March 2017 |
| 40 | 04 March 2017 |
| 41 | 02 September 2023 |
| 42 | 02 September 2023 |
| 43 | 31 August 2019 |
| 44 | 31 August 2019 |
| 45 | 01 December 2018 |

| Page | Date Last Changed |
|---|---|
| 46 | 31 August 2019 |
| 47 | 31 August 2019 |
| 48 | 01 December 2018 |
| 49 | 01 December 2018 |
| 50 | 01 December 2018 |
| 51 | 02 June 2018 |
| 52 | 02 June 2018 |
| 53 | 01 December 2018 |
| 54 | 01 December 2018 |
| 55 | 03 June 2017 |
| 56 | 03 June 2017 |
| 57 | 01 September 2018 |
| 58 | 01 September 2018 |
| 59 | 05 March 2016 |
| 60 | 05 March 2016 |
| 61 | 01 September 2018 |
| 62 | 01 September 2018 |
| 63 | 05 March 2016 |
| 64 | 05 March 2016 |
| 65 | 03 October 2009 |
| 66 | 03 October 2009 |
| 67 | 07 December 2013 |
| 68 | 07 December 2013 |
| 69 | 02 September 2017 |
| 70 | 02 September 2017 |
| 71 | 29 February 2020 |
| 72 | 29 February 2020 |
| 73 | 04 March 2023 |
| 74 | 04 March 2023 |
| 75 | 01 December 2018 |
| 76 | 01 December 2018 |
| 77 | 01 September 2018 |
| 78 | 01 September 2018 |
| 79 | 29 February 2020 |
| 80 | 29 February 2020 |
| 81 | 01 September 2018 |
| 82 | 01 September 2018 |
| 83 | 01 June 2019 |
| 84 | 01 June 2019 |
| 85 | 03 October 2009 |
| 86 | 03 October 2009 |
| 87 | 05 March 2011 |
| 88 | 05 March 2011 |

# TABLE OF CONTENTS

| | Page |
|---|---|
| Maps | 3 |
| Table A Diagrams | 5 |
| Special Working Arrangement | 65 |
| Local Instructions | 69 |

# MAPS


MAP 1: GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)
To Carlisle
(LNW North Route)
To Haymarket
East
(Maps 9 & 5)
Gretna Jn
SC001
To Kilmarnock
(SC031) Map 2
To Craiglockhart
(Map 9)
Beattock
South
Carstairs
Midcalder
East
SC003
SC005
Station
To Lanark
SC009
SC007
Law
SC001
SC011
Wishaw
Holytown
SC021
SC013
(Map 4)
Shieldmuir
South
Motherwell
SC017
SC019
SC011
To
Coatbridge
Hamilton
SC023
SC011
Uddingston
East
Mossend
Newton
North
To Cathcart
(Map 2)
SC015
SC001
(Map 4)
East
To Whifflet
Central
North
To Finnieston
SC025
Rutherglen
SC027
West
To Muirhouse
South Jn
SC001
To Sheilds Jn
SC029
To Muirhouse
(Map 2)
To Paisley
(Map 3)
Glasgow Central

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# TABLE A DIAGRAM
## Table of Contents

| | Page |
|---|---|
| SC001- GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK) | 7 |
| SC003- CARSTAIRS SOUTH JN TO HAYMARKET EAST JN | 36 |
| SC005- CARSTAIRS STATION JN TO CARSTAIRS EAST JN | 41 |
| SC007- MIDCALDER JN TO HOLYTOWN JN | 42 |
| SC009- LANARK TO LANARK JN | 45 |
| SC011- LAW JN TO UDDINGSTON JN (VIA HOLYTOWN) | 46 |
| SC013- WISHAW CENTRAL JN TO SHEILDMUIR WISHAW CONNECTING | 49 |
| SC015- MOSSEND EAST JN TO MOSSEND NORTH JN (NORTH CURVE) | 50 |
| SC017- MOSSEND EAST JN TO MOSSEND SOUTH JN (EAST CURVE) | 51 |
| SC019- MOSSEND SOUTH JN TO MOSSEND WEST JN (WEST CURVE) | 52 |
| SC021- COLTNESS TO GARRIONGILL JN (GOODS LINE) | 53 |
| SC023- MOTHERWELL TO NEWTON, HAMILTON JN (VIA HAMILTON) | 54 |
| SC024- LARKHALL TO HAUGHHEAD JN | 57 |
| SC025- RUTHERGLEN CENTRAL JN TO FINNIESTON INCL TO BRIDGETON | 58 |
| SC027- RUTHERGLEN WEST JN TO RUTHERGLEN NORTH JN (WEST | 62 |
| SC029- LARKFIELD JN TO SHEILDS JN INCL. SHIELDS JN TO TERMINUS JN | 63 |

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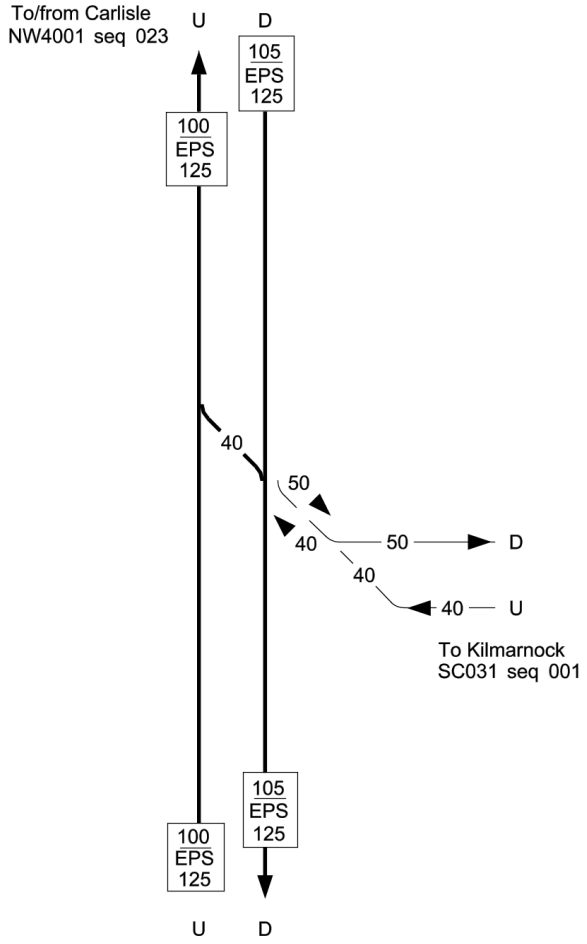
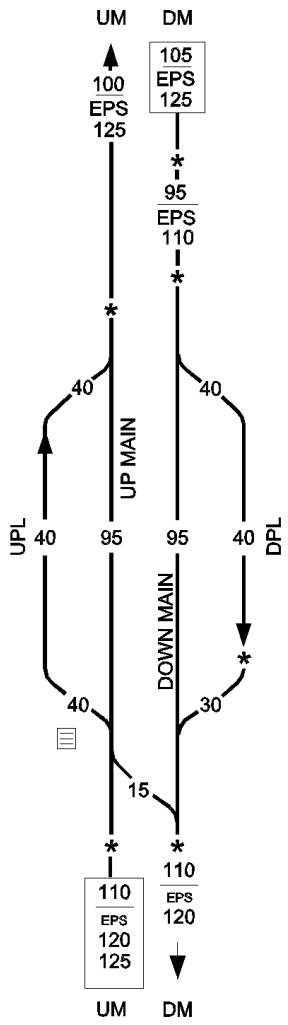
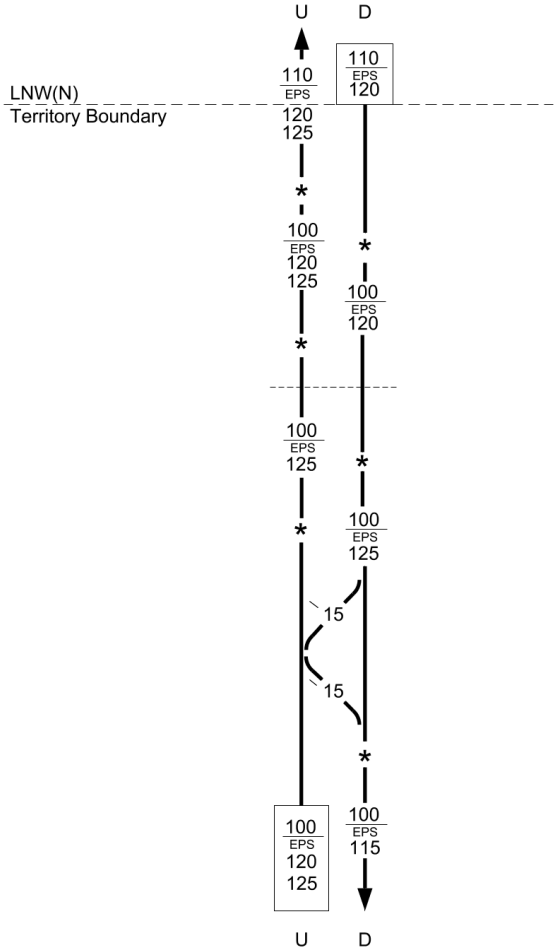
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 001 | Gretna Jn to Glasgow Central (Via Beattock) | WCM1 | Scotland | 19/11/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Gretna Jn | 8 57 |   | GSM-R<br>TCB Carlisle SB (CE)<br>AC: Cathcart ECR<br><br>TASS fitted:<br>Down line throughout<br>Up line throughout |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 002 | Gretna Jn to Glasgow Central (Via Beattock) | WCM1 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Carlisle SB (CE)<br>AC: Cathcart ECR<br>GSM-R |
| | 9 03 * | | |
| | 9 69 * | | |
| | 9 70 * | | |
| Loop Jn | 9 72 | | UPL 1900f (579m)<br>(90 SLU's) |
| Quitinshill | 10 26 * | | DPL 1857f (566m)<br>(88 SLU's) |
| Loop Jn | 10 30 | | |
| Quintinshill GF | 10 33 | T | |
| | 10 37 * | | TASS fitted :<br>Down line throughout<br>Up line throughout |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 003 | Gretna Jn to Glasgow Central (Via Beattock) | WCM1 | Scotland | 22/11/2020 |

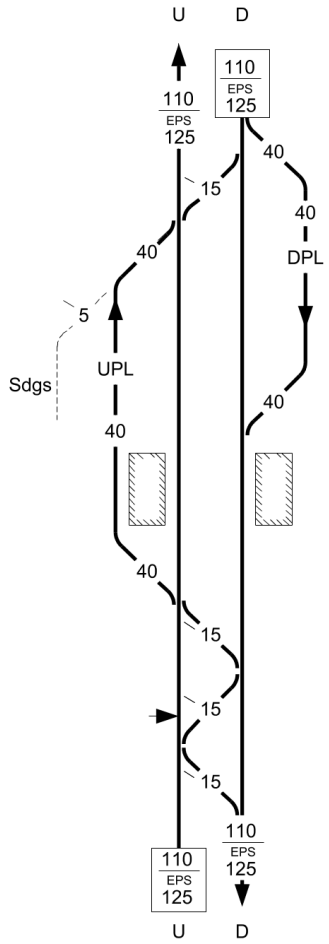
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Territory Boundary | 12 30 |   | GSM-R<br>TCB West of Scotland SC<br>Carstairs Workstation<br>AC Cathcart ECR |
| | 12 37 * | | |
| | 12 37 * | | |
| | 13 20 * | | |
| Cove LC (CCTV) | 13 42 | | |
| | 14 07 * | | |
| | 16 53 * | | TOWS 0B60 16m 71ch<br>TOWS between 16m 75ch and 17m 6ch |
| Kirtlebridge Emergency Crossovers | 17 02 | | TASS fitted Down line throughout<br>TASS fitted Up line throughout |
| | 17 13 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 004 | Gretna Jn to Glasgow Central (Via Beattock) | WCM1 | Scotland | 27/12/2019 |

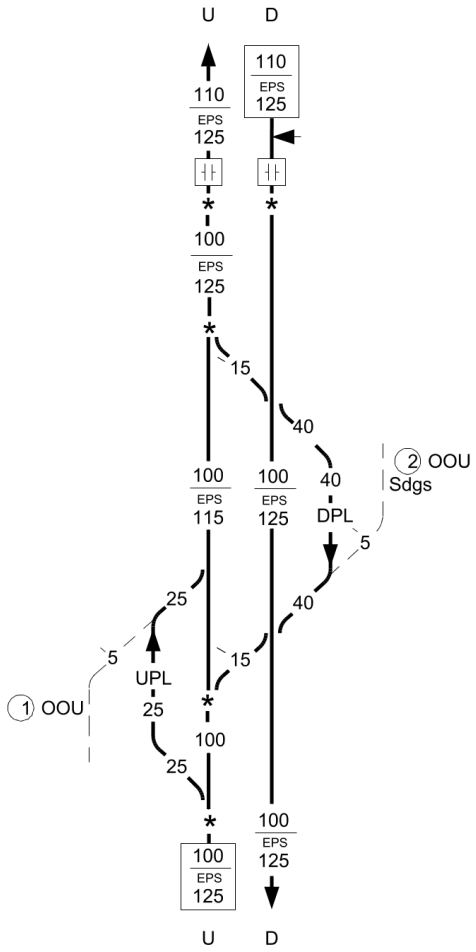
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U: 100 EPS 120 125; D: 100 EPS 115 | TCB West of Scotland SC Carstairs Workstation AC Cathcart ECR; GSM-R |
| OHNS | 20 17 | | |
| | 20 53 * | U: * 100 EPS 115; D: * | TOWS 0B87 22m 32ch |
| | 22 60 * | U: * 100 EPS 105 115; D: * 100 EPS 105 115 | |
| | 24 17 * | U: 100 EPS 105 115; D: * | |
| | 24 23 * | U: * 100 EPS 125; D: 100 EPS 125 | TASS fitted Down line throughout |
| | 25 08 * | U: 100 EPS 125; D: * | TASS fitted Up line throughout |
| | 25 09 * | U: * 110 EPS 125; D: 110 EPS 125 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 005 | Gretna Jn to Glasgow Central (Via Beattock) | WCM1 | Scotland | 26/03/2022 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | | GSM-R<br>TCB West of Scotland SC<br>Carstairs Workstation<br>AC Cathcart ECR |
| Lockerbie South Emergency Crossover | 25 | 35 | | TOWS fitted between 25m 20ch and 25m 61ch |
| Up Sidings GF | 25 | 40 | Ⓢ | DPL 1797f (548m)<br>(85 SLU's)<br><br>UPL 2250f (686m)<br>(107 SLU's) |
| **LOCKERBIE** | 25 | 66 | | No platform on UPL<br><br>TOWS fitted between 25m 78ch and 26m 13ch |
| Lockerbie North Emergency Crossover | 26 | 08 | | TASS fitted on Up and Down main lines only |
| Nethercleugh HABD (Up) | 28 | 51 | | TOWS fitted between 34m 28ch and 34m 39ch |
| Wamphray Emergency Crossovers | 34 | 35 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 006 | Gretna Jn to Glasgow Central (Via Beattock) | WCM1 | Scotland | 26/03/2022 |

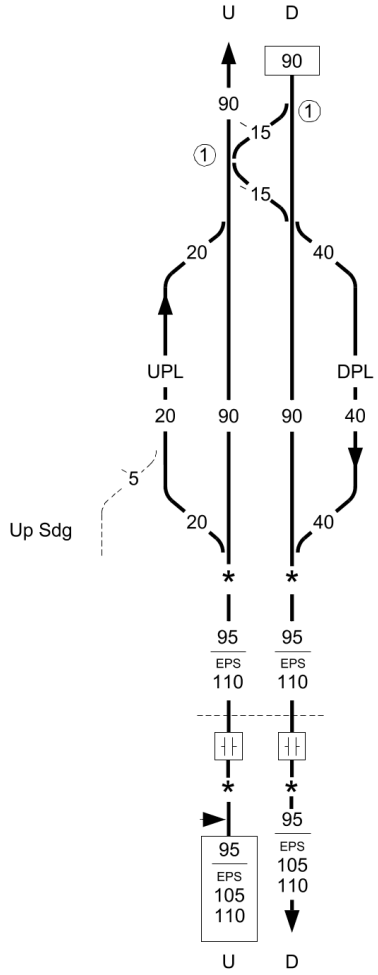
| Location | Mileage M | Mileage Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | |  | TCB West of Scotland SC<br>Carstairs Workstation<br>AC Cathcart ECR<br>GSM-R |
| Wamphray HABD (Down) | 34 | 42 | | | |
| OHNS | 36 | 68 | | | |
| | 37 | 00 | * | | |
| | 38 | 15 | * | | TOWS 0B184 38m 66ch<br>TOWS fitted between 39m 33ch and 39m 45ch |
| Beattock South | 39 | 40 | | | |
| | | | | | ② Down siding is temporarily out of use |
| Up sidings GF | 39 | 69 | | Ⓢ | DPL 2103f (641m)<br>(100 SLU's)<br>UPL 2070f (631m)<br>(98 SLU's) |
| Beattock North Emergency Crossover | 40 | 03 | | | ① Up siding is temporarily out of use |
| | 40 | 18 | * | | TASS fitted on Up and Down<br>main lines only |
| | 40 | 40 | * | | TOWS fitted between 39m 80ch and 40m 28ch |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 007 | Gretna Jn to Glasgow Central (Via Beattock) | WCM1 | Scotland | 27/12/2019 |

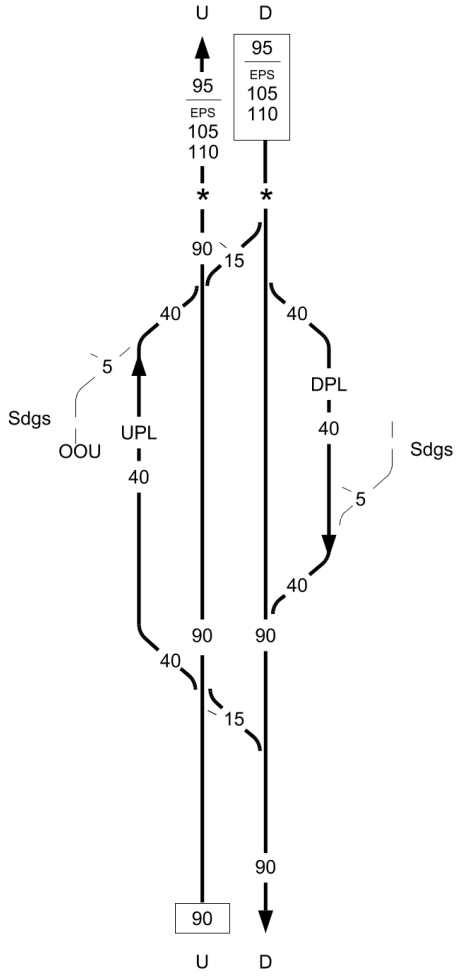
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>100 EPS 125 / 100 EPS 125 | TCB West of Scotland SC<br>Carstairs Workstation<br>AC Cathcart ECR<br>GSM-R |
| | 43 63 * | * | |
| | 44 00 * | 100 EPS 115 * | |
| | 44 60 * | 100 * 100 | |
| | 46 00 * | * | |
| | 46 01 * | * | |
| Harthope Viaduct (130 yds) | 47 00 | 95 95 | TOWS UB249 (Harthope Viaduct)<br>TASS fitted Down line throughout<br>TASS fitted Up line throughout |
| | 48 42 * | * | |
| | 48 50 * | * 90 | |
| | | 90 U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 008 | Gretna Jn to Glasgow Central (Via Beattock) | WCM1 | Scotland | 26/03/2022 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | | GSM-R<br>TCB West of Scotland SC<br>Carstairs Workstation<br>AC Cathcart ECR |
| Summit Emergency Crossover | 49 | 18 | | TOWS fitted between 49m 14ch and 49m 37ch |
| Up Siding GF | 49 | 51 | Ⓢ | DPL 1948f (594m)<br>(92 SLU's)<br>UPL 1994f (608m)<br>(95 SLU's) |
| Summit | 49 | 64 | | TASS fitted on Up and Down main lines only |
| | 50 | 34 * | | TOWS fitted between 49m 69ch and 49m 76ch |
| Bodsbury LC (R/G) | 51 | 47 | | TOWS OB263 50m 61ch |
| | 52 | 51 | | |
| OHNS | 55 | 53 * | | |
| Crawford HABD (Up) | 55 | 76 | | TOWS OB288 54m 36ch |



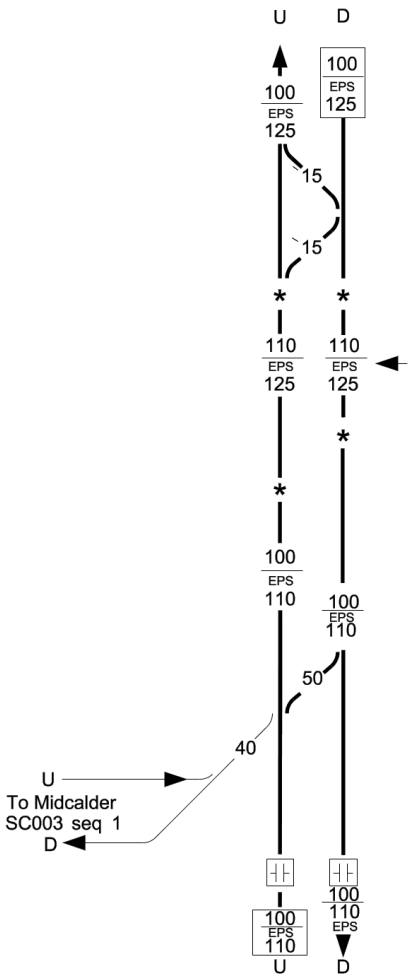
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 009 | Gretna Jn to Glasgow Central (Via Beattock) | WCM1 | Scotland | 26/03/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB West of Scotland SC Carstairs Workstaition AC Cathcart ECR<br>GSM-R |
| | 57 50 * | | |
| Abington South Emergency Crossover | 57 60 | | TOWS fitted between 57m 57ch and 57m 68ch |
| Up Siding GF | 57 68 | Ⓢ | DPL 2080f (634m)<br>(99 SLU's) |
| Abington | 57 70 | | UPL 2441f (744m)<br>(116 SLU's) |
| Down Siding GF | 58 01 | Ⓢ | |
| | | | TOWS fitted between 58m 23ch and 58m 38ch |
| Abington North Emergency Crossover | 58 33 | | TASS fitted on Up and Down main lines only |

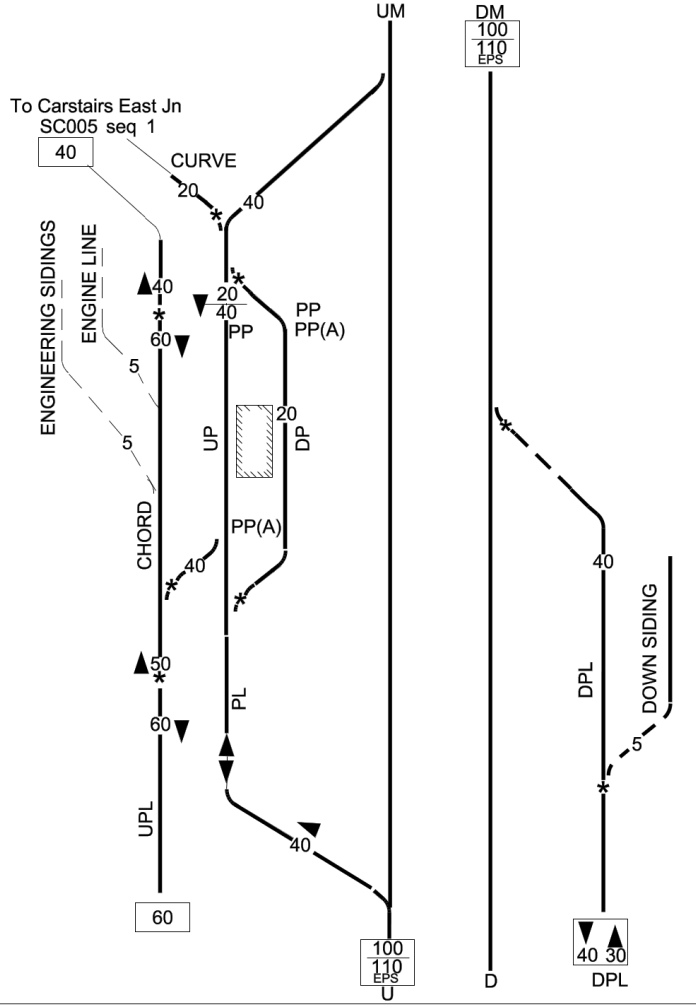
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 010 | Gretna Jn to Glasgow Central (Via Beattock) | WCM1 | Scotland | 27/12/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>90 / 90 | TCB West of Scotland SC<br>Carstairs Workstation<br>AC Cathcart ECR<br>GSM-R |
| | 58 39 * | * * | |
| | 59 32 * | * 105 | |
| | 60 60 * | 105 EPS 120 / 105 EPS 110 ① 120 ② | TASS fitted Down line throughout<br>TASS fitted Up line throughout |
| | 62 30 * | * * | ① EPS speed applies to Cl.221<br>② EPS speed applies to Cl.390 |
| | | 100 EPS 110 ① 120 ② / 100 EPS 110 ① 120 ② | |
| | 63 08 * | * * | |
| | | 100 EPS 125 / 100 EPS 125<br>U D | TOWS UB332 (Lamington Viaduct)<br>62m 66ch |

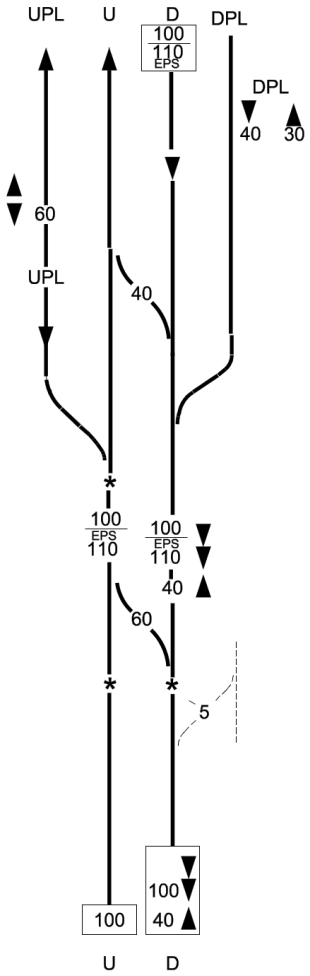
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 011 | Gretna Jn to Glasgow Central (Via Beattock) | WCM1 | Scotland | 24/04/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB West of Scotland SC<br>Carstairs Workstation<br>AC Cathcart ECR<br>TOWS fitted between 65m 53ch and 66m 08ch |
| Symington Emergency Crossovers | 66 02 | | |
| | 69 41 * | | |
| Leggatfoot HABD (Down) | 70 20 | | |
| | 72 67 * | | |
| | 72 76 * | | |
| Carstairs South Jn | 73 12 | | TASS fitted Down line throughout<br>TASS fitted Up line throughout |
| OHNS | 73 18 | | |

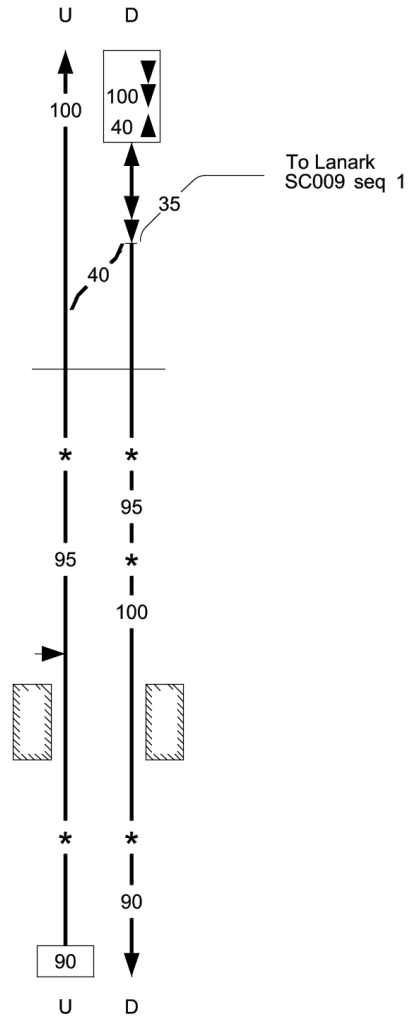
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 012 | Gretna Jn to Glasgow Central (Via Beattock) | WCM1 | Scotland | 30/05/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Carstairs Station Jn<br>**CARSTAIRS** | 73 22 *<br>73 39 *<br>73 42 *<br>73 49<br>73 65 *<br>73 75 *<br>74 00 * |  | TCB West of Scotland SC<br>Carstairs Workstation<br>AC Cathcart ECR<br>GSM-R<br>UP = Up Platform Line<br>UPL = Up Passenger Loop<br>UM = Up Main<br>DP = Down Platform Line<br>DPL = Down Passenger Loop<br>DM = Down Main<br>PL = Platform Line<br>DPL 2542f (775m) 122 SLU's<br>UPL 2211f (674m) 105 SLU's<br>PP, PP(A) for booked movements only or during periods of significant service disruption<br>TASS fitted Down main line throughout<br>TASS fitted Up main line throughout<br>See Local Instructions for conditions under which Up trains may use the Down line between Carstairs and Lanark Jn |

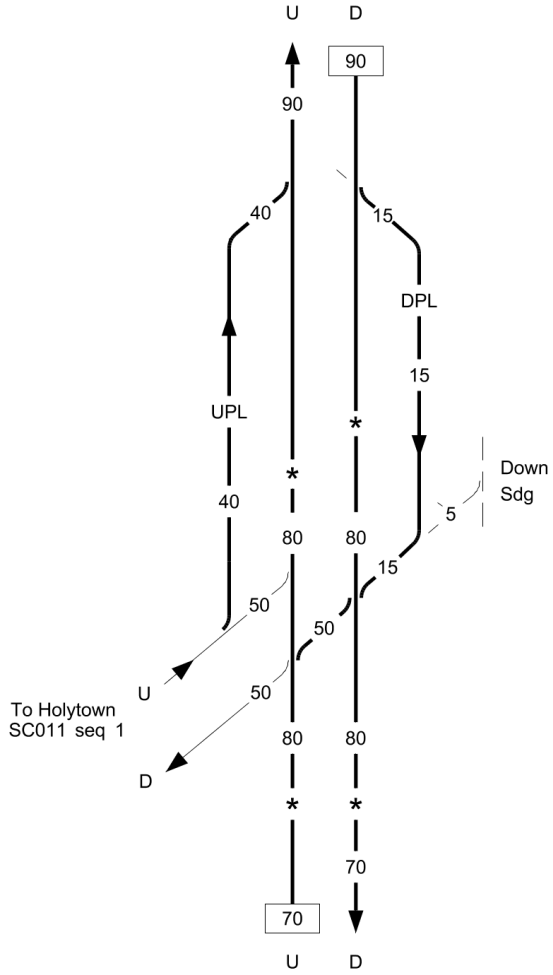
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 013 | Gretna Jn to Glasgow Central (Via Beattock) | WCM1 | Scotland | 30/05/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB West of Scotland SC Carstairs Workstation AC Cathcart ECR<br>GSM-R<br>TASS fitted Down line throughout<br>TASS fitted Up line throughout<br>UPL 2211f (674m) 105 SLU's<br>DPL 2542f (775m) 122 SLU's |
| Carstairs North Jn | 74 26 | | |
| | 74 27 * | | |
| | 74 56 * | | See Local Instructions for conditions under which Up trains may use the Down line between Carstairs and Lanark Jn |
| Ravenstruther | 75 07 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 014 | Gretna Jn to Glasgow Central (Via Beattock) | WCM1 | Scotland | 30/08/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R<br>TCB West of Scotland SC Motherwell Workstation AC: Cathcart ECR |
| Lanark Jn | 76 08 | | See Local Instructions for conditions under which Up trains may use the Down line between Carstairs and Lanark Jn |
| Cleghorn LC (CCTV) | 76 24 | | TASS fitted Down line throughout<br>TASS fitted Up line throughout |
| | 77 79 * | | |
| | 79 14 * | | |
| Braidwood HABD (Up) | 80 57 | | TOWS OB446 80m 53ch |
| **CARLUKE** | 81 75 | | |
| | 83 11 * | | |

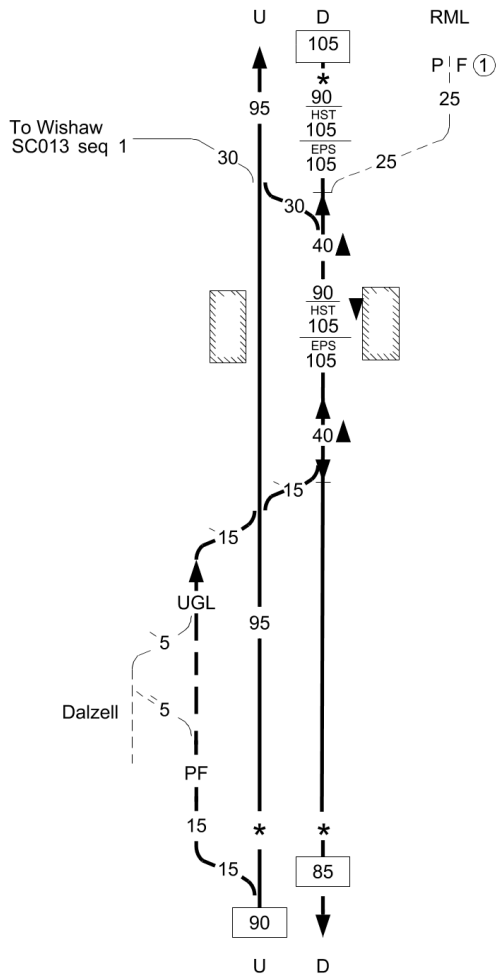
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 015 | Gretna Jn to Glasgow Central (Via Beattock) | WCM1 WCM2 | Scotland | 26/03/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Hallcraig Junction | 83 39 * |  | TCB West of Scotland SC Motherwell Workstation AC: Cathcart ECR<br>GSM-R<br>TASS fitted Down line throughout<br>TASS fitted Up line throughout<br>Dow Law Loop = DPL 1850f (564m) (88 SLU's)<br>Up Law Loop = UPL 2404f (733m) (114 SLU's) |
| | 83 78 * | | |
| Law Down GF | 84 00 * | Ⓢ | |
| Law Jn (Change of ELR WCM1 to WCM2) | 84 08<br>84 08 | | |
| | 84 25 * | | |

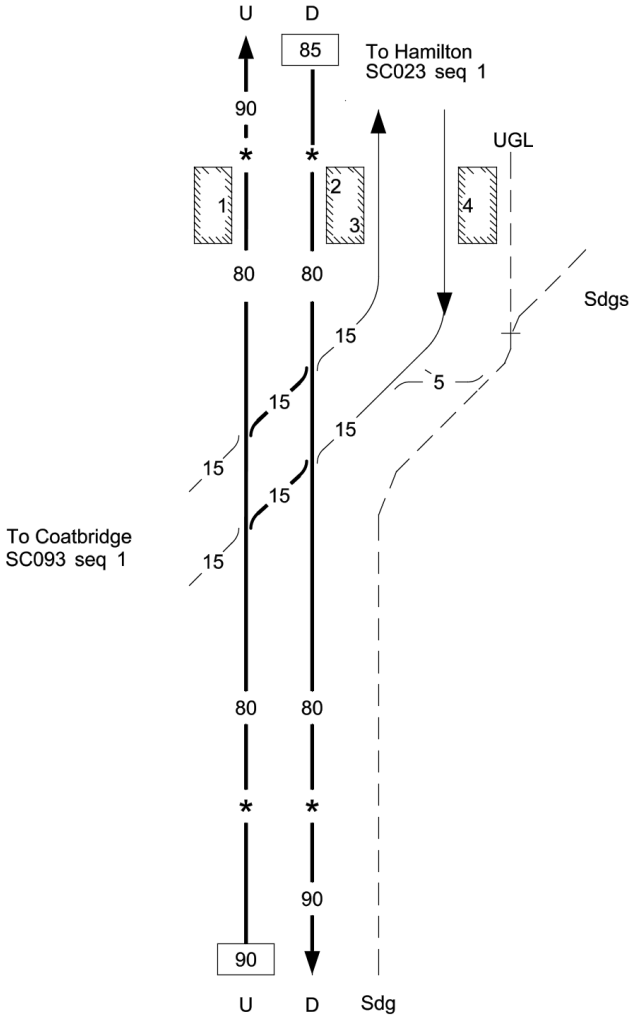
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 016 | Gretna Jn to Glasgow Central (Via Beattock) | WCM2 | Scotland | 25/06/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>70 | TCB West of Scotland SC<br>Motherwell Workstation<br>AC: Cathcart ECR<br>GSM-R |
| | | 70 | |
| | 84 42 * | * * | TASS fitted Down line throughout |
| | | 65/70 65/70 | TASS fitted Up line throughout |
| | 84 66 * | * * | |
| | | 70 70 | |
| | 85 30 * | * | |
| | 85 31 * | * | |
| OHNS | 86 02 | | |
| | | 90 105 | |
| | | 25 | |
| | 87 00 * | * | |
| | | 25 | |
| Shieldmuir South Jn | 87 07 | P F(1) | |
| | | 105 25 | RML = Royal Mail Line |
| Shieldmuir Royal Mail Terminal | 87 26 | 95 | (1) = for Class 1 and 5 trains |
| | | U D RML | |

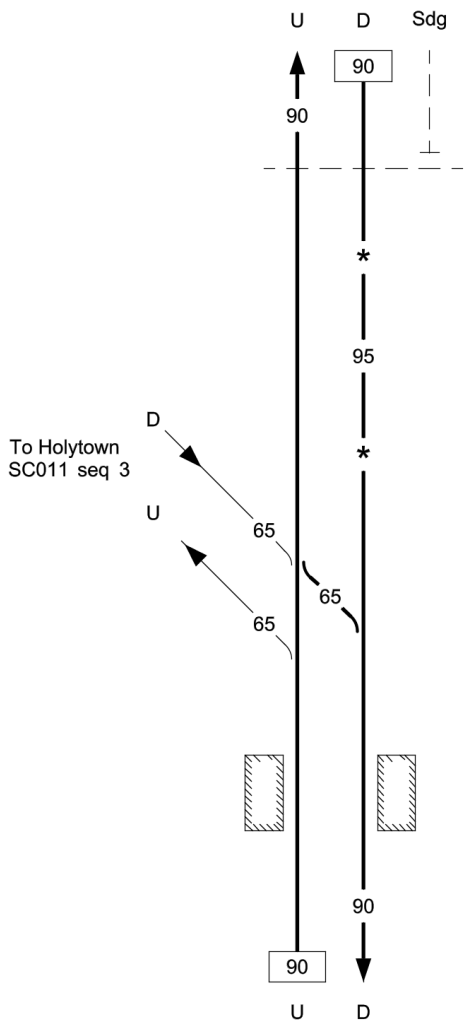
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 017 | Gretna Jn to Glasgow Central (Via Beattock) | WCM2 | Scotland | 26/03/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 87 29 * |   | GSM-R<br>TCB West of Scotland SC Motherwell Workstation AC: Cathcart ECR<br>RML = Royal Mail Line<br>1 = for Class 1 and 5 trains |
| Shieldmuir North Jn | 87 41 | | TASS fitted Down line throughout<br>TASS fitted Up line throughout |
| **SHIELDMUIR** | 87 59 | | |
| | 89 07 * | | UGL 3612f (1101m)<br>172 SLU's |

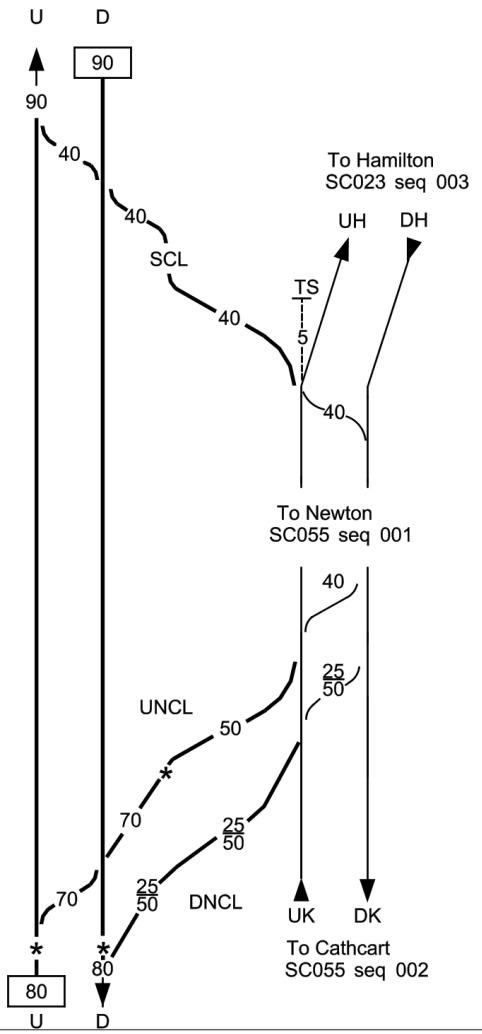
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 018 | Gretna Jn to Glasgow Central (Via Beattock) | WCM2 | Scotland | 30/09/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB West of Scotland SC<br>Motherwell Workstation<br>AC: Cathcart ECR |
| **MOTHERWELL** | 89 25 * | | |
| | 89 38 | | |
| Jn with Hamilton Lines | 89 50 | | TASS fitted on Up and Down main lines only |
| Jn with Coatbridge Lines | 89 51 | | |
| | 89 61 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 019 | Gretna Jn to Glasgow Central (Via Beattock) | WCM2 | Scotland | 30/09/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R<br>TCB West of Scotland SC<br>Motherwell Workstation<br>AC: Cathcart ECR |
| Logan's Road LC (CCTV) | 89 77 | | |
| | 90 51 * | | TASS fitted Down main line throughout<br>TASS fitted Up main line throughout<br>TCB West of Scotland SC<br>Newton Workstation<br>AC Cathcart ECR |
| | 93 07 * | | |
| Uddingston Jn | 93 58 | | |
| **UDDINGSTON** | 93 71 | | |

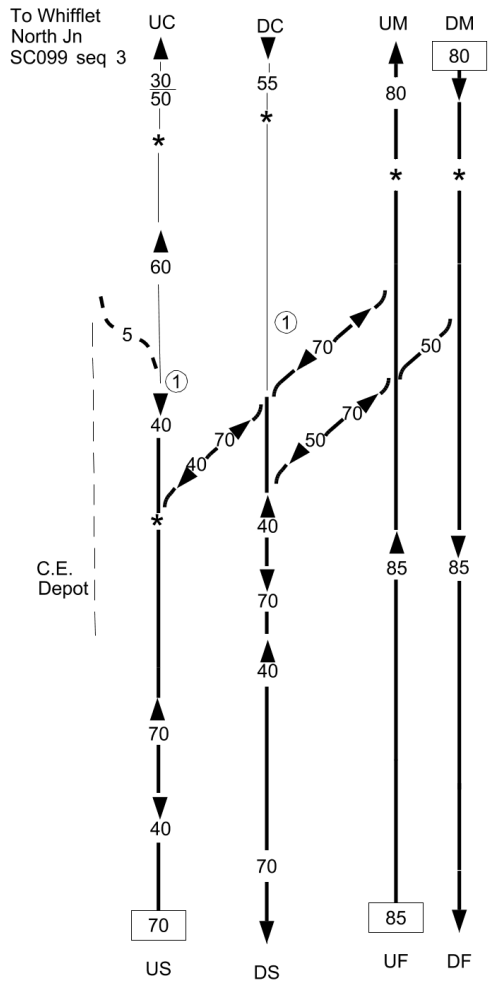
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 020 | Gretna Jn to Glasgow Central (Via Beattock) | WCM2 | Scotland | 18/04/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Newton East Jn | 95 14 |  | TCB West of Scotland SC Newton Workstation AC: Cathcart ECR<br>GSM-R<br>TASS fitted Down main line throughout<br>TASS fitted Up main line throughout<br>UH = Up Hamilton<br>DH = Down Hamilton<br>TS = Turnback Sdg<br>SCL = South Connecting Line |
| Newton, Hamilton Jn | 95 48 | | |
| Newton, Kirkhill Jn | 95 77 | | |
| | 96 10 * | | UK = Up Kirkhill<br>DK = Down Kirkhill<br>UNCL = Up North Connecting Line<br>DNCL = Down North Connecting Line |
| Newton West Jn | 96 32<br>96 33 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 021 | Gretna Jn to Glasgow Central (Via Beattock) | WCM2 | Scotland | 18/04/2017 |

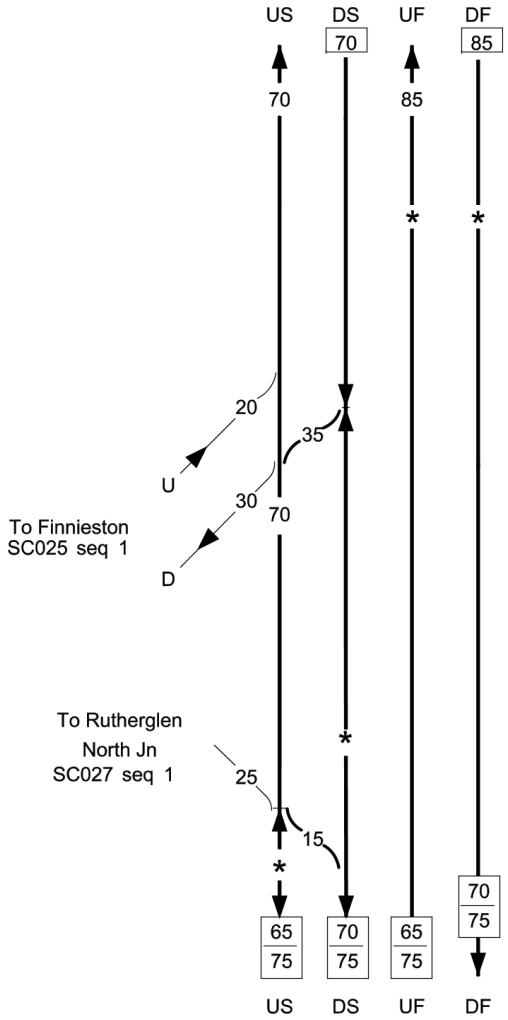
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>90 90 | GSM-R<br>TCB West of Scotland SC<br>Newton Workstation<br>AC: Cathcart ECR |
| | 96 35 * | * * | |
| OHNS | 96 36 | | TASS fitted Down line throughout<br>TASS fitted Up line throughout |
| **CAMBUSLANG** | 97 24 | 80 80<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 022 | Gretna Jn to Glasgow Central (Via Beattock) | WCM2 | Scotland | 01/02/2020 |

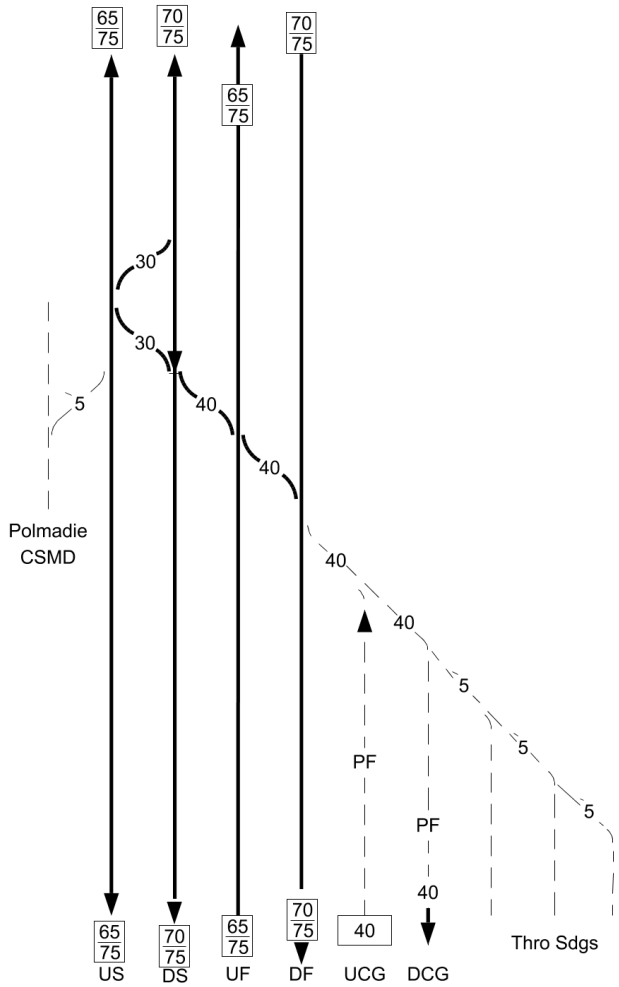
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Rutherglen East Jn | 00 06 *<br>00 05 *<br>98 02 *<br>98 41<br>98 50 * |  | TCB West of Scotland SC (GR)<br>Polmadie Workstation<br>AC: Cathcart ECR<br>GSM-R<br><br>UC = Up Carmyle<br>DC = Down Carmyle<br>UM = Up Main<br>DM = Down Main<br><br>(1) = from Rutherglen East Jn on Carmyle lines<br><br>TASS fitted Down main and Down Fast lines throughout<br>TASS fitted Up Fast and Up main lines throughout<br><br>US = Up Slow<br>DS = Down Slow<br>UF = Up Fast<br>DF = Down Fast |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 023 | Gretna Jn to Glasgow Central (Via Beattock) | WCM2 | Scotland | 16/07/2018 |

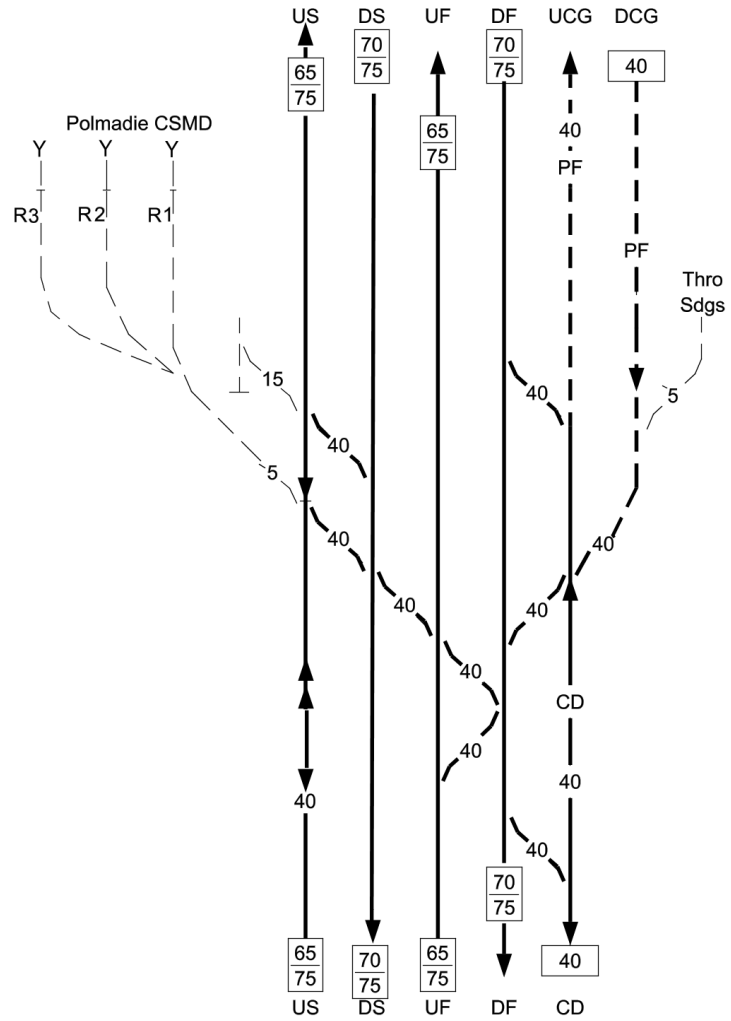
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB West of Scotland SC (GR)<br>Polmadie Workstation<br>AC: Cathcart ECR |
| | 98 68 * | | |
| Rutherglen Central Jn | 98 77 | | TASS fitted Down Fast line throughout<br>TASS fitted Up Fast line throughout |
| | 99 17 * | | |
| Rutherglen West Jn | 99 20 | | |
| | 99 29 * | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 024 | Gretna Jn to Glasgow Central (Via Beattock) | WCM2 | Scotland | 25/05/2019 |

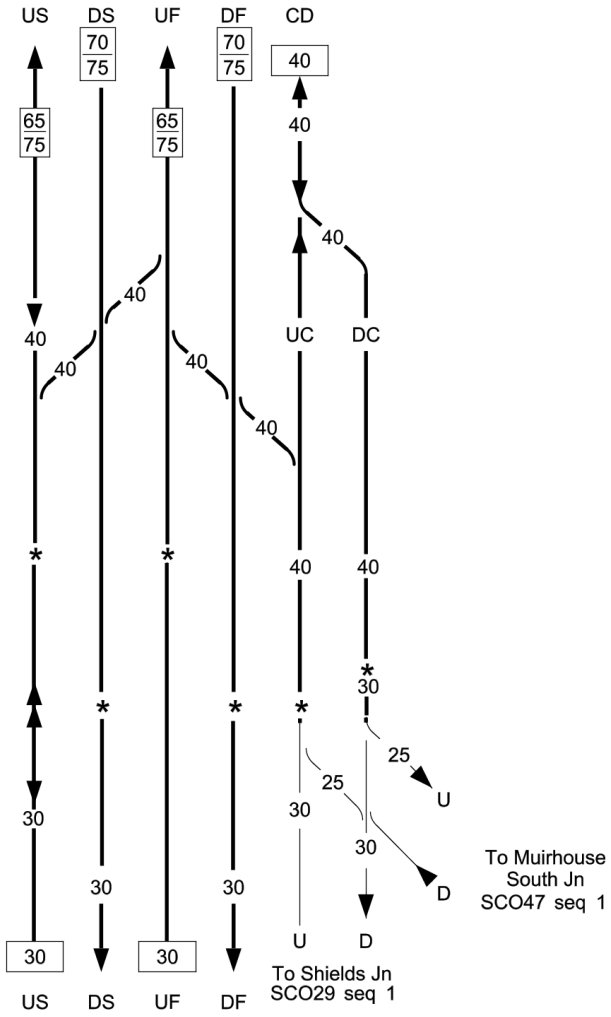
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Shawfield Junction | 99 63 |   | GSM-R<br>TCB West of Scotland SC (G) Polmadie Workstation AC: Cathcart ECR<br>TASS fitted Down Fast line throughout<br>TASS fitted Up Fast line throughout<br>UCG = Up Clydesdale Goods<br>DCG = Down Clydesdale Goods |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 025 | Gretna Jn to Glasgow Central (Via Beattock) | WCM2 | Scotland | 16/07/2018 |

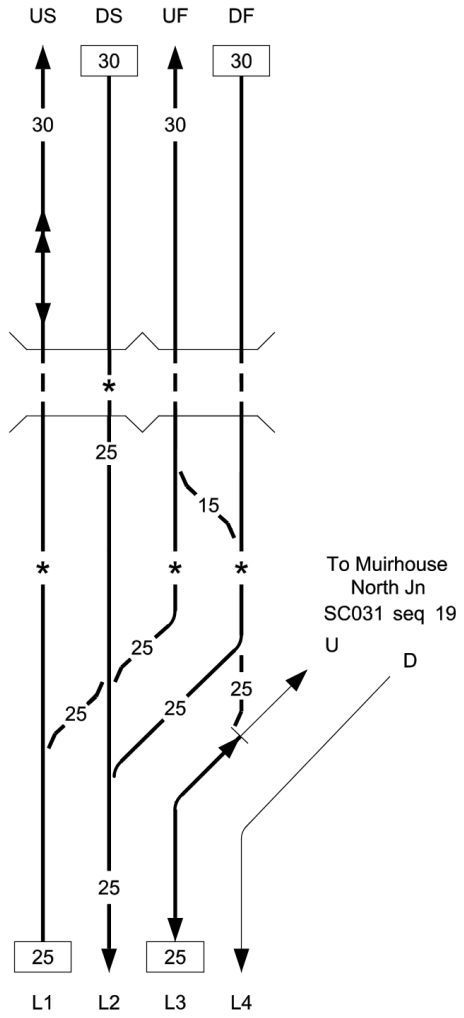
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Reception Roads notice boards | |   | GSM-R<br>TCB West of Scotland SC (GR) Polmadie Workstation AC: Cathcart ECR<br><br>Y = Yard area<br>R = Reception Road<br>UCG = Up Clydesdale Goods<br>DCG = Down Clydesdale Goods<br><br>TASS fitted Down Fast line throughout<br><br>TASS fitted Up Fast line throughout |
| Polmadie Road Jn | 100 23 | | CD = Clydesdale |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 026 | Gretna Jn to Glasgow Central (Via Beattock) | WCM2 | Scotland | 16/07/2018 |

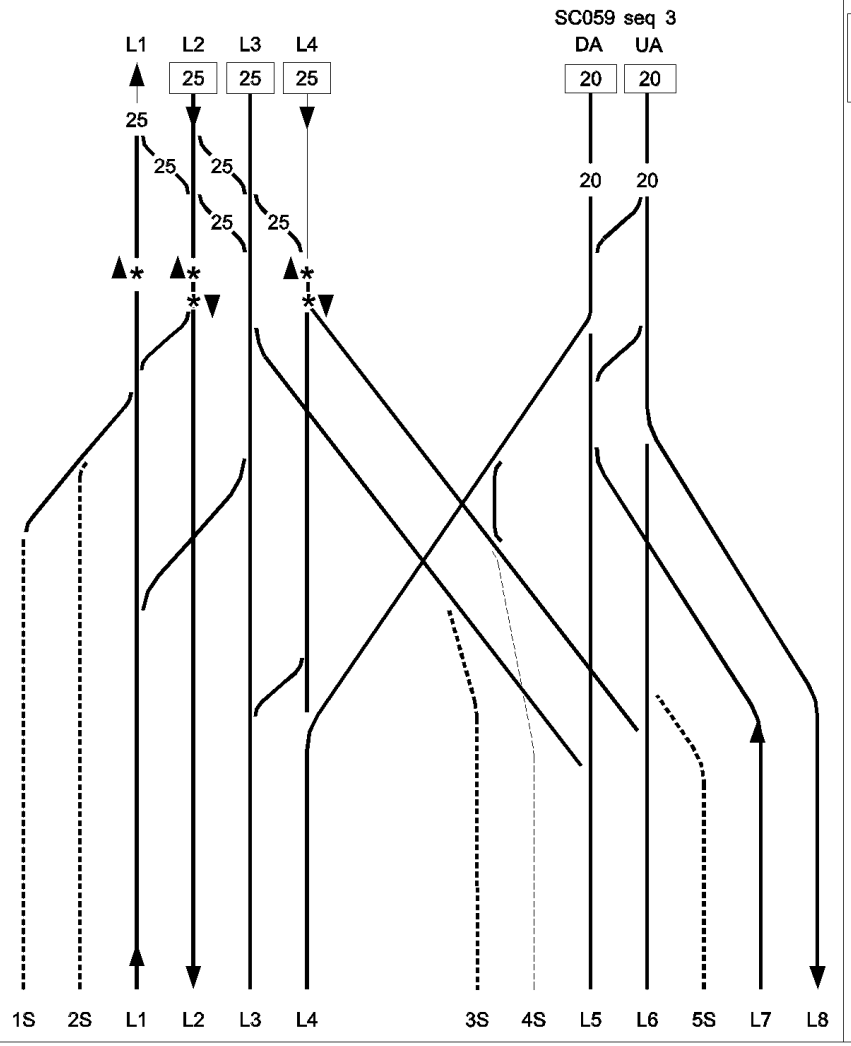
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Polmadie Jn | 100 46 | | TCB West of Scotland SC (GR) Polmadie Workstation AC: Cathcart ECR; GSM-R |
| | 100 53 | | UC = Up Clydesdale<br>DC = Down Clydesdale |
| | 100 70 * | | TASS fitted Down Fast line throughout |
| | 100 79 * | | TASS fitted Up Fast line throughout |
| | 101 00 * | | |



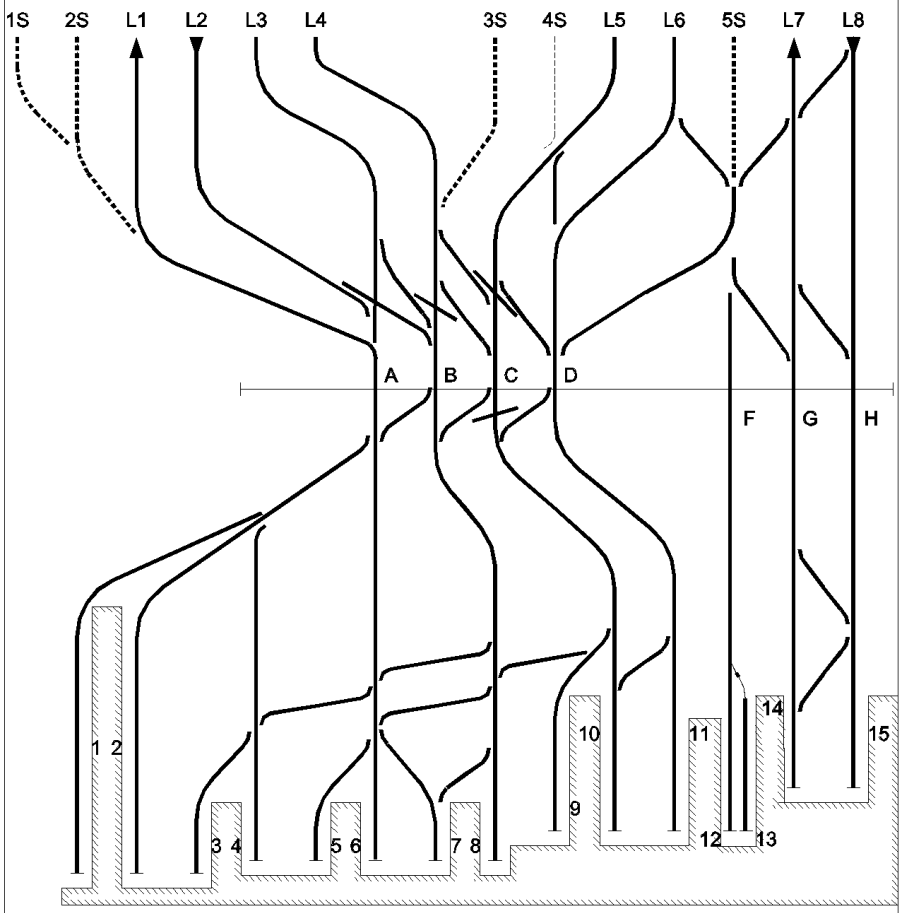
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 027 | Gretna Jn to Glasgow Central (Via Beattock) | WCM2 | Scotland | 16/07/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB West of Scotland SC (GG) Bridge Street Workstation AC: Cathcart ECR<br>(Eglinton St Tunnels inclusive DS / DF)<br>TASS fitted Down Fast line to 101m 12ch<br>TASS fitted Up Fast line from 101m 12ch<br>West of Scotland SC (GR) Polmadie Workstation<br>(Eglinton St Tunnels inclusive US /UF)<br>(1) Eglinton St Tunnels length is 200 yards |
| Eglinton St Tunnels Start (1) | 101 13 | | |
| | 101 19 * | | |
| Eglinton St Tunnels End (1) | 101 22 | | |
| | 101 33 * | | |
| Eglinton St Jn | 101 39 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 028 | Gretna Jn to Glasgow Central (Via Beattock) | WCM2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Bridge St Jn | 101 53 *<br>101 57 * |  | TCB West of Scotland SC (GG) Bridge Street Workstation AC: Cathcart ECR<br>GSM-R<br>DA - Down Ayr<br>UA - Up Ayr<br>(1) Ayr Line mileage<br>For details of lockouts in this area see Local Instructions<br>All lines are bi-directional unless otherwise shown<br>20 mph over all lines and connections between Bridge St Jn and the end of the page on Lines 1 - 4<br>AWS not provided in this area<br>L = Line<br>S = Siding |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC001 | 029 | Gretna Jn to Glasgow Central (Via Beattock) | WCM2 | Scotland | 30/01/2016 |

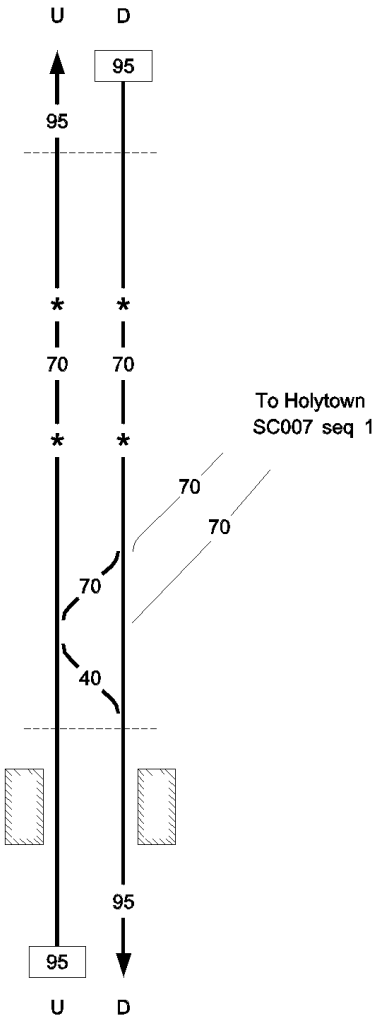
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Gantry "A"<br><br>**GLASGOW CENTRAL** | 102 27 |  | TCB West of Scotland SC (GG)<br>Glasgow Central Workstation<br>AC: Cathcart ECR<br><br>GSM-R<br><br>L = Line S = Siding<br><br>All lines are bi-directional unless otherwise shown<br><br>20 mph over all lines and connections between the top of the page and Gantry "A"<br><br>For details of lockouts in the station area see Local Instructions<br><br>AWS not provided in this area<br><br>15 mph over all lines and connections between Gantry "A" and the buffer stops<br><br>Platforms 1-15 - PP |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC003 | 001 | Carstairs South Jn to Haymarket East Jn | ECA1 ECA2 | Scotland | 20/03/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Carstairs South Jn | 73 17 | SC001 seq 11 50 40 40 | TCB West of Scotland SC Carstairs Workstation AC Cathcart ECR GSM-R |
| OHNS | 73 24 | | |
| | 73 47 * | * * To Carstairs Station Jn SC005 seq 1 50 50 50 | |
| Carstairs East Jn | 73 48 | | |
| (Change of ELR ECA1 to ECA2) | 74 10<br>74 10 | 50 | |
| | 74 40 *<br>74 42 * | * * | |
| | 77 25 | T 95 95 | |
| Auchengray LC (AHBCX) | 79 34 | X50 X50 | |
| Auchengray HABD (Up) | 79 35 | | Edinburgh SC (EJ) |
| OHNS | 79 40 | 95 95 U D | |

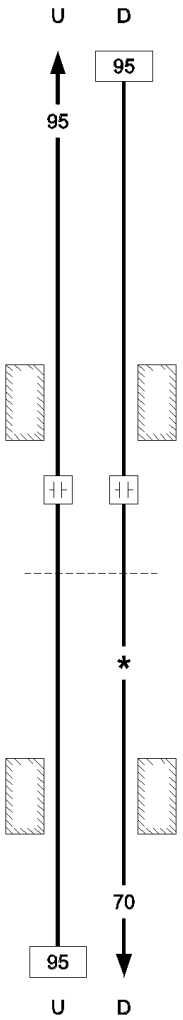
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC003 | 002 | Carstairs South Jn to Haymarket East Jn | ECA2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EJ) AC: Cathcart ECR GSM-R |
| Torphin LC (R/G) | 85 03 | T | |
| | 88 38 * | | |
| | 88 49 * | | |
| Midcalder Jn | 89 76 | | |
| Kirknewton LC (MCB-0D) | 90 65 | | |
| **KIRKNEWTON** | 90 70 | | |



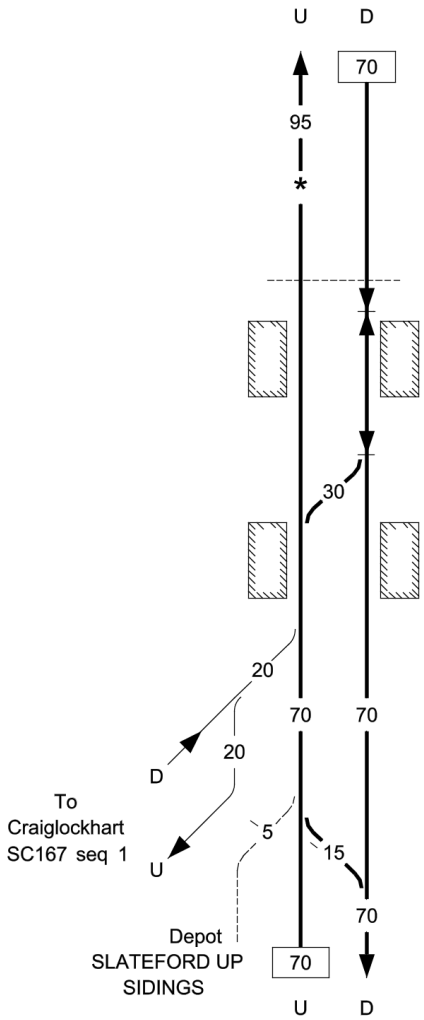
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC003 | 003 | Carstairs South Jn to Haymarket East Jn | ECA2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EJ & ES) AC: Cathcart ECR; GSM-R |
| **CURRIEHILL** | 95 42 | | |
| OHNS | 95 65 | | |
| Whitelaw Footpath LC (R/G) | 96 20 | | |
| | 97 10 * | | |
| **WESTER HAILES** | 97 17 | | |



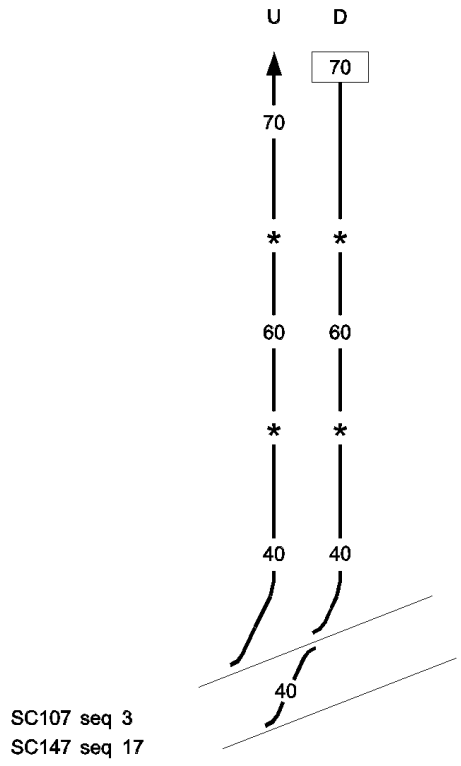
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC003 | 004 | Carstairs South Jn to Haymarket East Jn | ECA2 ECA3 | Scotland | 02/01/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (ES) AC: Cathcart ECR; GSM-R |
| | 97 77 * | | |
| Kingsknowe LC (MCB-OD) | 97 79 | | |
| **KINGSKNOWE** | 98 05 | | |
| **SLATEFORD** | 98 75 | | |
| Slateford Jn (Change of ELR ECA2 to ECA3) | 99 01<br>99 01 | | |

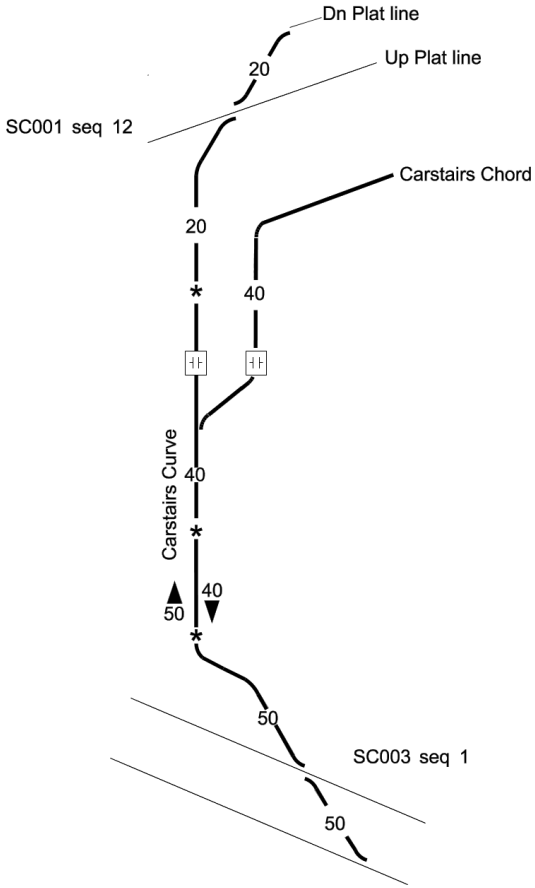


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC003 | 005 | Carstairs South Jn to Haymarket East Jn | ECA3 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EH) AC: Cathcart ECR GSM-R |
| | 99 25 * | | |
| | 100 26 * | | |
| Haymarket East Jn | 100 41 | | |

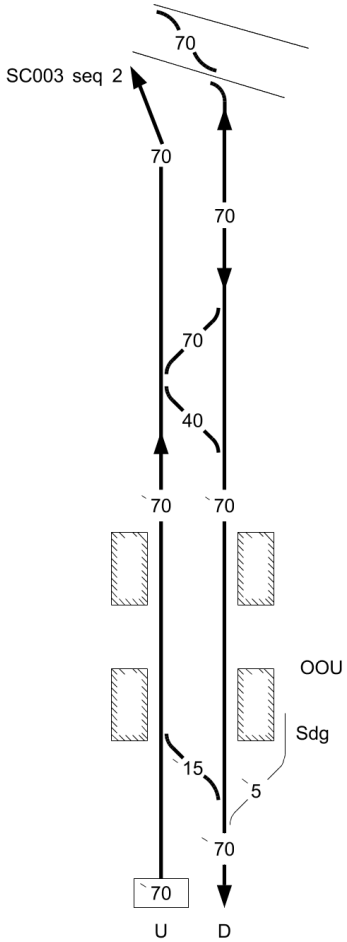


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC005 | 001 | Carstairs Station Jn to Carstairs East Jn | CSP | Scotland | 30/05/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Carstairs Station Jn | 73 39 |   | TCB West of Scotland SC<br>Carstairs Workstation<br>AC Cathcart ECR<br>GSM-R |
| | 73 56 * | | |
| | 73 60 | | |
| | 73 71 * | | |
| | 74 00 * | | |
| Carstairs East Jn | 74 10 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC007 | 001 | Midcalder Jn to Holytown Jn | EGS2 | Scotland | 14/11/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EJ) AC: Cathcart ECR; GSM-R |
| Midcalder Jn | 23 11 | | |
| | 22 67 | | OHNS |
| **LIVINGSTON SOUTH** | 21 16 | | |
| **WEST CALDER** | 18 28 | | |
| West Calder Goods GF | 18 14 | Ⓢ | |

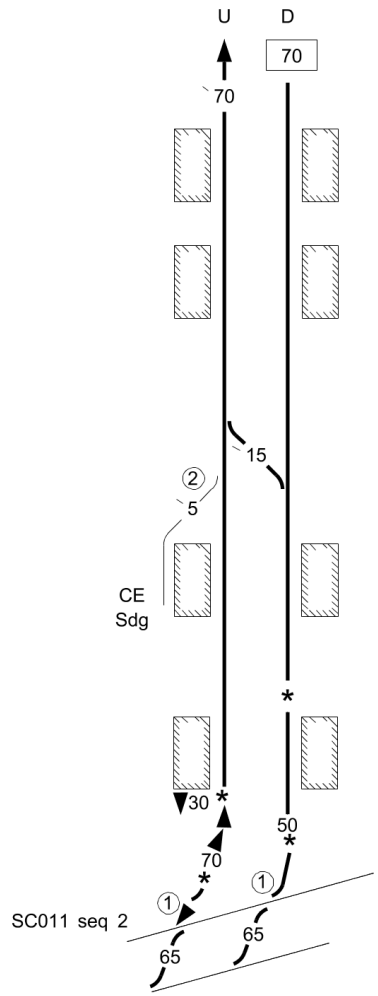


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC007 | 002 | Midcalder Jn to Holytown Jn | EGS2 | Scotland | 04/11/2018 |

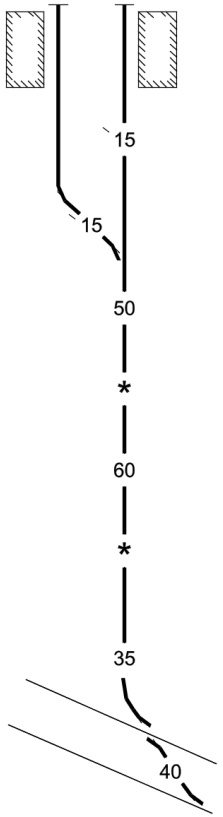
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>`70 `70<br>70 | TCB Edinburgh SC (EJ)<br>AC: Cathcart ECR<br>GSM-R |
| **ADDIEWELL** | 16 50 | | |
| **BREICH** | 14 00 | | |
| | 13 20 * | * *<br>60 60 | |
| **FAULDHOUSE** | 11 70 | | TCB West of Scotland SC<br>Motherwell Workstation<br>AC: Cathcart ECR |
| | 11 55 * | * *<br>70 `70 | |
| Benhar Junction | 11 03 | `15<br>`15<br>`70<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC007 | 003 | Midcalder Jn to Holytown Jn | EGS2 | Scotland | 13/07/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB West of Scotland SC<br>Motherwell Workstation<br>AC: Cathcart ECR |
| **SHOTTS** | 8 30 | | |
| **HARTWOOD** | 6 62 | | |
| | 5 45 | T | |
| Bellside GF<br>CE Sdg GF | 3 60 | Ⓢ | ② Only for use by OTP for H2MEP |
| **CLELAND** | 3 52 | | |
| | 1 73 * | | |
| **CARFIN** | 1 69 | | |
| | 1 56 *<br>1 45 *<br>1 44<br>1 39 * | | CW Up 1m 34ch<br>OHNS<br>① 65 through jn to and from Midcalder lines |
| Holytown Jn | 1 24 | | |

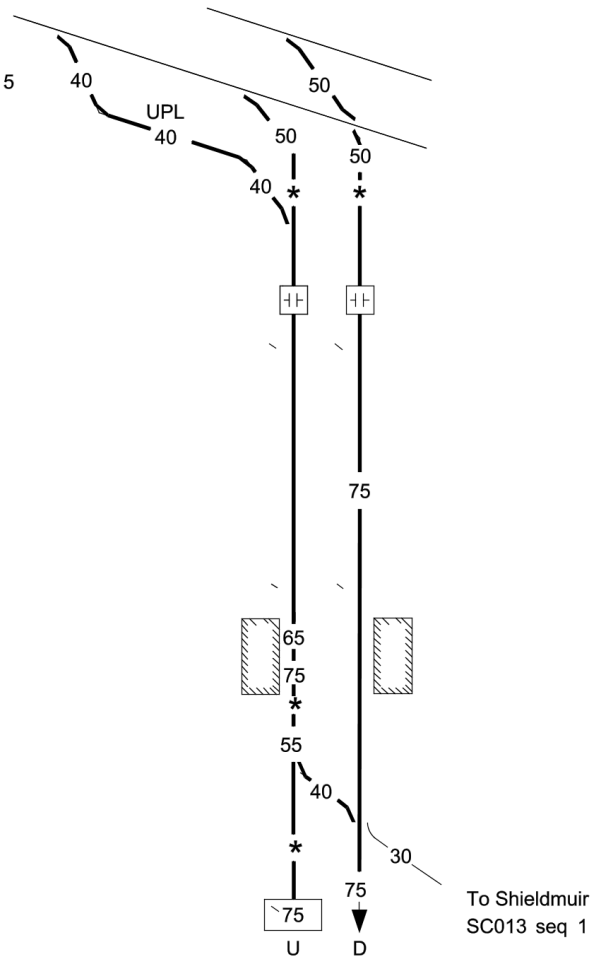


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC009 | 001 | Lanark to Lanark Jn | LNK | Scotland | 30/08/2018 |

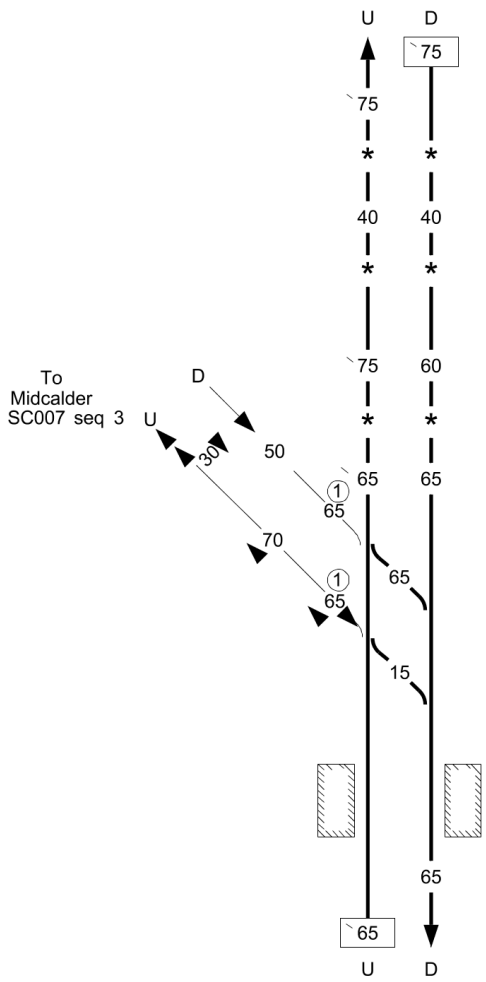
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB West of Scotland SC<br>Motherwell Workstation<br>AC: Cathcart ECR |
| **LANARK** | 2 45 |  | Platforms 1 & 2 - PP |
| | 1 55 * | | |
| | 0 24 * | | |
| Lanark Jn | -0 03 | SC001 seq 14 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC011 | 001 | Law Jn to Uddingston Jn (Via Holytown) | WWD | Scotland | 30/08/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Law Jn | 84 08 | SC001 seq 15 | TCB West of Scotland SC Motherwell Workstation AC: Cathcart ECR<br>GSM-R<br>UPL 2125f (645m) (101 SLU's) |
| | 84 20 * | | |
| OHNS | 84 21 | | |
| | 84 50 * | | |
| | 84 53 * | | |
| **WISHAW** | 86 37 * | | |
| Wishaw Central Jn | 86 63 | | |
| | 87 03 * | | |

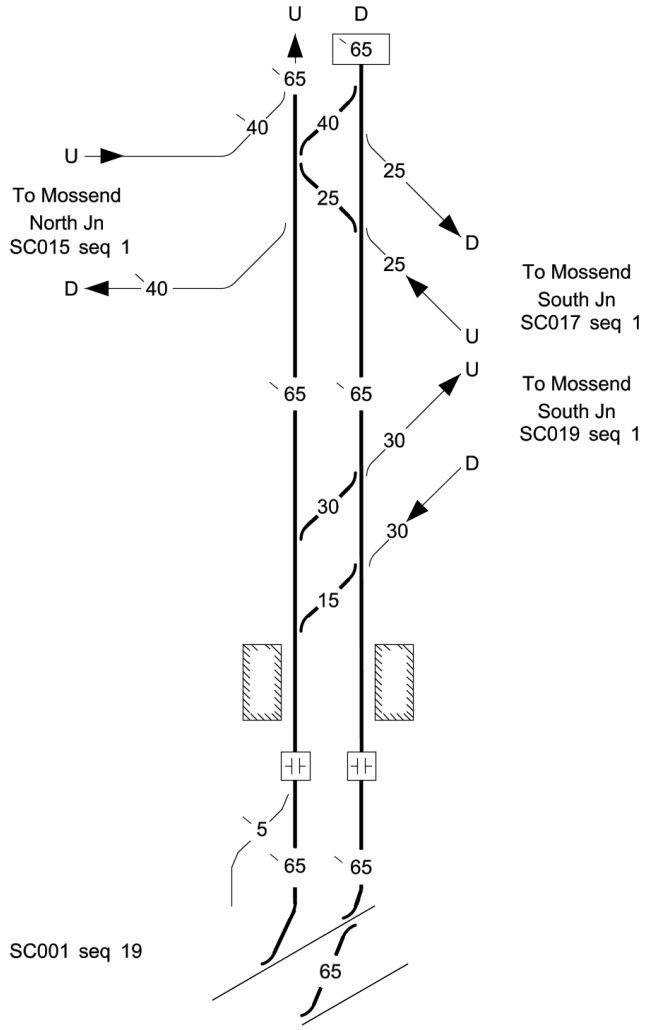


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC011 | 002 | Law Jn to Uddingston Jn (Via Holytown) | WWD EGS2 | Scotland | 05/07/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB West of Scotland SC Motherwell Workstation AC: Cathcart ECR<br>GSM-R<br>OHNS<br>1 = Through jn to and from Midcalder lines |
| | 88 14 * | | |
| | 88 29 * | | |
| | 89 05 * | | |
| | 89 21 | | |
| Holytown Jn | 89 71 | | |
| | 1 24 | | |
| (Change of ELR WWD to EGS2) | 1 24 | | |
| **HOLYTOWN** | 1 10 | | |

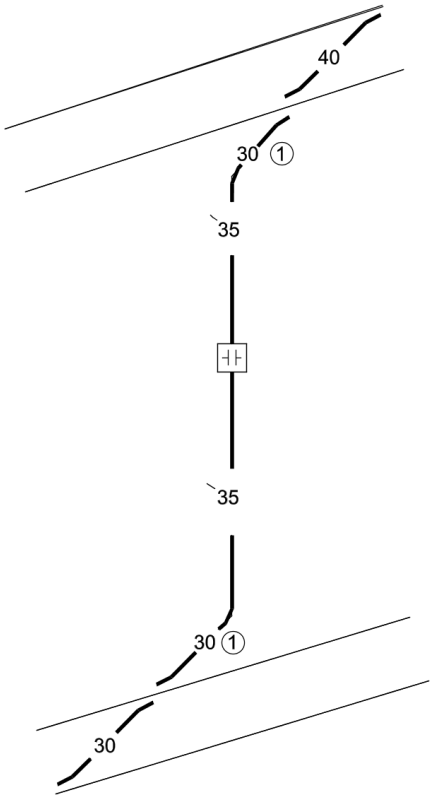
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC011 | 003 | Law Jn to Uddingston Jn (Via Holytown) | EGS2 EGS1 | Scotland | 03/04/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Mossend East Jn | 0 40 | | TCB West of Scotland SC Whifflet Workstation AC: Cathcart ECR; GSM-R |
| | 3 63 | | |
| (Change of ELR EGS2 to EGS1) | 3 63 | | |
| Mossend West Jn | 3 04 | | |
| **BELLSHILL** | 2 30 | | |
| OHNS | 0 66 | | TCB West of Scotland SC Newton Workstation AC Cathcart ECR |
| Viewpark Sdgs | 0 53 | | |
| Uddingston Jn | -0 03 | SC001 seq 19 | |

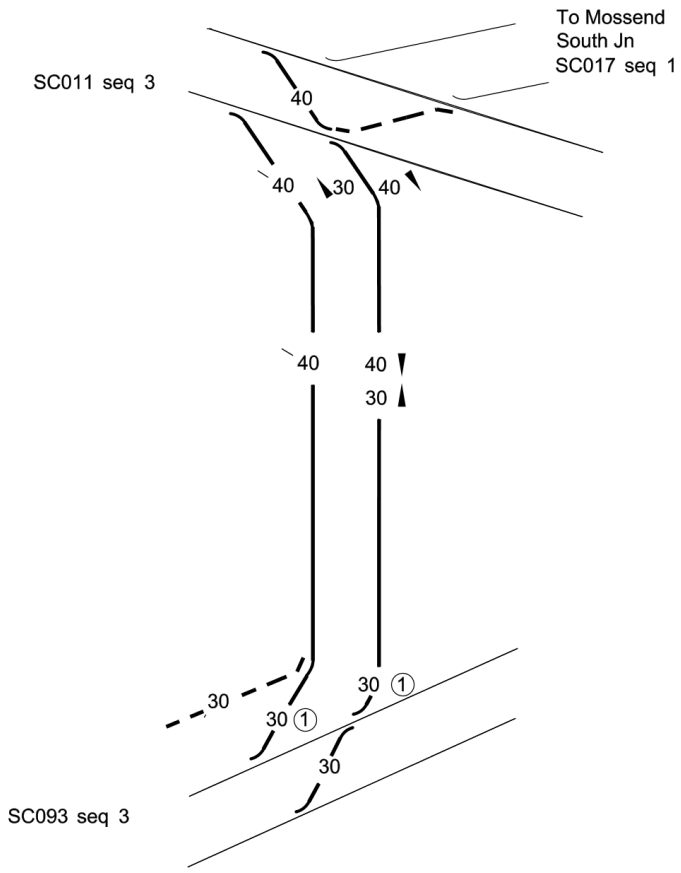


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC013 | 001 | Wishaw Central Jn to Shieldmuir (Wishaw Connecting Line) | SHR | Scotland | 30/08/2018 |

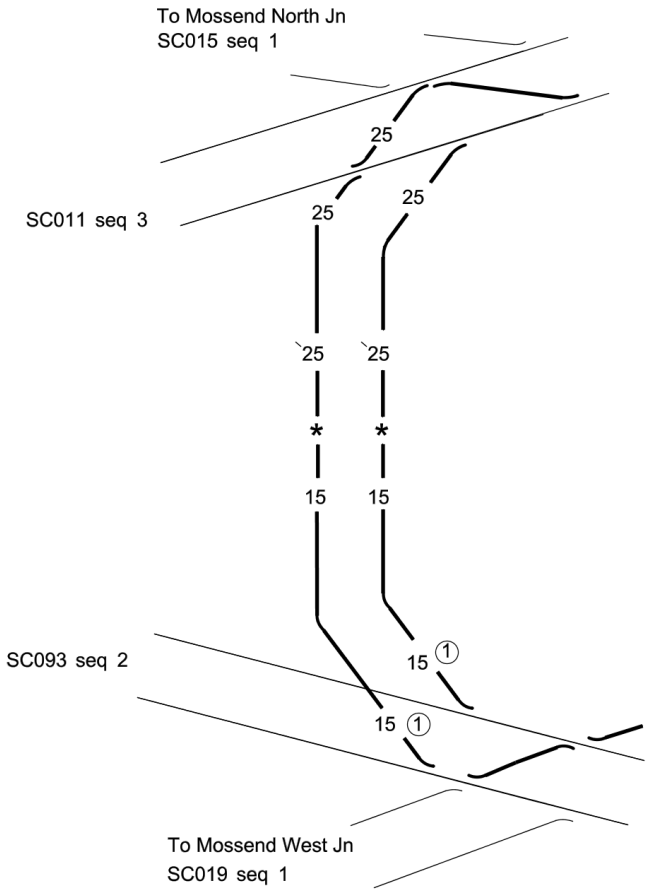
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB West of Scotland SC<br>Motherwell Workstation<br>AC: Cathcart ECR |
| Wishaw Central Jn | 86 63 | SC011 seq 1 | |
| OHNS | 87 01 | | ① Through jn. at Wishaw and Shieldmuir ends |
| | | | CW 87m 40ch (facing to Down trains) |
| Shieldmuir North Jn | 87 43 | SC001 seq 17 | |



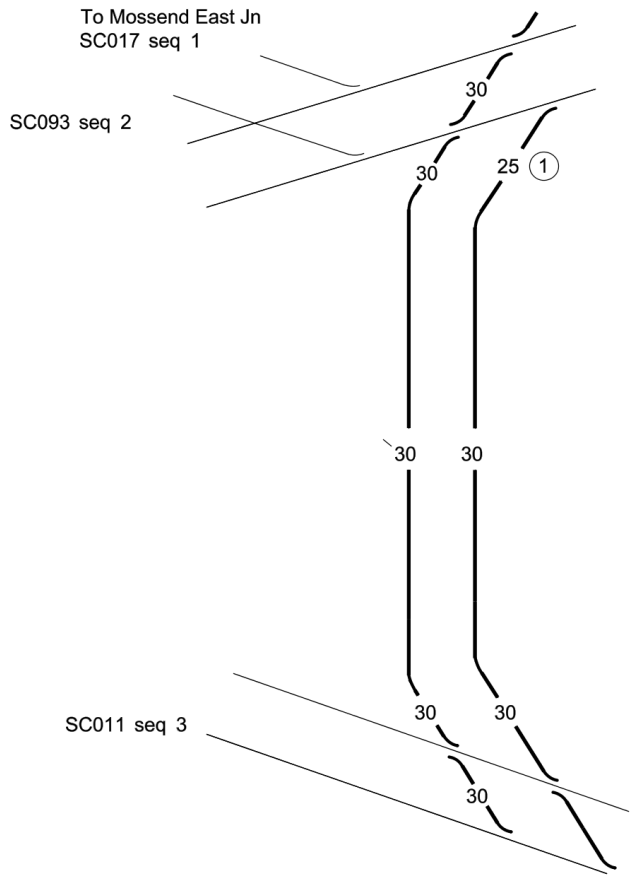
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC015 | 001 | Mossend East Jn to Mossend North Jn (North Curve) | MDN | Scotland | 03/04/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Mossend East Jn | 0 40 |   | TCB West of Scotland SC Whifflet Workstation AC: Cathcart ECR<br>GSM-R |
| Mossend North Jn | - 0 06 | | CW Up 0m 4ch<br>① Through jn. |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC017 | 001 | Mossend East Jn to Mossend South Jn (East Curve) | MDE | Scotland | 03/04/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Mossend East Jn | 0 31 |   | GSM-R<br>TCB West of Scotland SC<br>Whifflet Workstation<br>AC: Cathcart ECR |
| Mossend South Jn | 0 00 | | ① = Through jn |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC019 | 001 | Mossend South Jn to Mossend West Jn (West Curve) | MDW | Scotland | 03/04/2018 |

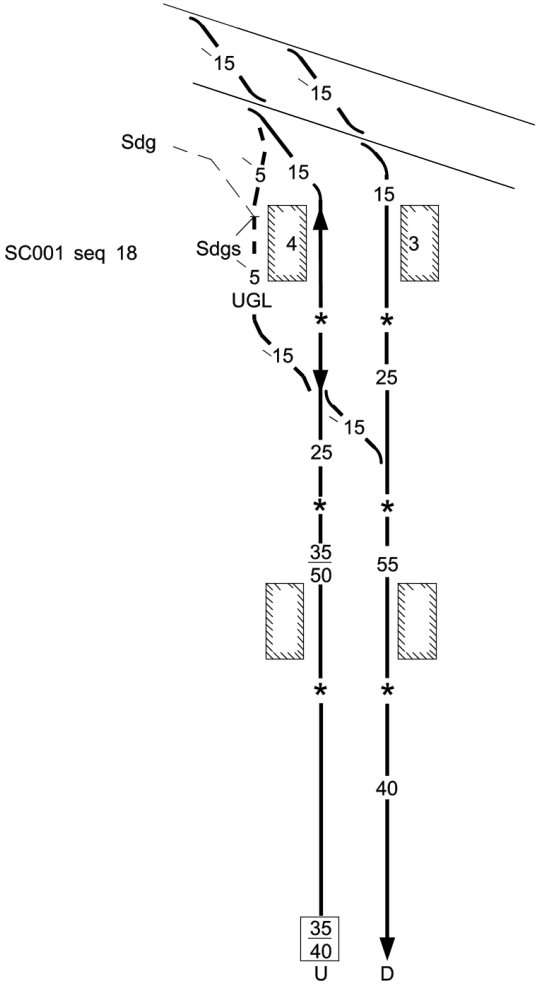
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Mossend South Jn | 91 08 |   | GSM-R<br>TCB West of Scotland SC<br>Whifflet Workstation<br>AC: Cathcart ECR<br><br>1 Through Jn |
| Mossend West Jn | 91 50 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC021 | 001 | Coltness to Garriongill Jn (Goods Line) | | Scotland | 18/05/2015 |

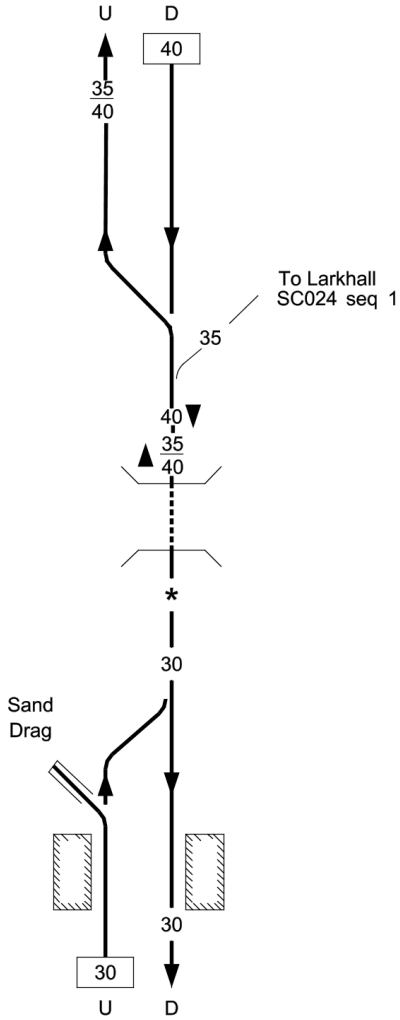
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | This diagram has been withdrawn | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC023 | 001 | Motherwell to Newton, Hamilton Jn (Via Hamilton) | HMN1 HMN2 | Scotland | 30/08/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Jn with main lines | -0 01 | | TCB West of Scotland SC Motherwell Workstation AC: Cathcart ECR<br>GSM-R |
| **MOTHERWELL** | 0 08 | SC001 seq 18 | |
| | 0 20 * | | UGL (PF) 656f (200m)<br>(31 SLU's) |
| | 0 28 * | | |
| **AIRBLES** | 0 61 | | |
| | 1 00 * | | TCB West of Scotland SC Newton Workstation AC Cathcart ECR |
| | 1 44 | | |
| | 6 61 | | |
| (Change of ELR HMN1 to HMN2) | 6 61 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC023 | 002 | Motherwell to Newton, Hamilton Jn (Via Hamilton) | HMN2 | Scotland | 18/04/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R TCB West of Scotland SC Newton Workstation AC: Cathcart ECR |
| | 6 22 | | Haughhead Jn lineside lockout See local instructions |
| Haughhead Jn | 6 18 | | |
| Barncluith Tunnel 380 yards | 5 79 to 5 62 | | |
| | 5 20 * | | |
| | 5 14 | | |
| **HAMILTON CENTRAL** | 5 03 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC023 | 003 | Motherwell to Newton, Hamilton Jn (Via Hamilton) | HMN2 | Scotland | 18/04/2017 |

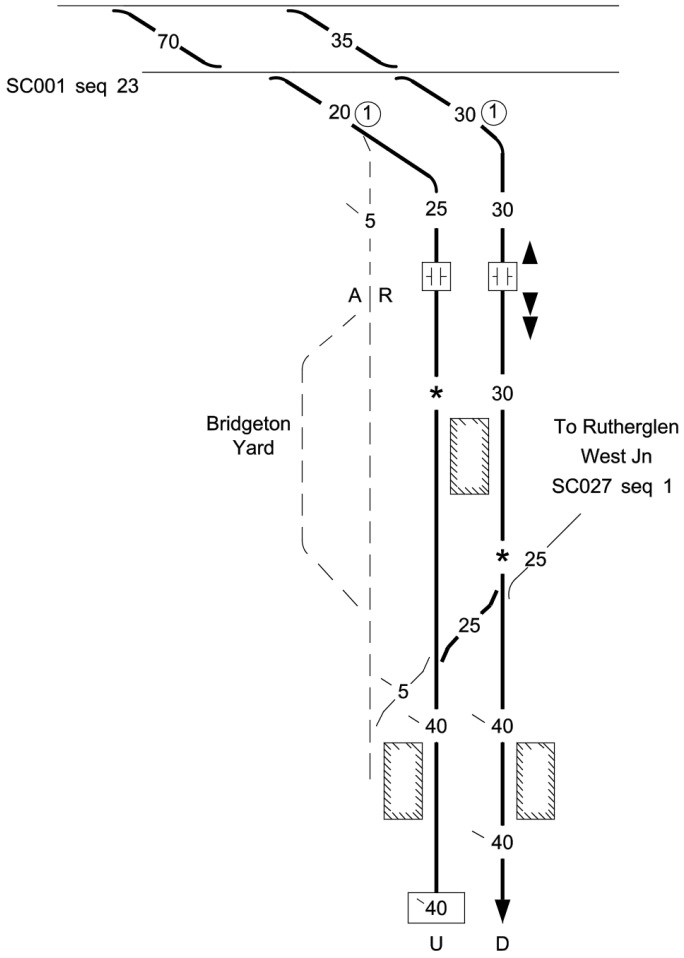
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>30 30 | TCB West of Scotland SC Newton workstation AC:Cathcart ECR<br>GSM-R |
| | 4 60 * | * * | |
| | | 35/55 40/55 | |
| **HAMILTON WEST** | 4 12 | | |
| | 4 04 * | * * | |
| | | 35/60 40/60 | |
| | | 15 | |
| Earnock Sdgs | 3 62 | 5 | |
| **BLANTYRE** | 2 29 | | |
| | 0 29 * | * | |
| | | SC001 seq 20 | |
| | 0 17 * | SC055 seq 1 * | |
| Newton, Hamilton Jn | 0 07 | 40 | |
| | | 40<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC024 | 001 | Larkhall to Haughhead Jn | LRK | Scotland | 18/04/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R |
| | | | TCB West of Scotland SC Newton Workstation AC: Cathcart ECR |
| **LARKHALL** | 3 00 | 20 20 20 | Larkhall station lockout - see Local Instructions |
| | 2 67 * | * | Platforms 1 & 2 - PP |
| **MERRYTON** | 2 19 | | |
| Loop points | 1 05 | 15 | Allanton lockout - see Local Instructions |
| Allanton | | PL 15 60 | PL 524f (between signals) (159m) (24 SLU's) |
| Loop points | 0 65 | 15 | |
| | 0 59 * | * | |
| **CHATELHERAULT** | 0 52 | 45 | |
| | 0 24 * | * | |
| | | 35 | |
| Haughhead Jn | 0 00 | SC023 seq 3 | Haughhead Jn lockout - see Local Instructions |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC025 | 001 | Rutherglen Central Jn to Finnieston Incl to Bridgeton Yard (Via Arrival Line)(Goods Line) | ARG1 LNR ARG2 | Scotland | 16/07/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Rutherglen Central Jn | 0 00 | | |
| OHNS | 0 03 | | |
| Bridgeton Yard<br>Change of ELR to LNR | | | AR = Arrival Line<br>YARD WORKING applies on Arrival Line |
| | 0 12 * | | |
| **RUTHERGLEN** | 0 18 | | |
| | 0 27 * | | |
| Rutherglen North Jn | 0 31 | | |
| (Change of ELR ARG1 to ARG2) | 0 39 | | |
| Bridgeton Yard North End | 0 43 | | |
| **DALMARNOCK** | 1 01 | | |




GSM-R

TCB West of Scotland SC (GR)
Polmadie Workstation
AC: Cathcart ECR

1 = Through Jn

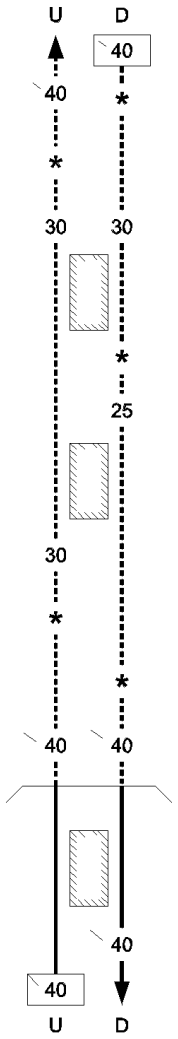
Yoker SC (YF)
East Workstation

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC025 | 002 | Rutherglen Central Jn to Finnieston Incl. to Bridgeton Yard (Via Arrival Line)(Goods Line) | ARG2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>40 40 | GSM-R<br>TCB Yoker SC (YF)<br>East Workstation<br>AC: Cathcart ECR |
| Dalmarnock Road Tunnel<br>790 Yards | 1 02<br>to<br>1 38 | | TOWS through Dalmarnock Road Tunnel |
| **BRIDGETON** | 1 41 | | |
| Canning Street Tunnel<br>460 Yards | 1 46 | | TOWS through Canning Street Tunnel |
| | 1 67 | 40 40 | |
| Anderston Tunnel East Portal | 1 75 | | |
| | 2 35 * | * * | TOWS between Anderston Tunnel East Portal and 2m 40ch |
| | | 35 35 | TOWS between 2m 40ch and ARGYLE STREET |
| | 2 44 * | * | |
| | 2 45 * | * | Anderston Tunnel is 1m 46ch long |
| | | 40<br>40<br>U D | |

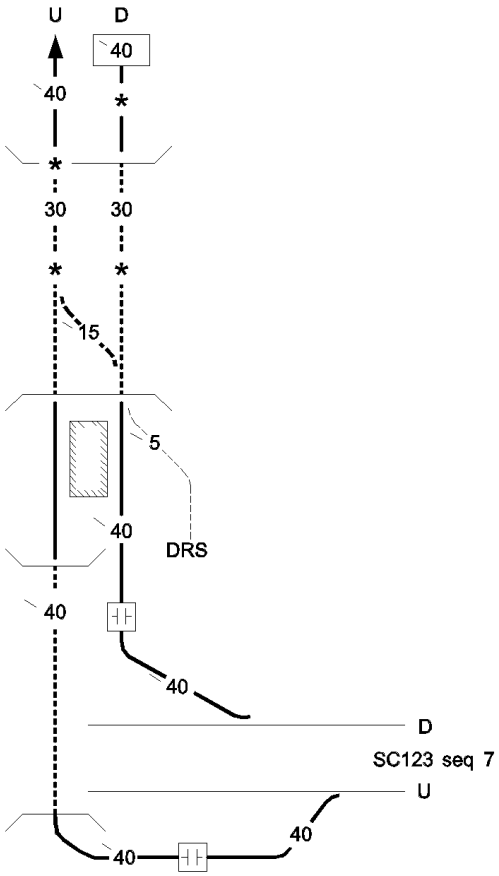
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC025 | 003 | Rutherglen Central Jn to Finnieston Incl. to Bridgeton Yard (Via Arrival Line)(Goods Line) | ARG2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB Yoker SC (YF)<br>East Workstation<br>AC: Cathcart ECR |
| | 2 46 * | | |
| | 2 56 * | | TOWS between 2m 40ch and ARGYLE STREET |
| **ARGYLE STREET** | 2 60 | | |
| | 2 79 * | | TOWS between ARGYLE STREET and GLASGOW CENTRAL |
| **GLASGOW CENTRAL** | 3 08 | | Anderston Tunnel is 1m 40ch long |
| | 3 13 * | | TOWS between GLASGOW CENTRAL and ANDERSTON |
| | 3 16 * | | |
| Anderston Tunnel West Portal | 3 41 | | |
| **ANDERSTON** | 3 42 | | |

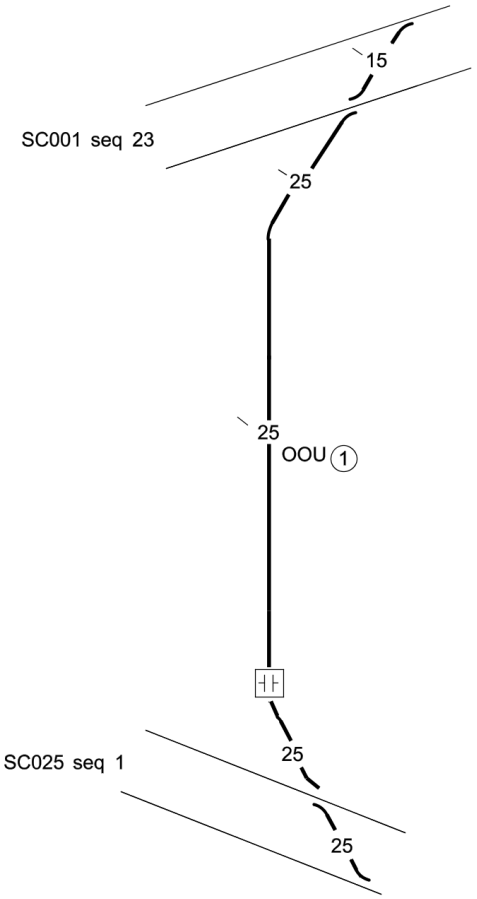


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC025 | 004 | Rutherglen Central Jn to Finnieston Incl. Bridgeton Yard (Via Arrival Line)(Goods Line) | ARG2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB Yoker SC (YF)<br>East Workstation<br>AC: Cathcart ECR |
| | 3 43 * | | |
| Stobcross Street Tunnel<br>640 Yards | 3 45 * | | |
| | to | | TOWS through Stobcross Street Tunnel |
| | 3 56 * | | |
| | to | | |
| | 3 74 | | |
| **EXHIBITION CENTRE** | 4 03 | | DRS 655f (195m)<br>(31 SLU's) |
| Kelvinhaugh Tunnel<br>950 Yards | 4 07 | | TOWS through Kelvinhaugh Tunnel |
| OHNS | 4 23 | | |
| Finnieston East Jn (On Down Line) | 4 41 | | |
| | 4 50 | | |
| OHNS | 4 57 | | |
| Finnieston West Jn (On Up Line) | 4 74 | | |

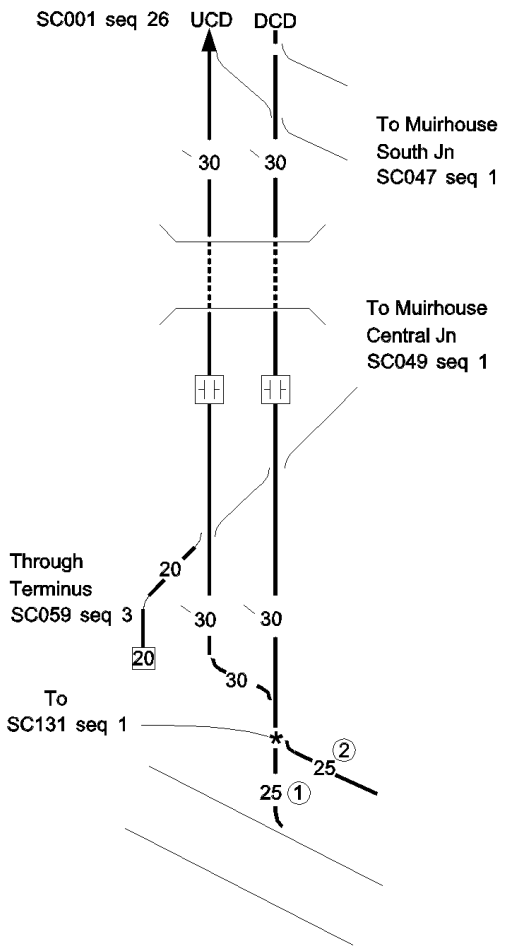


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC027 | 001 | Rutherglen West Jn to Rutherglen North Jn (West Curve) | RNC | Scotland | 16/07/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Rutherglen West Jn | 0 00 |   | TCB West of Scotland SC (GR) Polmadie Workstation AC: Cathcart ECR<br>GSM-R<br>1 West Curve remains OOU until 0425 30 July 2018 |
| OHNS | 0 23 | | |
| Rutherglen North Jn | 0 29 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC029 | 001 | Larkfield Jn to Shields Jn Incl. Shields Jn to Terminus Jn (Up Through Terminus) | CLY | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Larkfield Jn Jn with Muirhouse Lines | 101 01 | | TCB West of Scotland SC (G) Polmadie Workstation AC: Cathcart ECR; GSM-R |
| West St Tunnel | 101 16 | | West of Scotland SC (G) Shields Workstation |
| | 101 21 | | UCD = Up Clydesdale<br>DCD = Down Clydesdale |
| OHNS | 101 24 | | |
| Terminus Jn | 101 62 | | |
| | 102 08 * | | |
| Shields Jn | 102 15 | | ① =Through jn<br>② =Through connections to and from, and over Chord line |
| Shields Jn | 102 16 | | |



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# SPECIAL WORKING ARRANGEMENT
## Table of Contents

| | Page |
|---|---|
| SC029- LARKFIELD JN TO SHEILDS JN INCL. SHIELDS JN TO TERMINUS JN | 67 |

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**SC029 (LARKFIELD JN TO SHEILDS JN INCL. SHIELDS JN TO TERMINUS JN (UP THROUGH TERMINUS))**

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 26 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Terminus Jn | Shields Jn | Freight | Down<br>Terminus | Trains not exceeding 235ft (70m) may be propelled. |

**Dated: 07/12/13**

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# LOCAL INSTRUCTIONS
## Table of Contents

| | Page |
|---|---|
| **SC001- GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)** | |
| GRETNA JN TO GLASGOW CENTRAL | 71 |
| BEATTOCK SOUTH TO SUMMIT | 71 |
| ABINGTON | 71 |
| CARSTAIRS | 72 |
| CARSTAIRS TO LANARK JN | 72 |
| RAVENSTRUTHER | 73 |
| LAW JN TO UDDINGSTON JN | 74 |
| SHIELDMUIR TO MOTHERWELL SC | 74 |
| MOTHERWELL | 75 |
| UDDINGSTON | 75 |
| POLMADIE | 76 |
| GLASGOW CENTRAL | 80 |
| **SC003- CARSTAIRS SOUTH JN TO HAYMARKET EAST JN** | |
| KIRKNEWTON LC (AHBC) | 83 |
| KINGSKNOWE LC (AHBC) | 83 |
| SLATEFORD | 83 |
| **SC007- MIDCALDER JN TO HOLYTOWN JN** | |
| WEST CALDER | 83 |
| SHOTTS | 84 |
| CLELAND | 84 |
| **SC011- LAW JN TO UDDINGSTON JN (VIA HOLYTOWN)** | |
| LAW JN TO WISHAW CENTRAL JN | 84 |
| **SC017- MOSSEND EAST JN TO MOSSEND SOUTH JN (EAST CURVE)** | |
| MOSSEND EAST JN | 84 |
| **SC021- COLTNESS TO GARRIONGILL JN (GOODS LINE)** | |
| WATSONHEAD SIDINGS | 84 |
| **SC023- MOTHERWELL TO NEWTON, HAMILTON JN (VIA HAMILTON)** | |
| HAUGHHEAD JN | 84 |
| **SC024- LARKHALL TO HAUGHHEAD JN** | |
| LARKHALL TO CHATELHERAULT | 85 |
| **SC025- RUTHERGLEN CENTRAL JN TO FINNIESTON INCL TO BRIDGETON YARD (VIA ARRIVAL LINE)(GOODS LINE)** | |
| RUTHERGLEN | 85 |
| ARGYLE STREET | 86 |
| GLASGOW CENTRAL | 86 |
| ANDERSTON | 87 |
| EXHIBITION CENTRE | 87 |
| ENTIRE LINE OF ROUTE | 87 |
| **SC027- RUTHERGLEN WEST JN TO RUTHERGLEN NORTH JN (WEST CURVE)** | |
| ENTIRE LINE OF ROUTE | 87 |

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# SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

**Gretna Jn To GLASGOW CENTRAL**

**EMERGENCY MAIN LINE CROSSOVERS**

The following instructions are applicable in respect of the undernoted Emergency Crossovers which are controlled by The West of Scotland Signalling Centre (WSSC), Carstairs Workstation:-

| | | |
|---|---|---|
| Kirtlebridge | Wamphray | Abington |
| Lockerbie South | Beattock North | Symington |
| Lockerbie North | Summit | |

A facing crossover must not be used except when required in connection with single line working, or where the facing crossover is within a possession.

When single line working is in operation drivers of trains requiring to proceed over the single line in the wrong direction via a facing crossover may be instructed by the signaller to draw towards the facing crossover without the Pilotman being present. The Rule Book, Module P1, Section 5 is modified accordingly.

**Dated: 27/12/19**

# SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

**Beattock South To Summit**

**Failure of Down train** - Should it be necessary for a light locomotive to travel in the wrong direction over the Up line from Beattock to Summit to assist the failed train from the front in accordance with the Rule Book, Module M2, Section 6, a competent person will not be provided at Summit to handsignal to the driver of the light locomotive.

**Dated: 02/12/06**

# SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

**Abington**

A movement must not be made from the Up siding unless signal GMC524 is showing a proceed aspect.

**Dated: 27/12/19**

# SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

**PENRITH – NEWTON/CURRIE OHNS**

When there is major disruption and/or alternative electrical feeding arrangements are in operation at any feeder station within the above area, there is a risk that this can cause excessive power draw on the OLE: When this issue arises, drivers will receive the following message relevant for the area affected on the day via GSMR:

- “This is a general broadcast from the Signaller at Edinburgh WS4 / Carlisle SB / Motherwell SC. Drivers of 390 trains, could you please ensure that no more than power notch 3 is used between neutral section x and neutral section y where possible. Out”

This broadcast is for information only and does not require acknowledgement.

**Dated: 17/12/2022**

# SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

## CARSTAIRS

**Working of trains** - Following detailed technical examination, the possibility of buffer-lock has been established by the engineer for movements at Carstairs as specified below. Accordingly, the undernoted instructions must be observed.

Where an electric train with DVT (Driving Van Trailer) leading is operating with the screw coupling in use between locomotive and train, the route between Carstairs East Jn, via the Carstairs Curve, to the Down platform is prohibited to such train in both directions.

Where, during shunting, a locomotive (diesel or electric) requires to propel coaching stock vehicles from the Down platform to the Carstairs Curve, or vice versa, such movement is prohibited in both directions if the screw coupling is in use between locomotive and train.

The staff concerned must ensure that the necessary advice is passed to either Network Rail Route Control or West of Scotland Signalling Centre, Carstairs Workstation, as appropriate, to ensure full compliance with this instruction.

NOTE The above prohibitions do not apply to the undernoted movements :-

a) Up main to Carstairs Curve and vice versa.

b) Down platform to Up main and vice versa.

**NOTE** :- Only the following locomotives are fitted with Buck-eye couplings :-

90001 -90020

91001 - 91031

**Dated: 27/12/19**

# SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

## CARSTAIRS To Lanark Jn

Trains may be permitted to run over the Down line in the Up direction as follows :-

a) trains to and from Ravenstruther Coal Terminal

b) during an emergency or other exceptional circumstance, any train may be permitted to run over the Down line in the Up direction, throughout between Lanark Jn and Carstairs. Drivers of such trains will be advised of the circumstances at Lanark Jn and must, thereafter, obey any instructions given by the signaller.

**Dated: 02/12/06**

# SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

**RAVENSTRUTHER COAL TERMINAL**

Only one train must be allowed in the sidings at a time.
The means of controlling the propelling movement of trains to and from the Terminal, and within the Terminal, is by radio equipment, in accordance with the Rule Book, Module SS2, Section 4.2(b), supplied by Crouch Mining. The radio system transmits a bleep tone every few seconds between voice transmissions and is an indication that the system is functioning. Should it become apparent that the radio equipment has ceased to function, the driver must not make a movement, or where a movement is being carried out the driver must immediately bring his train to a stand and must not resume the movement, until the radio equipment is again functioning or arrangements have been made for the movement of the train to be controlled by handsignals.
**Train arrivals** - Trains arriving from the South will be propelled to the Arrival/Departure line. On arrival at the Terminal from the South, the driver must bring his train to a stand with the locomotive opposite signal GMC410 (at the connection to the Terminal). The person in charge of the movement must then proceed to the Terminal rail entrance and uplift the radio handsets supplied by Crouch Mining from the yellow cabinet attached to a post inside the Terminal rail entrance.
The person in charge of the movement must then return to the train, hand a radio handset to the driver and carry out an initial test transmission to ensure that both radios are working using the words **"PERSON IN CHARGE OF MOVEMENT TO DRIVER**" which must be acknowledged. CONTINUOUS VOICE TRANSMISSION MUST BE USED THROUGHOUT. **STRICT RADIO DISCIPLINE MUST BE MAINTAINED**
The radio handsets used are those which will also be used by Crouch Mining to control train movements within the Terminal and, after having completed the propelling movement to the Arrival/Departure line, the instructions in respect to their use within the Terminal will apply.
**Movements within the Terminal** - After the train has arrived complete within the Arrival/Departure line and prior to being in a position to commence movement towards the loading Hopper, the driver must make an initial test transmission with the Crouch Mining Operator, which must be preceded by the words "**DRIVER TO CROUCH MINING OPERATOR**" and which will be acknowledged. **STRICT RADIO DISCIPLINE MUST BE MAINTAINED**.
The driver, on receipt of permission from the Crouch Mining Operator to proceed towards the Hopper line for loading and weighing, must ascertain that signal GMC400 position light is displaying a proceed aspect (supported by lineside 'OFF' indications when propelling), proceed at 5 mph until instructed by the Crouch Mining Operator to "**STOP AND ENGAGE SLOW SPEED CONTROL**", thereafter movements over the Hopper line will be at ½ mph.
During movements towards the Hopper line, the train will be tare weighed and loaded and, when loading is complete, the train must be stopped at the Hopper prior to the locomotive being uncoupled and the train rounded.
During the loading process all instructions between the Crouch Mining Operator and the driver will be confined to those requiring the train to '**STOP**' or '**START**' as required and will not require to be acknowledged by the Driver.
When loading has been completed the person in charge of the movement must proceed along the train and examine the wagon discharge doors before uncoupling the locomotive prior to rounding.
The radio sets held by the person in charge of the movement and driver may be used for brake testing/rounding purposes and all transmissions, which must be acknowledged, must be preceded by the words "**PERSON IN CHARGE OF MOVEMENT TO DRIVER**" and vice versa.
After rounding, the train will then proceed to the Arrival/Departure line, being gross weighed in the process.
The person in charge of the movement must advise the Crouch Mining Operator when it is safe to move the train.
The Crouch Mining Operator will instruct the driver to proceed to the Arrival/Departure line. If it is necessary to 'top up' wagons prior to gross weighing, the Crouch Mining Operator will give the appropriate instructions.
**Train departures** - After arriving in the Arrival/Departure line, prior to propelling from signal GMC400, the radios must be retained. Another test transmission must be carried out to ensure both radios are working using the words "**PERSON IN CHARGE OF MOVEMENT TO DRIVER**" which must be acknowledged. CONTINUOUS VOICE TRANSMISSION MUST BE USED THROUGHOUT. **STRICT RADIO DISCIPLINE MUST BE MAINTAINED**
After completing the propelling movement from the Arrival/Departure line and when the train is at a stand within signal GMC410, the person in charge of the movement must proceed to the Terminal rail entrance and return the radio handsets to the yellow cabinet.
**Cripple siding** - The padlock key giving access to the Cripple Siding ground frame is held in the Weighbridge Office, and arrangements for obtaining this key must be made with the Crouch Mining Operator. The key must be returned after use.
**Departing the terminal** – Drivers of loaded trains requiring to proceed via the Up Mossend East Curve must, when requesting permission to depart from the terminal, advise the signaller of the type of wagon on the train.

**Dated: 27/12/19**

# SC001 – GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

### Law Jn To Uddingston Jn

Down services on the WCML booked via Motherwell may be diverted via the alternative route via Holytown or Mossend West Jn at signal GML541 or at Motherwell at signal GMM399.

Up services on the WCML booked via Motherwell may be diverted via the alternative route via Holytown or Mossend West Jn at Uddingston Jn signal GMN182.

Drivers so routed need not observe the relevant part of the Rule Book, Module S7, section 5, unless the train crew do not sign the alternative route or a booked station call will be missed.

**Dated: 30/08/18**

# SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

### Law Jn To Uddingston

All Up/Down CrossCountry and Virgin Trains services running between Law Junction and Uddingston may be diverted off their booked route and use any alternative route without previous warning.

Drivers are not required to observe the requirements of Rule Book Module S7, Section 1.2, unless the train crew do not sign the alternative route or a booked station call will be missed.

**Dated: 07/12/2013**

# SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

### SHIELDMUIR To Motherwell

### DALZELL PLATE WORKS

**Up goods loop** - When 100T loaded steel carrying vehicles are detached in the Up goods loop, all handbrakes must be applied on half of the vehicles. (Note - each vehicle has two handbrakes).

**Level crossing** - The level crossing is located in the vicinity of the Slab Bay and traverses the Slab Bay line and the connection to the adjoining siding. The level crossing is of the open type with road traffic lights controlled from a local control switch located within the Slab Bay. The EW&S person in charge of rail movements must operate the local control switch and ensure that the road traffic lights are operating before authorising a rail movement to proceed over the level crossing towards the Slab Bay or adjoining siding.

Incoming movements must be brought to a stand at the STOP board on the main line side of the level crossing. To assist drivers of propelled movements, a black and white marker post is provided 500 feet on the main line side of the STOP board and is a guide to stopping trains based on 11 x 100 tonne BAA wagons.

The road traffic lights will remain lit whilst a train is within the Slab Bay or adjoining siding until the local control switch is again restored after the outgoing movement is at a stand on the main line side of the crossing, clear of the STOP board.

In the event of a failure of the road traffic lights, BSC will appoint a person to take charge during the period rail movements require to be made over the crossing. The EW&S person in charge must not authorise a rail movement to be made over the level crossing until permission has been received from the BSC person in charge.

**Movements to the Slab Bay or adjoining siding** - All incoming movements must be propelled. When the train has been brought to a stand at the STOP board at the level crossing, the EW&S person in charge must, where the train requires to proceed to the Slab Bay, obtain the permission of the BSC person in charge of the Slab Bay to enter the Slab Bay. On receiving permission to proceed the EW&S person in charge must operate the local control switch for the level crossing.

Where the movement requires to enter the adjacent siding, the EW&S person in charge need not obtain BSC permission for such movement.

Movements from the Slab Bay or adjoining siding - Before a movement is made from the Slab Bay, the EW&S person in charge must obtain an assurance from the BSC person in charge of the Slab Bay that it is safe to do so. On receipt of such assurance the EW&S person in charge must ensure that the level crossing road traffic lights are operating before authorising the movement to commence.

Before a movement is made from the adjoining siding, the EW&S person in charge must ensure that the level crossing road traffic lights are operating before authorising the movement to commence. Permission from BSC is not required for such movement.

When the outgoing movement is at a stand clear of the STOP board, the EW&S person in charge must operate the local control switch for the level crossing to extinguish the road traffic lights. Additionally, where the movement was made from the Slab Bay, the EW&S person in charge must advise the BSC person in charge of the Slab Bay that all shunting/train movements to the Slab Bay have ceased.

**Dated: 27/12/19**

# SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

## MOTHERWELL

For the purposes of the Rule Book, Module TW1, Section 26, there are no station limits and authorities are detailed as follows:-

| At or between | Lines | Remarks |
|---|---|---|
| Up main line signal GMM397 and Up Braidhurst loop Limit of shunt indicator | Up Braidhurst loop | 445f (135m), or 235f (70m) without brake van |
| Hamilton Goods loop signal GMM405 and Down Braidhurst loop signal GMM361 | | Down Braidhurst loop (70m) without brake van |
| Down Braidhurst loop/Sidings signal GMM361, GMM371, GMM373, GMM375, GMM377, GMM379 and Up Coatbridge Limit of shunt indicator Including Down shunt spur. | Up Coatbridge | 445f (135m), or 235f (70m) without brake van |
| Up Coatbridge line signal GMM368, Down Braidhurst Loop signal GMM374, Down main line signal GMM402<br>and<br>Outside Down Hamilton line signal GMM407, outside Up Hamilton line signal GMM409, Hamilton Goods Loop. | Up Coatbridge<br>Down Braidhurst Loop<br>Down Hamilton<br>Up Hamilton | 445f (135m), or 235f (70m), without brake van, or 2 parcels vehicles |

**Dated: 30/08/18**

# SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

## UDDINGSTON

**Viewpark Sdgs** - The person in charge of the movement must detrain when the train comes to a stand clear of signal GMN185 and must proceed to the depot and check, in accordance with the Rule Book, Module S5, Section 3.1, that all handpoints within the depot, facing to the incoming movement, are properly set for No.2 Road. The person in charge of the movement may then, provided he has ensured that signal GMN185 has been cleared for the propelling movement to the depot, instruct the driver to set back by either the use of handsignals or radio communication. The train must be brought to a stand within the depot in No.2 Road, on the main line side of the crossover points.

The person in charge of the movement must then ascertain from the firm's representative into which roads the wagons are to be placed.

When shunting radios are in use, the driver must make an initial test transmission with the person in charge of the movement when the train comes to a stand and before any propelling movement is made into the depot. This test transmission must be preceded by the words "**DRIVER TO PERSON IN CHARGE OF THE MOVEMENT**" which must be acknowledged. **STRICT RADIO DISCIPLINE MUST BE MAINTAINED**.

**Dated: 18/04/17**

# SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

## Polmadie

### Down sidings

The operations co-ordinator is responsible for all movements to and from the sidings. The signaller at West of Scotland SC will inform the operations co-ordinator when an incoming movement destined for the sidings is approaching and obtain permission for the movement to enter the sidings.

On receipt of this advice, in the case of a train approaching from the Rutherglen direction, the operations co-ordinator must inform the signaller to which siding the train is to be run.

For movements to No.1 or No.2 Through siding, the operations co-ordinator must ensure that the security compound gates are open before permission is given for the movement to proceed towards the sidings.

In the case of shunting movements at the Glasgow end of Nos.1, 2 or 3 Through sidings, before the operations co-ordinator authorises any movement to enter the sidings, the responsible person must ensure all hand points facing to the movement are set and correctly fitting for the movement, after each movement has been completed, the operations co-ordinator must inform the signaller as to the state of the siding concerned, whether occupied or clear.

The operations co-ordinator must advise the signaller when an outgoing movement from the Glasgow end of the sidings is ready to depart, giving the class of the train and its destination and, in addition, in the case of a light locomotive, the train that it is proceeding to work.

### POLMADIE CARRIAGE SERVICING AND MAINTENANCE DEPOT

**Blockage of lines to electric trains** - Polmadie CSMD is specially nominated in accordance with NR/BS/LI/131 3.2.2.b.

**Reception Roads** - Ingoing trains will normally be signalled to No.1, 2 or 3 Reception roads.

When it is necessary to signal a train into an occupied Reception road, the signaller at West of Scotland SC will, before clearing the relative signal, obtain the permission of the operations co-ordinator, by telephone. The operations co-ordinator must, before giving permission, confirm that there is sufficient room for the train to be dealt with.

Movements must not be permitted from the Washing Plant road into any of the Reception roads, except for light locomotives which require to be attached to trains already occupying a Reception road. Any other movements from the washing plant road into any of the reception roads must only be made once a blockage of No.1, 2 or 3 reception roads is obtained from the Signaller at the West of Scotland Signalling Centre (WSSC)

**Reception Roads Level Crossing** - The gates of the level crossing are normally secured across the roadway. The operations co-ordinator must arrange for the gates to be opened for the roadway in conjunction with the signaller at West of Scotland SC as outlined below.

The level crossing gates must not be opened for the roadway until the permission of the signaller at West of Scotland SC has been obtained, by telephone. After permission has been obtained for the gates to be opened for the roadway, the signaller at West of Scotland SC must be informed immediately the level crossing is again clear and the gates have been replaced and secured across the roadway.

In the event of permission not being obtained for the crossing to be opened for the roadway, the signaller at West of Scotland SC will inform the operations co-ordinator the reason permission has not been granted and the operations co-ordinator must repeat the request at short intervals.

Should an obstruction occur which fouls any of the Reception roads, the signaller at West of Scotland SC must be immediately informed, by telephone. The operations co-ordinator must, thereafter, act in accordance with any instructions given to him by the signaller.

In the event of a telephone failure, the signaller at West of Scotland SC must be immediately informed of the circumstances.

During the time the telephone is out of order, the level crossing gates must not be opened for the roadway unless an alternative telephone is available for the operations co-ordinator to communicate with the signaller at West of Scotland SC. In this case, the operations co-ordinator must explain the circumstances to the signaller at West of Scotland SC, and reach a clear understanding before requesting permission to open the gates.

**Protection of staff other than in the Maintenance Shed** - Specially hinged ‘STOP’ boards, or portable tripod gates, and manually operated wheel stops are provided as specified below to afford the necessary protection to staff when working on the undernoted roads/sidings:-

Departure sidings Nos 1 - 4 (no wheel stops) stop boards only.

Heavy Repair Depot roads Nos 10 - 15 (no wheel stops) stop boards only. North end.

Heavy Repair Depot roads Nos 16 - 17 manual wheel stops and stop boards. North end.

Heavy Repair Depot roads Nos 16 - 17 auto wheel stops and stop boards. North end.

Down Holding siding No 4 (derailer mid line and depot protection signal)

Down Holding sidings Nos 5 - 8 (no wheel stops)

When not in use, the special 'STOP' boards will be in the lowered position i.e. horizontal, between the rails and the wheel stops will be clear of the rail.

When work is being carried out, the special 'STOP' boards will be secured in the upright position and the wheel stops where provided, will be placed over the rails. Rail movements are prohibited on roads/sidings protected in this manner.

If it is necessary for a movement to be made to, or from, a road or siding protected as above, such movement must not be made until the operations co-ordinator has been authorised to do so by the shift production manager and the operations co-ordinator has personally given the shunter or driver an assurance that it is safe for the movement to commence, after the appropriate boards (or gates) and wheel stops, where provided, have been lowered / moved clear of the rails.

## Protection of staff on Maintenance Shed roads 5 to 9

Where reference is made in the following instructions to "designated person", this means the person responsible for protection inside the maintenance shed, who is the operations co-ordinator on duty.

When required to move vehicles into the shed on a depot siding, the driver must stop at the depot protection signal situated on the approach to the shed doors.

When the operations co-ordinator has removed all the protection inside the shed, opened the shed doors and operated the derailers clear of the rail concerned using the zone green protection system, the signal will show a proceed aspect. The driver may then proceed with the movement as far as the line is clear keeping a constant look out at all times for persons or obstructions.

To enable a movement to be made out of the shed the operations co-ordinator will manage the derailer, klaxon and signal using the zone green safety panel located within the building relevant to the line concerned. The movement must not be started unless the depot protection signal concerned is showing a proceed aspect and the conditions detailed in clause 5 have been met. The movement must only proceed as far as the line is clear. These instructions also apply when the whole of the locomotive is not within the shed, in which case the operations co-ordinator is responsible for advising the driver when the shed exit signal concerned is showing a proceed aspect.

No vehicle or part of a vehicle must be allowed to pass a signal showing a stop aspect except during failure of the depot protection system, and then only under personal supervision of the operations co-ordinator

If the depot protection system fails maintaining signals into or out of the shed at danger when a movement is required, the movement must stop at the depot protection signal concerned and must only proceed as far as the line is clear after the operations co-ordinator has personally advised the driver that the protection on the line concerned has been removed and the stop aspect may be passed at caution.

## Note

An audio-visual warning system is provided within the maintenance building to alert depot staff to any rail movement on the maintenance shed lines.

The passing of a maintenance shed line treadle on a line where the depot protection signal is showing a proceed aspect will start the sequence of lights and bleeping on the line concerned, warning staff of the imminent movement on that line.

## Movements to and from the Depot

### Departure Sidings/Shed roads (Glasgow end)

When it is necessary to signal a train into the Departure sidings or the Shed roads at the Glasgow end, the signaller at West of Scotland SC will obtain the permission of the operations co-ordinator, by telephone. Such permission must not be given until it has been ascertained that all is in order and the responsible person must ensure all hand points facing to the movement are set and correctly fitting for the movement to enter the siding or Shed road concerned.

Through movements to the London end of the departure sidings must not be permitted unless in an emergency, and only then under the supervision of the operations co-ordinator.

The operations co-ordinator must inform the signaller the class and destination of all outgoing movements from the depot.

**Shed roads 5 to 9 (Glasgow end)** - Due to the limited clearances when passing through the shed doors at the Glasgow end of roads 7, 8 and 9, all train windows, including driver's cab windows, must be fully closed before any movement through these doors and must be maintained fully closed until the movement has passed clear of the door concerned. All employees must stand clear of approaching trains and must avoid standing where there is limited clearance.

**Movements at the London end of the Depot** - The signaller at West of Scotland SC will inform the operations co-ordinator, by telephone, of the approach of a train for the depot and request permission to allow the train to enter the depot.

The operations co-ordinator must inform the signaller the class and destination of all outgoing movements.

The operations co-ordinator must advise the signaller at West of Scotland SC of any shunting movement which requires the London end headshunt to be clear and request signal G818 to be cleared for the headshunt.

## Propelling

All propelling movements at the London end of the Depot must be accompanied by two shunters.

Except when the shunting movement is controlled by shunting staff provided with radios, a train must not be propelled into a Shed road or Departure siding at the London end unless the vehicle which will be leading is fitted with a brake valve and a competent person is riding in such vehicle.

When the shunting staff are provided with radios, a train may be propelled from the London end headshunt to a Shed road or Departure siding without a brake valve in the leading vehicle provided a shunter equipped with a radio, rides in the leading vehicle to control the movement and is in communication with a second shunter equipped with a radio stationed in the vehicle next to the locomotive or on the ground to handsignal the driver. During the movement, continuous instructions must be given on the radio. Should radio instructions cease, the propelling movement must immediately be brought to a stand.

## Working over the Washing Plant road

Authority for movements from the Reception roads is given the operations co-ordinator. Traincrew must, on arrival at the **STOP** board situated on the exit line from the sidings, communicate with the operations co-ordinator by telephone and obtain permission to proceed onto the Washing Plant road.

A train being washed must not be brought to a stand on the Washing Plant road.

When passing through the carriage washing equipment, trains must not exceed **3 mph**.

## POLMADIE DOWN SIDE YARD

## Train movement down side to up side

Polmadie down side yard is manned by a shunter from 2200 hrs to 0700 hrs. All movements into and out of the yard remain under the supervision of the operations co-ordinator, who will liaise with the shunter and signaller as necessary.

In addition to normal empty coaching stock movements entering and departing the yard from the north end at G791 signal, it will on occasion be necessary to make movements from the down side yard to the main facility on the up side. When such movements are required they must be double manned, with a driver at either end of the train.

### London end shunting movements

Due to the available standage between G827 signal & G828 signal being insufficient to accommodate 9 or 11 car class 390 Pendolino trains, the operations co-ordinator must contact the signaller on every occasion one of these units is to be moved and request a proceed aspect on G828 signal to allow reversal of the train at G827 signal.

## Glasgow end shunting movements

The available standage between G766 signal and G759 signal will only accommodate the reversal of a light locomotive without G759 signal being cleared. Before making any movement at the Glasgow end of the depot involving more than one vehicle, the operations co-ordinator must contact the signaller and request a proceed aspect on G759 signal to allow reversal of the train at G766 signal.

## Degraded operation

If, under exceptional circumstances, a train movement is required to be hauled by a single locomotive, this will involve a propelling movement at either end of the depot. When this is necessary the operations co-ordinator must advise the signaller before starting any movement of the method of working, at which stage the train will be propelled and how the movement will be managed by the driver and shunter. The operations co-ordinator is responsible for setting up a safe system of working between the driver and shunter and liaising with the signaller under these circumstances.

**Dated: 16/07/18**

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# SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

## Gretna Jn To GLASGOW CENTRAL

### EMERGENCY MAIN LINE CROSSOVERS

The following instructions are applicable in respect of the undernoted Emergency Crossovers which are controlled by The West of Scotland Signalling Centre (WSSC), Carstairs Workstation:-

| | | |
|---|---|---|
| Kirtlebridge | Wamphray | Abington |
| Lockerbie South | Beattock North | Symington |
| Lockerbie North | Summit | |

A facing crossover must not be used except when required in connection with single line working, or where the facing crossover is within a possession.

When single line working is in operation drivers of trains requiring to proceed over the single line in the wrong direction via a facing crossover may be instructed by the signaller to draw towards the facing crossover without the Pilotman being present. The Rule Book, Module P1, Section 5 is modified accordingly.

**Dated: 27/12/19**

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# SC003 – CARSTAIRS SOUTH JN TO HAYMARKET EAST JN

### Kirknewton LC (MCB-OD)

**Up line signal EJ702 – Operation of plunger** - Signal EJ702 and associated driver's plunger work in conjunction with the operation of the level crossing. When operating the plunger, the driver must press the button for 5 seconds.

In the case of a train timed to stop at Kirknewton station, the driver must not press the plunger until station duties have been completed.

Should a train not timed to stop at Kirknewton station, be brought to a stand at the signal, the driver must immediately communicate with the signaller, by telephone, and press the plunger when instructed to do so by the signaller.

**Dated: 08/07/17**

# SC003 - CARSTAIRS SOUTH JN TO HAYMARKET EAST JN

### Kingsknowe LC (MCB-OD)

**Up line signal ES692 - Operation of Plunger** - Signal ES692 and associated driver's plunger work in conjunction with the operation of the level crossing.

In the case of a train timed to stop at Kingsknowe station, the driver must not press the plunger until station duties have been completed.

Should a train not timed to stop at Kingsknowe station be brought to a stand at the signal, the driver must immediately communicate with the signaller, by telephone, and press the plunger when instructed to do so by the signaller.

**Dated: 02/01/17**

# SC003 - CARSTAIRS SOUTH JN TO HAYMARKET EAST JN

### SLATEFORD

Trains must not be stabled on the access line to the yard, between the notice board and signal ES974.

If a track circuit fails on the access line to the yard, the ScotRail yard co-ordinator, if on duty, must advise the signaller when each movement proceeding to the yard has passed beyond the notice board, complete with tail lamp.

If the yard is unmanned, the driver of the train must advise the signaller by using the telephone in the East sidings.

**Dated: 02/12/06**

# SC007 - MIDCALDER JN TO HOLYTOWN JN

### WEST CALDER

Equipment is installed at 17 miles 880 yards (adjacent to Underbridge 119) to measure the twist of the track alignment due to movement of the embankment at this location.

**Dated: 02/12/06**

# SC007 - MIDCALDER JN TO HOLYTOWN JN

### SHOTTS

**Overhead bridge** - Drivers of Up passenger trains must not stop with any passenger carrying vehicles ahead of the east end of the platform.

**Dated: 02/12/06**

# SC007 - MIDCALDER JN TO HOLYTOWN JN

### CLELAND

CE's siding – This siding must only be used for On Track Plant by the H2MEP only.

**Dated: 08/03/17**

# SC011 - LAW JN TO UDDINGSTON JN (VIA HOLYTOWN)

### Law Jn To Wishaw Central Jn

**Virgin trains and Cross Country trains booked via Law Junction to Wishaw** - Down line services booked to run via Law Junction to Wishaw may be diverted via the main line through Shieldmuir without previous warning and drivers so routed need not observe the requirements of the Rule Book, Module S7, Section 5.

**Dated: 07/12/13**

# SC011 - LAW JN TO UDDINGSTON JN (VIA HOLYTOWN)

### Law Jn To Holytown

All Up/Down Virgin Trains services running between Law Junction and Uddingston may be diverted off their booked route and use any alternative route without previous warning.

Drivers are not required to observe the requirements of Rule Book Module S7, Section 1.2, unless the train crew do not sign the alternative route or a booked station call will be missed.

**Dated: 09/03/2019**

# SC017 - MOSSEND EAST JN TO MOSSEND SOUTH JN (EAST CURVE)

### Mossend East Jn

**WORKING OF COAL TRAINS – MOVEMENT RESTRICTIONS**

| ROUTE / LOCATION | REMARKS |
|---|---|
| **Mossend East Curve in the Up direction (i.e. Mossend South Jn – Mossend East Jn). (Down direction unrestricted).** | Loaded coal trains formed of HAA/HAD two axle type wagons with 34.5 tonne coupling strength are prohibited from travelling over this line. This restriction is associated with the coupling strength of these wagon types and does not apply to new build HTA/JMA/HHA bogie wagons which have 56 tonne couplings. |

**Dated: 19/01/08**

# SC021 - COLTNESS TO GARRIONGILL JN (GOODS LINE)

### WATSONHEAD SIDINGS

Before leaving the sidings with a loaded train requiring to proceed via the Up Mossend East Curve, the driver must advise the signaller of the type of wagon on the train. If, for any reason, this is not done before the train leaves the sidings, the driver must so advise the signaller at signal M535 (Garriongill Jn).

**Dated: 02/12/06**

# SC023 - MOTHERWELL TO NEWTON, HAMILTON JN (VIA HAMILTON)

### Haughhead Jn

**Protection of staff by lockout -** A lockout is provided at Haughhead Jn. The lockout cabinet is located on the Up side of the Hamilton lines, adjacent to the single to double connection on the Motherwell side of the junction. When operated, the lockout will block the Hamilton lines and the Larkhall branch only in the immediate vicinity of Haughhead Jn.

**Dated: 27/12/06**

# SC024 - LARKHALL TO HAUGHHEAD JN

## LARKHALL To CHATELHERAULT

**Protection of staff by lockout -** Lockouts are provided at Larkhall station and Allanton loop.

At Larkhall, the lockout cabinet is located at the top of the ramp of platform 2. When operated, the lockout will block the line from the single to double connection through to the buffer stop on each platform line.

At Allanton loop, the lockout cabinet is located on the Down side of the Larkhall single line, adjacent to the loop connection at the Larkhall end of the loop. When operated, the lockout will block the Larkhall single line between the loop connections and the loop line.

**Larkhall platform lockout – alternative procedure -** Where this lockout is to be used under the alternative arrangements detailed in the General Instructions under the heading **"Protection of Staff on or about the line by Lockout"**, for the type of work specified, the procedure detailed below is additional to the requirements of the Rule Book, Module T10.

The General Instructions headed "CLEANING TRACK AREAS IN STATIONS" do not apply.

**Taking a blockage**

The person requiring the blockage must:

- unlock the cabinet
- telephone the signaller giving his name, grade and employing organisation
- tell the signaller the nature of the work and for how long the blockage is required.

When the signaller is able to grant the blockage, and tells the person to withdraw the key, a green indication in the cabinet will illuminate and the person requiring the blockage must:

- press the button
- at the same time, turn the lockout key to release it from the cabinet
- if the green indication has extinguished and he has removed the lockout key, confirm to the signaller that the key is in his possession.

The signaller will then read back the entry that he has made to record the use of the lockout. If the person requesting the blockage is satisfied that the entry is correct, he must repeat his name, grade and employing organisation to the signaller. The lockout cabinet must then be relocked.

The person requesting the blockage must retain the lockout key until the work is complete and it is necessary to return the key to the cabinet except where it is necessary to hand over to a relief. If it is necessary to hand over to a relief, the person being relieved must tell the signaller the name, grade and employing organisation of his relief and confirm to the signaller that this person now has possession of the lockout key.

**Lifting a blockage**

The person giving up the blockage must tell the signaller when the work has been completed and the lines are clear, giving his name, grade and employing organisation. The signaller will instruct this person to replace the lockout key in the control unit. The person giving up the blockage must insert the key, turn it in the direction indicated and then ask the signaller for permission to relock the cabinet.

**Dated: 27/12/06**

# SC025 - RUTHERGLEN CENTRAL JN TO FINNIESTON INCL TO BRIDGETON YARD (VIA ARRIVAL LINE)(GOODS LINE)

## RUTHERGLEN STATION

Trains standing in the Down platform must not be left unattended.

**Dated: 02/12/06**

# SC025 - RUTHERGLEN CENTRAL JN TO FINNIESTON INCL TO BRIDGETON YARD (VIA ARRIVAL LINE)(GOODS LINE)

## ARGYLE STREET

**Completion of station work during peak periods** - During peak periods, a member of station staff will, where possible, be made available to assist drivers by indicating when station work is complete and that the doors are ready to be closed in accordance with the Rule Book, Module SS1, Section 7.8. Station staff will **not** however give the driver a READY TO START signal in accordance with the Rule Book, Module SS1, Section 7.8.

Drivers are responsible for observing the provisions of the Rule Book, Module SS1, Section 8.5 and must understand that it is not practicable for station staff who indicate that station work is complete to check whether the platform starting signal has been cleared.

**Scottish Power supply** - Should the electrical power supply to the above stations be interrupted, the person in charge at the station concerned must immediately inform the shift manager at Yoker signalling centre by telephone on extension 57552.

**Tunnel lighting** - In the sections of Anderson tunnel between Argyle Street station and Anderston station, lights are provided on the tunnel walls at intervals of 25 yards. 1 in 4 of these lights are continuously lit. In an emergency and during the time it is necessary for staff to be in either of the tunnel sections, all lights will be illuminated. Should drivers become aware at any time that all lights are out in the tunnel they must immediately inform the signaller at Yoker signalling centre.

In other than an emergency, the permission of the Shift Manager at Yoker signalling centre must be obtained before the lights are switched on from either of the switch panels located at the Glasgow Central end of each tunnel section.

**Dated: 02/12/06**

# SC025 - RUTHERGLEN CENTRAL JN TO FINNIESTON INCL TO BRIDGETON YARD (VIA ARRIVAL LINE)(GOODS LINE)

## GLASGOW CENTRAL

**Completion of station work during peak periods** - During peak periods, a member of station staff will, where possible, be made available to assist drivers by indicating when station work is complete and that the doors are ready to be closed in accordance with the Rule Book, Module SS1, Section 7.8. Station staff will **not** however give the driver a READY TO START signal in accordance with the Rule Book, Module SS1, Section 7.8.

Drivers are responsible for observing the provisions of the Rule Book, Module SS1, Section 8.5 and must understand that it is not practicable for station staff who indicate that station work is complete to check whether the platform starting signal has been cleared.

**Scottish Power supply** - Should the electrical power supply to the above stations be interrupted, the person in charge at the station concerned must immediately inform the shift manager at Yoker signalling centre by telephone on extension 57552.

**Tunnel lighting** - In the sections of Anderson tunnel between Argyle Street station and Anderston station, lights are provided on the tunnel walls at intervals of 25 yards. 1 in 4 of these lights are continuously lit. In an emergency and during the time it is necessary for staff to be in either of the tunnel sections, all lights will be illuminated. Should drivers become aware at any time that all lights are out in the tunnel they must immediately inform the signaller at Yoker signalling centre.

In other than an emergency, the permission of the Shift Manager at Yoker signalling centre must be obtained before the lights are switched on from either of the switch panels located at the Glasgow Central end of each tunnel section.

**Dated: 02/12/06**

# SC025 – RUTHERGLEN CENTRAL JN TO FINNIESTON INCL TO BRIDGETON YARD (VIA ARRIVAL LINE) (GOODS LINE)

### ANDERSTON

**Scottish Power supply** - Should the electrical power supply to the above stations be interrupted, the person in charge at the station concerned must immediately inform the shift manager at Yoker signalling centre by telephone on extension 57552.

**Tunnel lighting** - In the sections of Anderston tunnel between Argyle Street station and Anderston station, lights are provided on the tunnel walls at intervals of 25 yards. . In an emergency and during the time it is necessary for staff to be in either of the tunnel sections, all lights will be illuminated.

In other than an emergency, the permission of the Shift Manager at Yoker signalling centre must be obtained before the lights are switched on from either of the switch panels located at the Glasgow Central end of each tunnel section.

**Dated: 14/12/10**

# SC025 - RUTHERGLEN CENTRAL JN TO FINNIESTON INCL TO BRIDGETON YARD (VIA ARRIVAL LINE)(GOODS LINE)

### EXHIBITION CENTRE

**Down sdg** - Trains which require to be stabled must be run to the buffer stop. After a train has been stabled, the driver must operate the switch to illuminate the white ‘Siding Occupation’ light which is situated midway along the siding. When a stabled train is ready to depart from the siding, the driver must extinguish the white light.

Trains which require to be run to the siding for the purpose of changing direction must draw to the appropriate 3 or 6 car marker board to await their next booked working.

**Dated: 02/12/06**

# SC025 - RUTHERGLEN CENTRAL JN TO FINNIESTON INCL TO BRIDGETON YARD (VIA ARRIVAL LINE)(GOODS LINE)

### Entire Line Of Route

**Electrification telephones** - Telephones, giving communication with Cathcart Electrical Control, are provided at intervals in the tunnel sections of the Argyle lines.

**Dated: 02/12/06**

# SC027 - RUTHERGLEN WEST JN TO RUTHERGLEN NORTH JN (WEST CURVE)

### Entire Line Of Route

The movement of vehicles onto the over-run for signal G889 beyond the ground frame controlled connection to the Training Centre is prohibited.

**Dated: 02/12/06**

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# LIST OF MODULE PAGES AND DATES

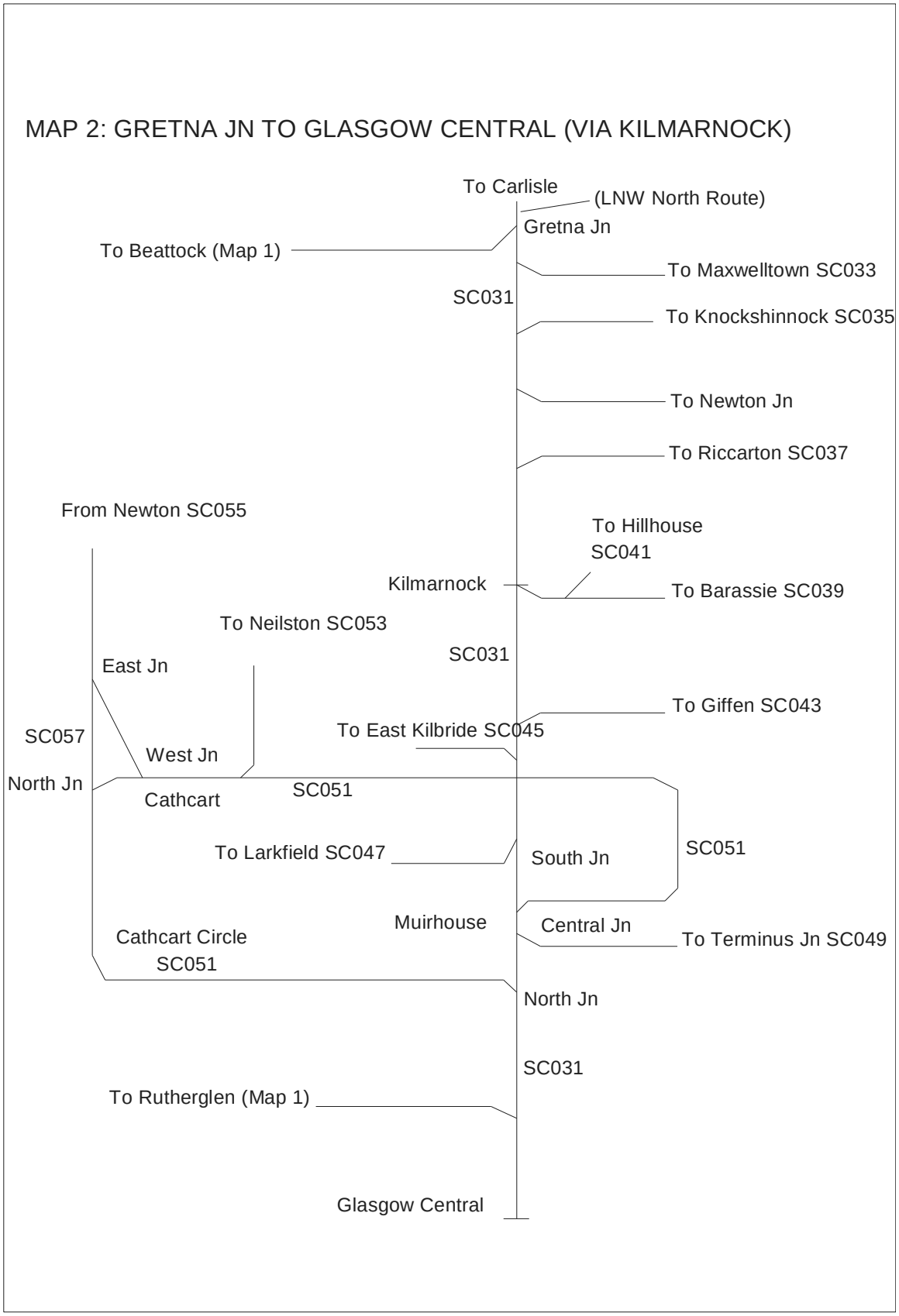
| Page | Date Last Changed |
|---|---|
| **1** | **07 September 2024** |
| **2** | **07 September 2024** |
| 3 | 03 October 2009 |
| 4 | 03 October 2009 |
| 5 | 03 December 2022 |
| 6 | 03 December 2022 |
| 7 | 03 December 2022 |
| 8 | 03 December 2022 |
| 9 | 01 June 2013 |
| 10 | 01 June 2013 |
| 11 | 04 March 2017 |
| 12 | 04 March 2017 |
| 13 | 02 September 2023 |
| 14 | 02 September 2023 |
| 15 | 05 March 2016 |
| 16 | 05 March 2016 |
| 17 | 05 March 2016 |
| 18 | 05 March 2016 |
| 19 | 05 March 2016 |
| 20 | 05 March 2016 |
| 21 | 04 June 2022 |
| 22 | 04 June 2022 |
| 23 | 05 March 2016 |
| 24 | 05 March 2016 |
| 25 | 02 December 2023 |
| 26 | 02 December 2023 |
| 27 | 02 December 2023 |
| 28 | 02 December 2023 |
| 29 | 05 March 2016 |
| 30 | 05 March 2016 |
| 31 | 05 March 2016 |
| 32 | 05 March 2016 |
| 33 | 05 March 2016 |
| 34 | 05 March 2016 |
| 35 | 05 March 2016 |

| Page | Date Last Changed |
|---|---|
| 36 | 05 March 2016 |
| 37 | 05 March 2016 |
| 38 | 05 March 2016 |
| 39 | 05 March 2016 |
| 40 | 05 March 2016 |
| 41 | 02 December 2023 |
| 42 | 02 December 2023 |
| 43 | 05 March 2016 |
| 44 | 05 March 2016 |
| 45 | 05 March 2016 |
| 46 | 05 March 2016 |
| 47 | 05 March 2016 |
| 48 | 05 March 2016 |
| 49 | 03 June 2017 |
| 50 | 03 June 2017 |
| 51 | 05 March 2016 |
| 52 | 05 March 2016 |
| 53 | 03 October 2009 |
| 54 | 03 October 2009 |
| 55 | 07 December 2013 |
| 56 | 07 December 2013 |
| 57 | 06 December 2014 |
| 58 | 06 December 2014 |
| 59 | 03 June 2023 |
| 60 | 03 June 2023 |
| 61 | 07 December 2013 |
| 62 | 07 December 2013 |
| 63 | 07 December 2013 |
| 64 | 07 December 2013 |
| 65 | 02 September 2023 |
| 66 | 02 September 2023 |
| 67 | 06 December 2014 |
| 68 | 06 December 2014 |

# TABLE OF CONTENTS

| | Page |
|---|---|
| Maps | 3 |
| Table A Diagrams | 9 |
| Special Working Arrangement | 53 |
| Local Instructions | 57 |

# MAPS


MAP 2: GRETNA JN TO GLASGOW CENTRAL (VIA KILMARNOCK)
To Carlisle
(LNW North Route)
Gretna Jn
To Beattock (Map 1)
To Maxwelltown SC033
SC031
To Knockshinnock SC035
To Newton Jn
To Riccarton SC037
From Newton SC055
To Hillhouse
SC041
Kilmarnock
To Barassie SC039
To Neilston SC053
SC031
East Jn
To Giffen SC043
SC057
To East Kilbride SC045
West Jn
North Jn
Cathcart
SC051
SC051
To Larkfield SC047
South Jn
Muirhouse
Central Jn
Cathcart Circle
SC051
To Terminus Jn SC049
North Jn
SC031
To Rutherglen (Map 1)
Glasgow Central

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# TABLE A DIAGRAM
## Table of Contents

| | Page |
|---|---|
| SC031- GRETNA JN. TO GLASGOW CENTRAL (VIA KILMARNOCK) | 11 |
| SC033- DUMFRIES TO MAXWELLTOWN (GOODS LINE) (OOU) | 32 |
| SC035- BANK JN TO KNOCKSHINNOCH (GOODS LINE) | 33 |
| SC036- GREENBURN JUNCTION TO GREENBURN OPEN CAST (GOODS | 34 |
| SC037- KAY PARK JN. TO RICCARTON (GOODS LINE) | 35 |
| SC039- KILMARNOCK TO BARASSIE | 36 |
| SC041- SHEWALTON MOSS TO HILLHOUSE (GOODS LINE) (OOU) | 38 |
| SC045- EAST KILBRIDE TO BUSBY JN. | 40 |
| SC047- MUIRHOUSE SOUTH JN. TO LARKFIELD JN. | 42 |
| SC049- MUIRHOUSE CENTRAL JN. TO TERMINUS JN. | 43 |
| SC051- MUIRHOUSE CENTRAL JN. TO MUIRHOUSE NORTH JN. (VIA | 44 |
| SC053- NEILSTON TO CATHCART WEST JN. | 47 |
| SC055- NEWTON, HAMILTON JN. TO CATHCART WEST JN. | 49 |
| SC057- CATHCART EAST JN TO CATHCART NORTH JN | 52 |

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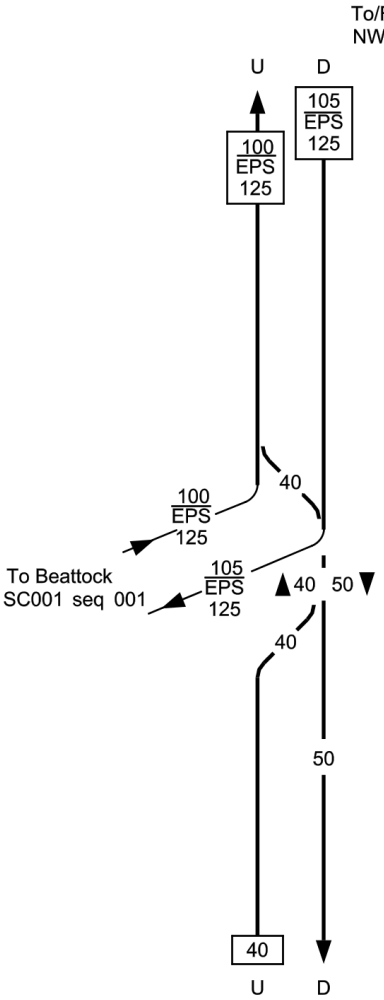
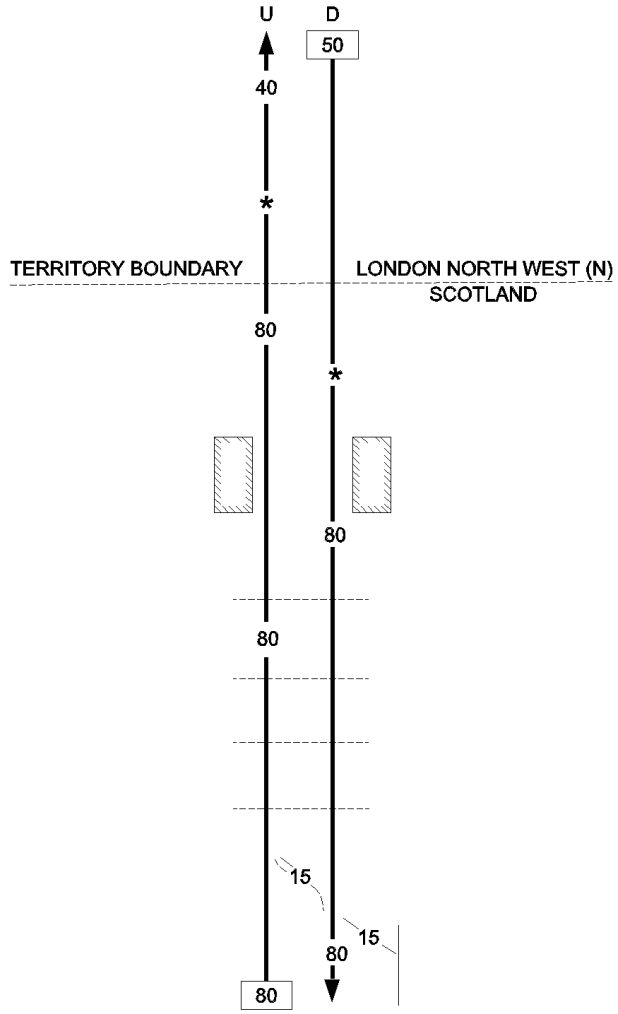
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 001 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | GSW | Scotland | 19/11/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Gretna Jn | 116 13 |   | GSM-R<br>TCB Carlisle SB (CE) |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 002 | Gretna Jn to Glasgow Central (Via Kilmarnock) | GSW | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB Carlisle SB (CE) |
| | 115 43 * | | |
| Territory Boundary | 115 40 | TERRITORY BOUNDARY — LONDON NORTH WEST (N) / SCOTLAND | Dumfries Station SB (DE) |
| | 115 37 * | | |
| **GRETNA GREEN** | 115 12 | | TOWS 114m 60ch to 114m 20ch |
| Rigg LC (UWC) | 113 09 | T | TOWS 113m 0ch to 112m 40ch |
| Elmside LC (UWC) | 111 34 | T | Telephones at Rigg, Elmside, Stanfield Farm, and Muirhouse Farm level crossings go to DUMFRIES STATION box |
| Stanfield Farm LC (UWC) | 111 05 | T | |
| Muirhouse Farm LC (UWC) | 110 73 | T | |
| Eastriggs | 109 75 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 003 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | GSW | Scotland | 29/06/2023 |

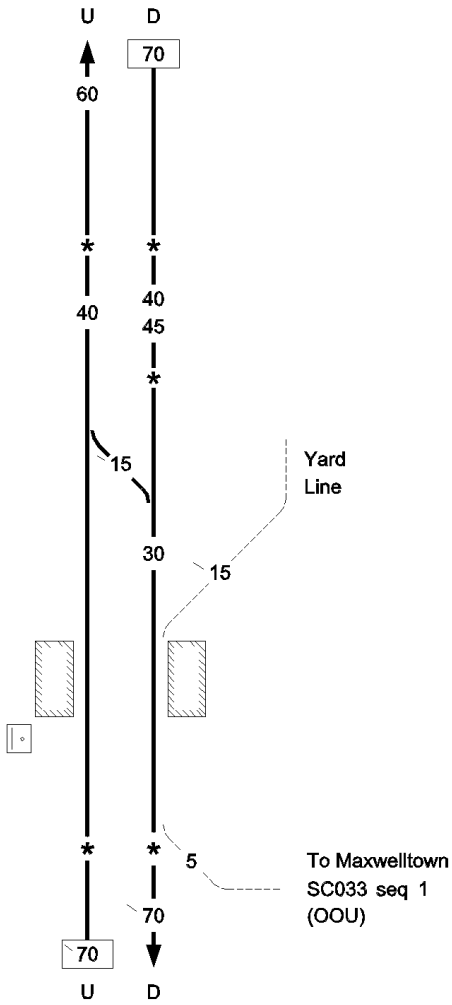
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>80<br>80 | TCB Dumfries Station SB (DE)<br>GSM-R<br>TOWS 108m 40ch to 107m 40ch |
| | 107 40 * | * * | |
| **ANNAN** | 107 21 | | AB Annan SB (AN) |
| Annan SB | 107 04 | 70 70<br>5<br>50 | |
| | 106 55 * | * * | |
| | | 80 80 | |
| | 102 64 * | * | |
| | | 70 | |
| | 102 31 * | * | |
| | | 70<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 004 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | GSW | Scotland | 29/07/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>70 70 | AB Annan SB (AN) GSM-R |
| | 102 04 * | * * | |
| | | 80 80 | |
| | 101 20 * | * | |
| | | 70 | |
| | 99 50 * | * | |
| | | 80 | |
| Wath LC (UWC) | 96 44 | T | |
| | | X50 | |
| Warrenhill LC (R/G-X) | 95 14 | T | |
| | | X50 | |
| | 95 00 * | * * | |
| | | 70 70 | |
| Brasswell LC (AHBC) | 93 49 * | * | |
| | | 70 | |
| | | 60 | |
| | | U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 005 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | GSW | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | AB Annan SB (AN) GSM-R |
| | 92 32 * | | |
| | 92 00 * | | |
| **DUMFRIES** | 91 63 | | |
| Dumfries Station SB | 91 59 | | TCB Dumfries Station SB (DS)<br>Dumfries Station box colour light area (station limits) only |
| | 91 55 * | | |



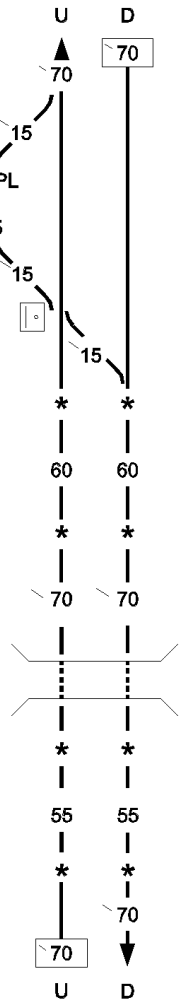
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 006 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | GSW | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D 70 70 | GSM-R AB Dumfries Station SB (DS) |
| Guillyhill LC (UWC) | 90 29 | T | |
| Holywood SB & LC | 88 33 | | Holywood SB (HW) |
| | 84 20 | T 70 70 | |
| | 82 50 * | * | |
| | | 65 | |
| | 81 00 * | * | |
| | | 70 70 U D | |

Scotland Route Sectional Appendix Module SC3

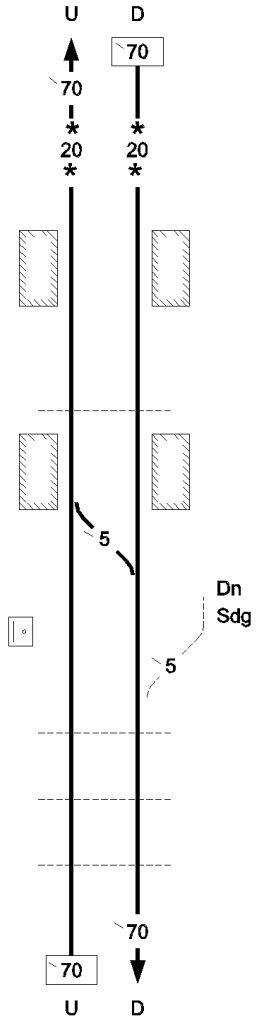
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 007 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | GSW | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R |
| | | | AB Holywood SB (HW) |
| | | | UPL 2037f (620m) (97 SLU's) |
| Thornhill SB | 77 58 | | Thornhill SB (TH) |
| | 75 00 * | | |
| | 74 40 | T | |
| | 74 16 * | | |
| Drumlanrig Tunnel 1410 yards | 73 69 to 73 05 | | |
| | 73 00 * | | |
| | 70 00 * | | |

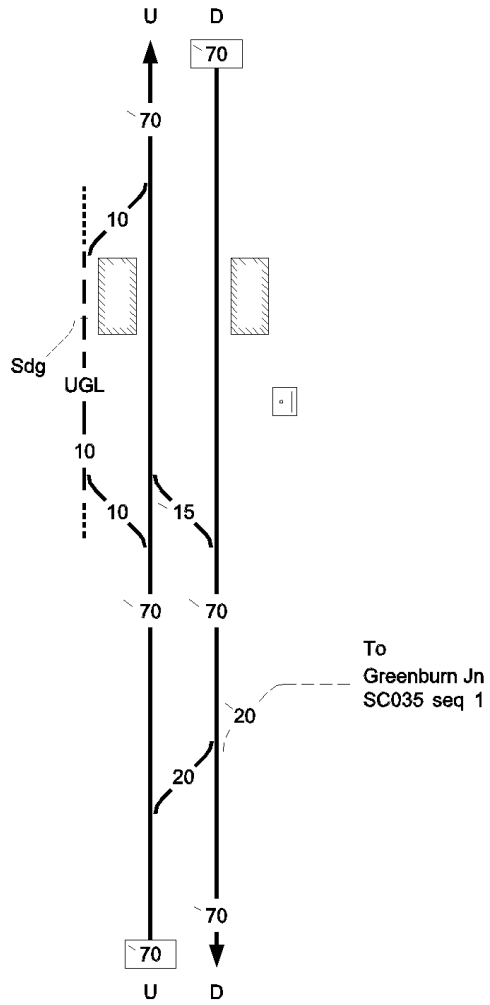


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 008 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | GSW | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 68 00 | T | AB Thornhill SB (TH) GSM-R |
| | 66 50 * | | |
| | 65 77 * | | |
| **SANQUHAR** | 65 53 | | |
| | 65 40 | T | |
| Knockenjig LC (UWC) | 63 50 | T | Telephone communication from Knockenjig LC is to New Cumnock box only, even when Kirkconnel box is open |
| **KIRKCONNEL** | 62 31 | | |
| | | | DRS 885f (270m) (42 SLU's) |
| Kirkconnel SB | 62 16 | | Kirkconnel SB (KC) |
| Garclaugh No. 3 LC (UWC) | 57 15 | T | |
| Garclaugh No. 2 LC (UWC) | 56 78 | T | |
| Garclaugh No. 1 LC (UWC) | 56 54 | T | |

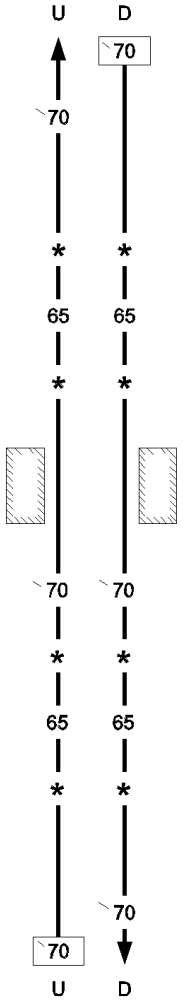


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 009 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | GSW | Scotland | 30/01/2016 |

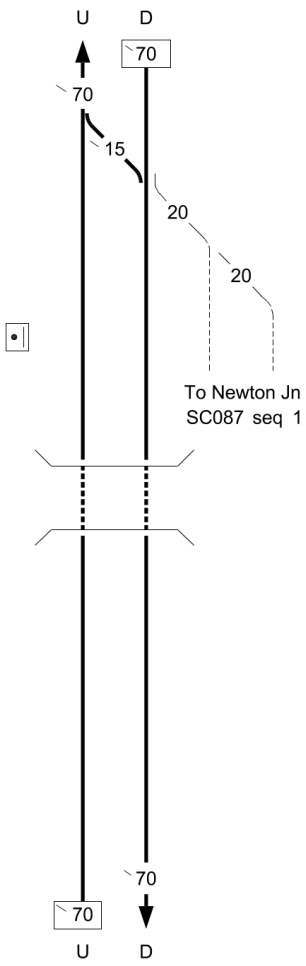
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R<br>AB Kirkconnel SB (KC) |
| **NEW CUMNOCK** | 55 00 | | Spring handpoints UGL to siding (normal lie for siding)<br>UGL 1075f (325m)<br>(51 SLU's) |
| New Cumnock SB | 54 75 | | New Cumnock SB (NC) |
| Bank Jn | 54 05 | | Controlled by New Cumnock |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 010 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | GSW | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | AB New Cumnock SB (NC) GSM-R |
| | 51 00 | | |
| | 50 30 * | | |
| | 49 25 * | | |
| **AUCHINLECK** | 47 46 | | |
| | 44 40 * | | |
| | 43 40 * | | |

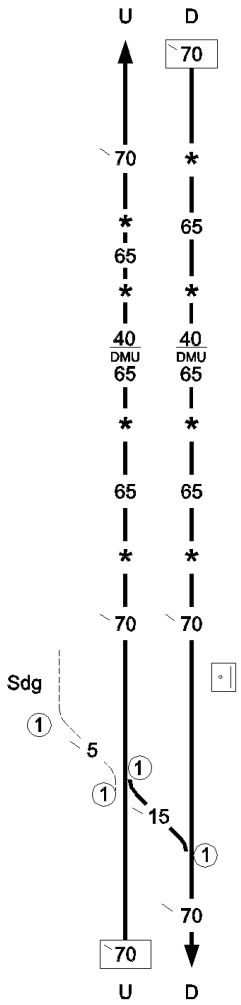


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 011 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | GSW | Scotland | 09/04/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | AB New Cumnock SB (NC) GSM-R |
| Mauchline SB | 43 02 | | Mauchline SB (MM) |
| Mossgiel Tunnel 680 yards | 41 51 to 41 20 | | |

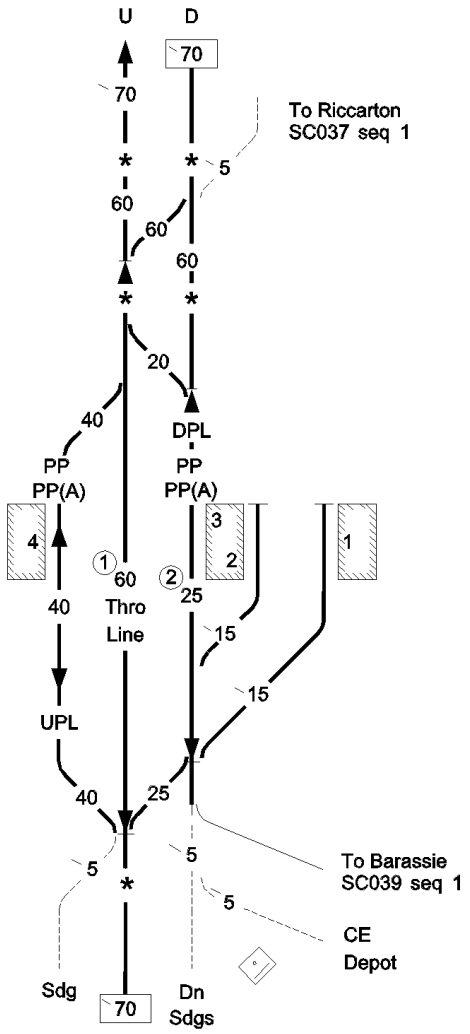
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 012 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | GSW | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | AB Mauchline SB (MA) GSM-R |
| | 37 70 * | | Mossgiel Up Intermediate Block Section between Hurlford and 38m 35ch |
| | 37 54 * | | |
| | 36 49 * | | |
| | 36 40 * | | |
| | 35 74 * | | |
| Hurlford SB | 35 50 | | Hurlford SB (HF) |



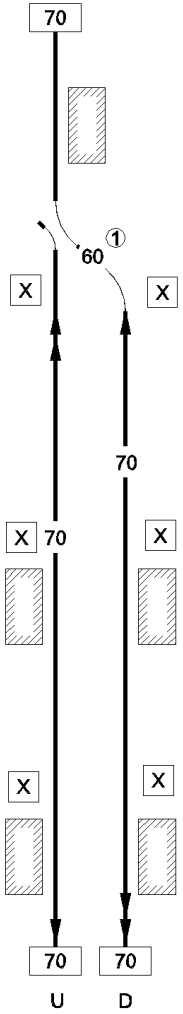

1 = connections OOU

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 013 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | GSW GBK | Scotland | 30/01/2016 |

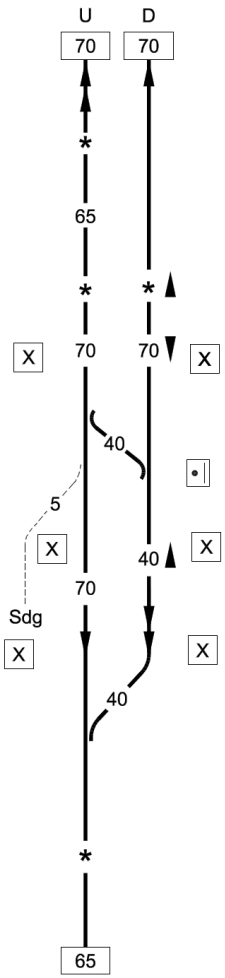
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 35 00 * |  | AB Hurlford SB (HF) GSM-R |
| Kay Park Jn GF | 34 41 | Ⓢ | |
| | 34 00 * | | |
| **KILMARNOCK** | 33 59 | | DPL - Down Platform Line<br>1095f (330m)<br>(52 SLU's)<br>Platforms 1 & 2 - PP<br>PP, PP(A) for booked movements only or during periods of significant service disruption<br>① = Over Through Line<br>② = Over Down Platform Line |
| Kilmarnock SB | 33 48 * | | UPL = Up Platform Line<br>800f (240m)<br>(38 SLU's)<br>TB (SC) Kilmarnock SB (K) |
| Change of ELR GSW to GBK | 33 44<br>23 44 | | CW Single line 23m 42ch<br>(facing to Up trains) |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 014 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | GBK | Scotland | 30/01/2016 |

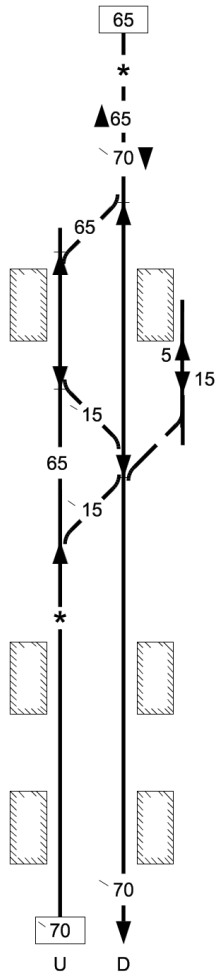
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **KILMAURS** | 21 37 T | T | TB (SC) Kilmarnock SB (K) GSM-R |
| Lochridge Jn | 19 14 | | Controlled from Lugton SB<br>① Through jn to and from Down line<br>TCB Lugton SB (LU)<br>Track Circuit Block applies on the Up and Down lines between Lochridge Jn and Lugton<br>X Line blocked lockouts. To enable lockout protection, the key must be obtained from the signaller at Lugton SB. See Local Instructions. |
| **STEWARTON** | 18 20 | T | |
| **DUNLOP** | 16 02 | T | |



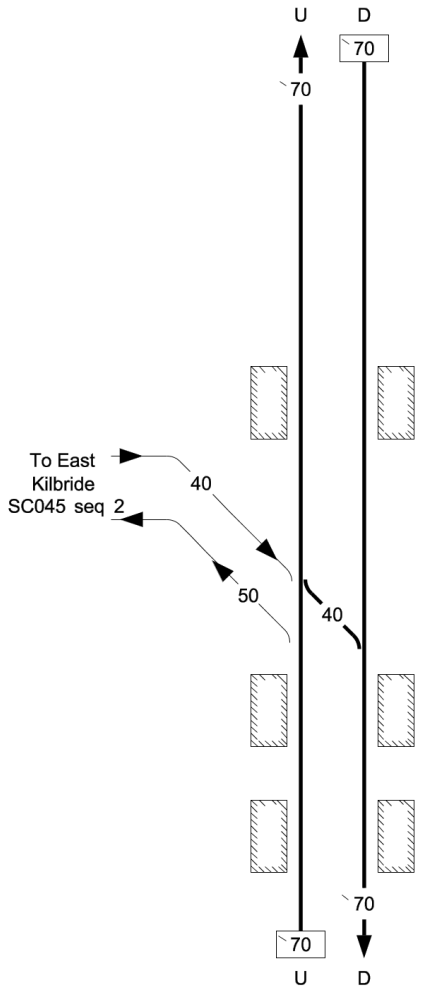
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 015 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | GBK | Scotland | 31/10/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Lugton SB (LU) GSM-R |
| | 14 14 * | | |
| | 13 55 * | | X Line blocked lockouts To enable lockout protection the key must be obtained from the signaller at Lugton SB. See Local Instructions. |
| Lugton SB | 13 51 | | |
| | | | Standage between crossover and double to single connection is 1915f (580m) (91 SLUs) |
| | 9 60 * | | |

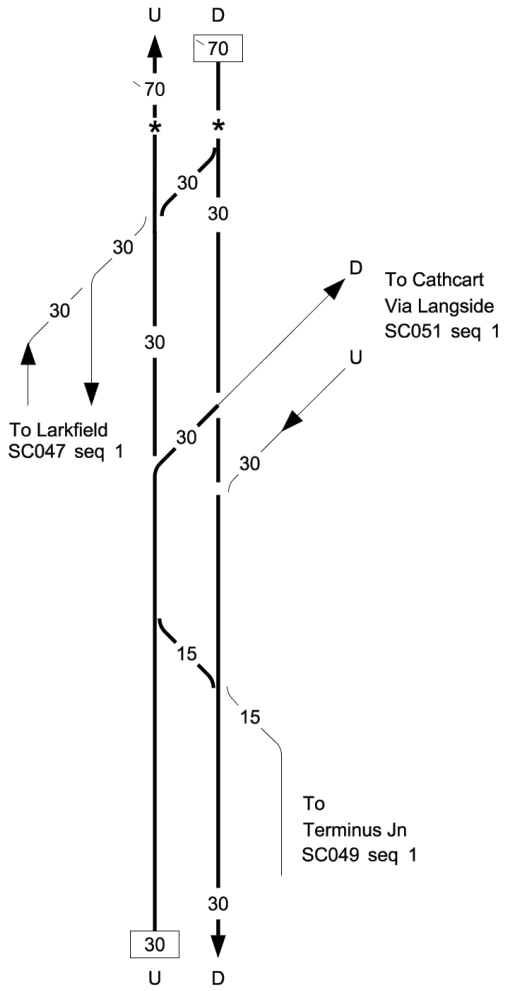
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 016 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | GBK | Scotland | 29/10/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 8 00 * |  | TCB West of Scotland SC (GC) Cathcart Workstation AC: Cathcart ECR<br>GSM-R<br>TOWS 7m 6ch - 7m 20ch<br>CW Single line 7m 570y (facing to Down trains) |
| **BARRHEAD** | 6 77 | | Bay Platform - PP<br>TOWS 6m 60ch - 6m 71ch |
| | 6 70 | | Barrhead Platform 3 (Bay Platform) Entry PSR 5mph; Exit PSR 15mph |
| | 5 31 * | | |
| **NITSHILL** | 5 30 | | |
| **PRIESTHILL AND DARNLEY** | 4 56 | | |

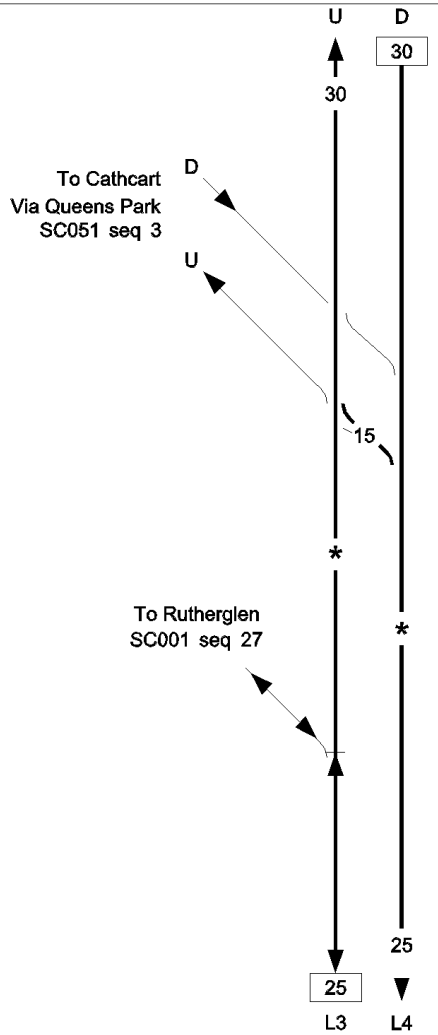
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 017 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | GBK | Scotland | 29/10/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **KENNISHEAD** | 3 70 |   | GSM-R TCB West of Scotland SC (GB) Cathcart Workstation AC: Cathcart ECR |
| Busby Jn | 3 18 | | |
| **POLLOKSHAWS WEST** | 2 60 | | |
| **CROSSMYLOOF** | 1 60 | | |

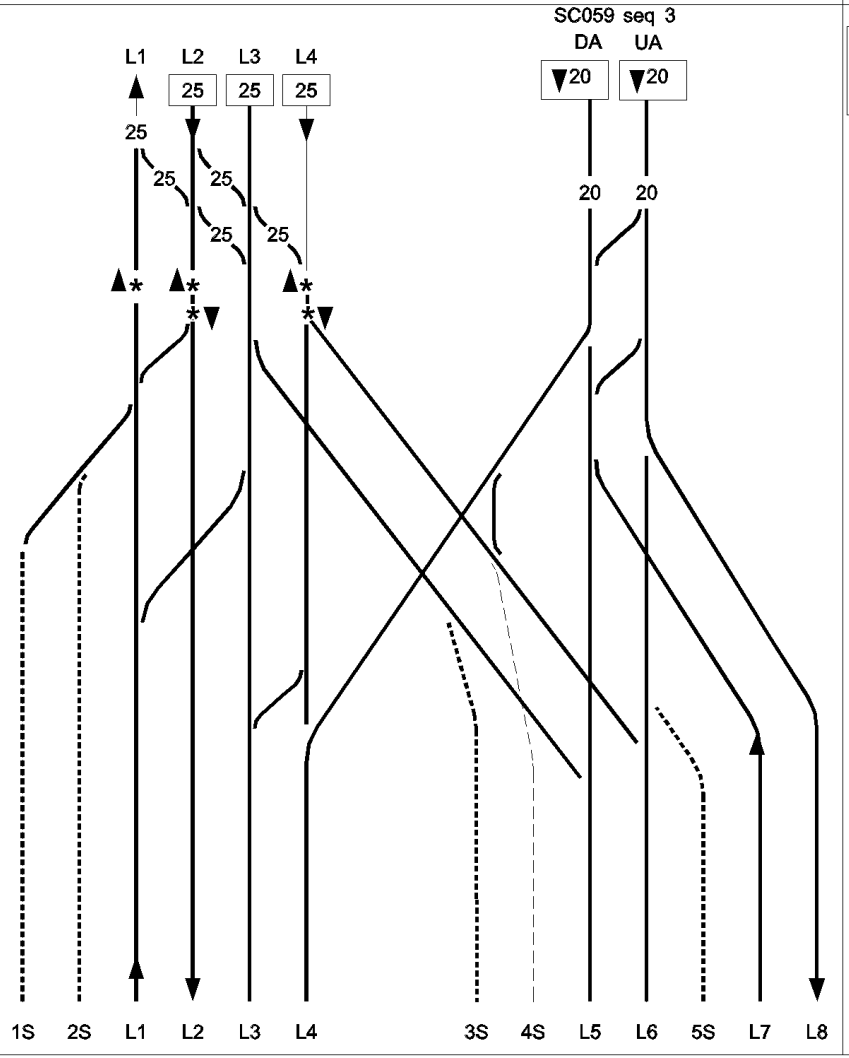
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 018 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | GBK MEN2 MEN1 | Scotland | 29/10/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB West of Scotland SC (GB)<br>Cathcart Workstation<br>AC: Cathcart ECR<br>GSM-R |
| | 1 23 * | | |
| Muirhouse South Jn.<br>(Change of ELR<br>GBK to MEN2) | 1 19 | | |
| | 0 00 * | | |
| | 0 15 | | |
| Muirhouse Central Jn.<br>(Change of ELR<br>MEN2 to MEN1) | | | |
| | 0 19 | | |

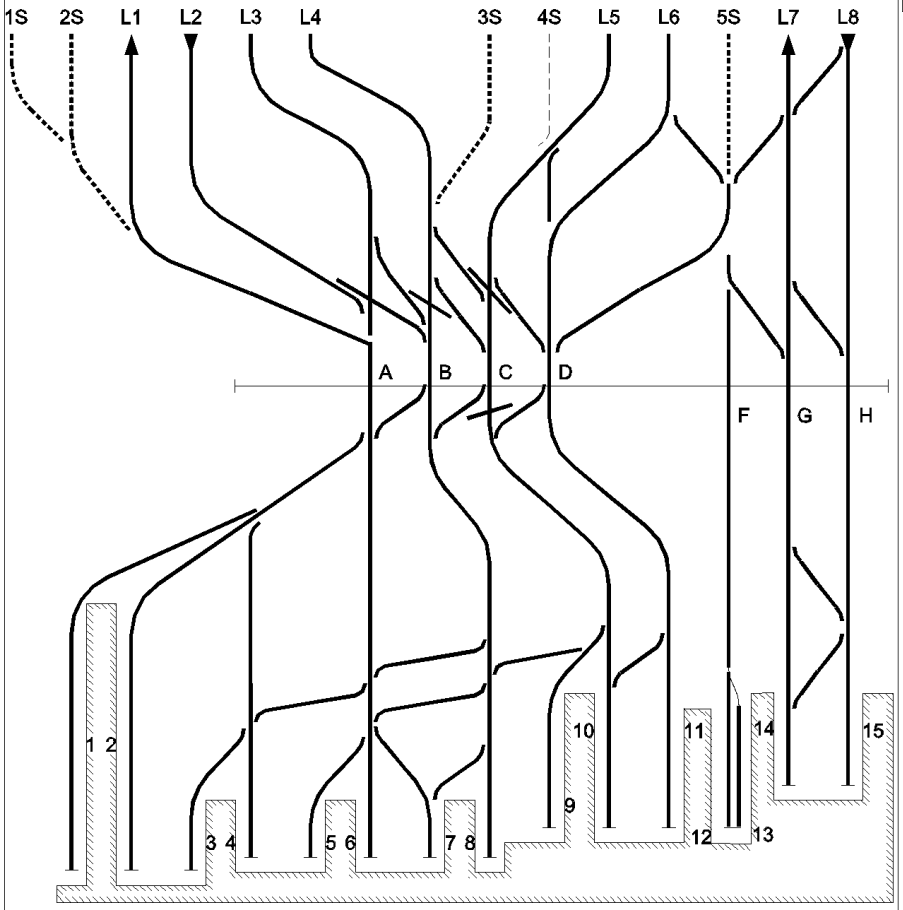
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 019 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | MEN1 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R<br>TCB West of Scotland SC (GB)<br>Cathcart Workstation<br>AC: Cathcart ECR<br><br>L = Line |
| Muirhouse North Jn. | 0 32 | | |
| | 0 60 * | | West of Scotland SC (GG)<br>Bridge Street Workstation |
| | 0 68 * | | |
| Eglinton St Jn | 0 70 | | Note : Line designation change at Eglinton St Jn<br>Up Muirhouse to Line 3<br>Down Muirhouse to Line 4 |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 020 | Gretna Jn to Glasgow Central (Via Kilmarnock) | WCM2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Bridge St Jn | 101 53 *<br>101 57 * |  | TCB West of Scotland SC (GG)<br>Bridge Street Workstation<br>AC: Cathcart ECR<br><br>GSM-R<br><br>DA - Down Ayr<br>UA - Up Ayr<br><br>For details of lockouts in this area see Local Instructions<br><br>All lines are bi-directional unless otherwise shown<br><br>20 mph over all lines and connections between Bridge St Jn and the end of the page on Lines 1 - 4<br><br>AWS not provided in this area<br><br>L = Line<br>S = Siding |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC031 | 021 | Gretna Jn. to Glasgow Central (Via Kilmarnock) | WCM2 | Scotland | 30/01/2016 |

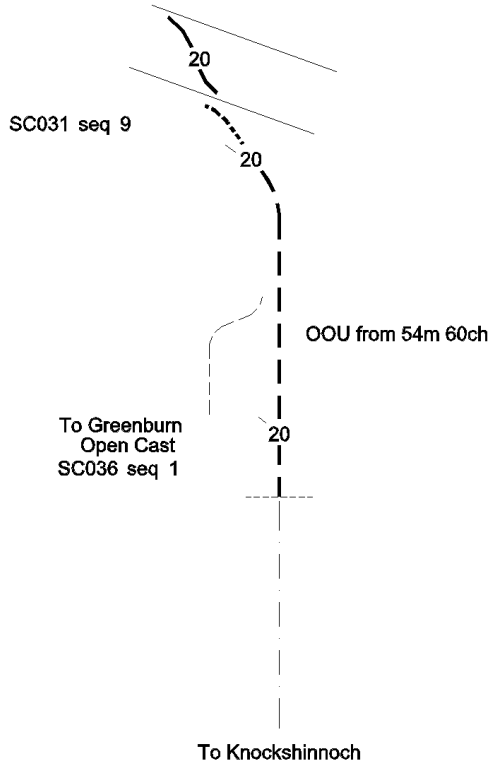
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Gantry "A"<br><br>**GLASGOW CENTRAL** | 102 27 |  | GSM-R<br>TCB West of Scotland SC (GG) Glasgow Central Workstation AC: Cathcart ECR<br><br>L = Line S = Siding<br><br>All lines are bi-directional unless otherwise shown<br><br>20 mph over all lines and connections between the top of the page and Gantry "A"<br><br>For details of lockouts in the station area see Local Instructions<br><br>AWS not provided in this area<br><br>15 mph over all lines and connections between Gantry "A" and the buffer stops<br><br>Platforms 1-15 - PP |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC033 | 001 | Dumfries to Maxwelltown (Goods Line) (OOU) | MAX | Scotland | 30/01/2016 |

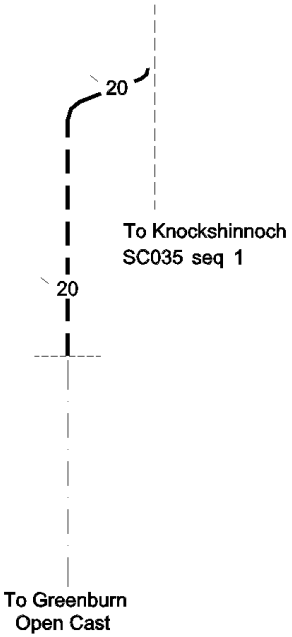
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Dumfries | 91 63 | SC031 seq 5 | OT(S) Dumfries Stn SB (D) GSM-R |
| | 91 53 | 5 (1) | (1) Through jn |
| | 0 00 | 20 | |
| | | Scottish Oil Sdg | |
| Scottish Oil Sdg GF | 1 79 | 5 | |
| | 2 25 * | * | |
| | | 10 | |
| | 2 27 * | * | |
| | | 20 ICI Sdg | |
| ICI Sdg GF | 2 71 | 5 | |
| End Of Branch | 3 01 | ⊥ | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC035 | 001 | Bank Jn to Knockshinnoch (Goods Line) | KSH | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R |
| | | | TCB New Cumnock SB (NC) |
| Bank Jn | 54 05 | SC031 seq 9 | |
| Greenburn Jn | 54 58 | OOU from 54m 60ch | OT |
| Connel Park LC (TMO) (Network Rail Boundary) | 55 28 | To Greenburn Open Cast SC036 seq 1 | |
| | | To Knockshinnoch | |

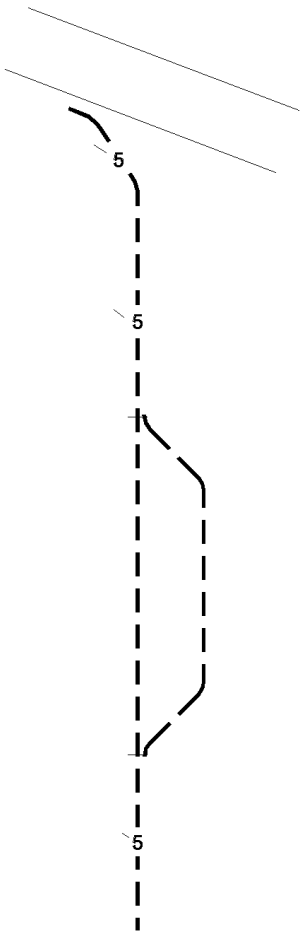


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC036 | 001 | Greenburn Junction to Greenburn Open Cast (Goods Line) | GNN | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | OT New Cumnock SB (NC) GSM-R |
| Greenburn Jn | 54 58 |   | |
| Boig Road LC (TMO)<br>(Network Rail Boundary) | 0 55 | | Key for the level crossing is held by Keir person in charge who is responsible for the operation of the crossing |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC037 | 001 | Kay Park Jn. to Riccarton (Goods Line) | RIC1 RIC2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Kay Park Jn GF | 0 00 | SC031 seq 13 | TCB Kilmarnock SB (K) GSM-R |
| Bellfield (Change of ELR RIC1 to RIC2) | 1 06<br>2 20 | | YARD WORKING one train must be allowed on the line at a time |
| Riccarton | 1 75 | | |

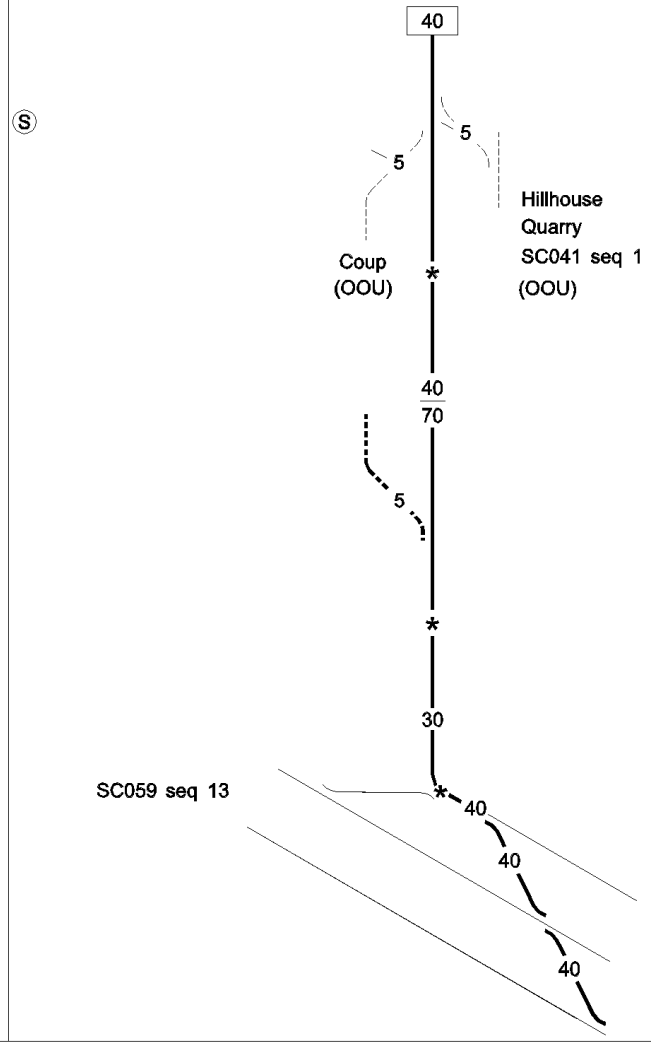


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC039 | 001 | Kilmarnock to Barassie | BAK ZZB7 ZZA8 ZZA7 | Scotland | 30/01/2016 |

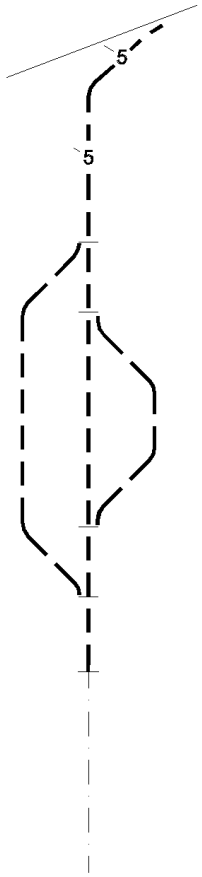
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Kilmarnock | -0 05 | SC031 seq 13 | TCB Kilmarnock SB (K) |
| Kilmarnock Plant Depot | 0 01 | 20 Hunslet Barclay | GSM-R DIAL UP |
| Kilmarnock Long Lye Sidings | 0 02 | 5 | ELR - ZZA8 = Kilmarnock Plant Depot |
| Hunslet Barclay | 0 11 | | ZZB7 = Kilmarnock Long Lye Sidings |
| | 0 13 * | * To Kilmarnock Long Lye Sidings | ZZA7 = Hunslet Barclay |
| | | 30 | |
| | 0 30 * | To Kilmarnock Plant Depot * | |
| | | 40/60 | |
| | 2 20 * | * | |
| | | 40/50 | |
| Gatehead LC (AHBC) | 2 51 | | |
| | 3 25 * | * | |
| | | 40/65 | |
| | 4 20 | T | |
| | 4 68 * | * | |
| | | 40/70 | |
| | 5 66 * | * | |
| | | 40 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC039 | 002 | Kilmarnock to Barassie | BAK HIL ZZA5 ZZA6 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB West of Scotland SC (GPB) Ayr workstation<br>GSM-R |
| Shewalton Moss GF (OOU) | 5 71 | Ⓢ | |
| | 5 77 * | | |
| Caledonian Paper Mill Sdg | 6 60 | | |
| | 7 40 * | | |
| Barassie | 7 56 * | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC041 | 001 | Shewalton Moss to Hillhouse (Goods Line) (OOU) | HIL | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Shewalton Moss GF (OOU) | 0 00 | SC039 seq 2   | West of Scotland SC (GPB)<br>Ayr workstation<br><br>YARD WORKING applies but only one train may be allowed on the line between Shewalton Moss GF and Hillhouse at a time. Line must only be worked during daylight hours |
| Network Rail Boundary | 0 46 | | |
| To Hillhouse | | | |

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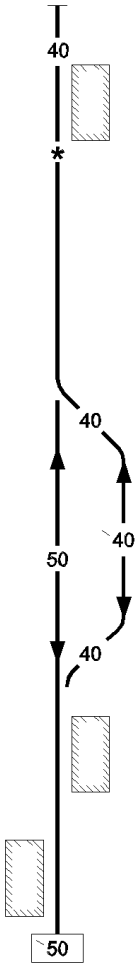
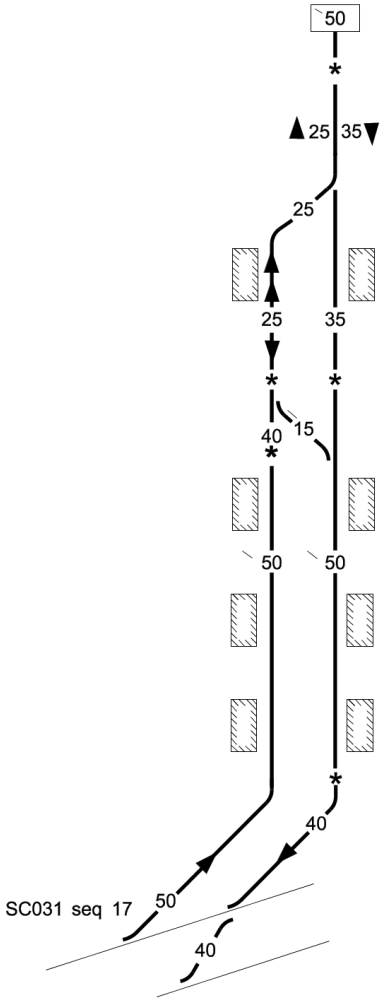
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC045 | 001 | East Kilbride to Busby Jn. | EKE | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB West of Scotland SC (GB) Cathcart Workstation |
| **EAST KILBRIDE** | 7 60 | | Platform 1 - PP |
| | 7 47 (Up) * | | |
| | 7 60 (Down) | | |
| | 6 64 | | |
| Hairmyres Loop | | | CL 984f (300m)<br>(46 SLU's) |
| | 6 32 | | |
| | 6 22 * | | |
| **HAIRMYRES** | 6 14 | | |
| **THORNTONHALL** | 4 54 | | |



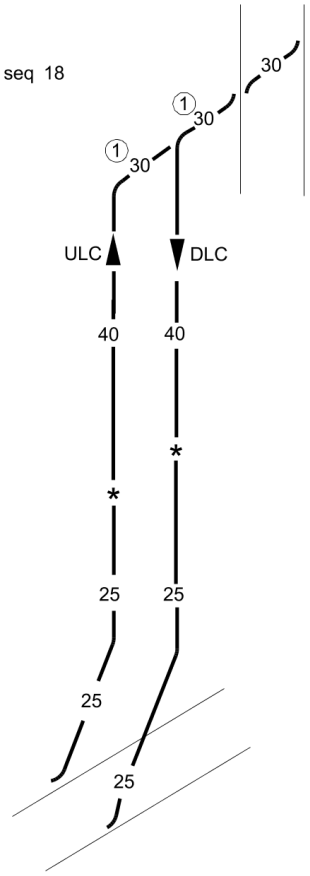
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC045 | 002 | East Kilbride to Busby Jn. | EKE | Scotland | 29/10/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 4 08 * | | TCB West of Scotland SC (GB) Cathcart Workstation; GSM-R |
| **BUSBY** | 3 54 | | |
| | 3 38 * | | |
| | 3 36 * | | |
| **CLARKSTON** | 2 69 | | |
| **GIFFNOCK** | 1 45 | | |
| **THORNLIEBANK** | 0 53 | | |
| | 0 46 * | | AC: Cathcart ECR |
| Busby Jn | 0 40 | SC031 seq 17 | |



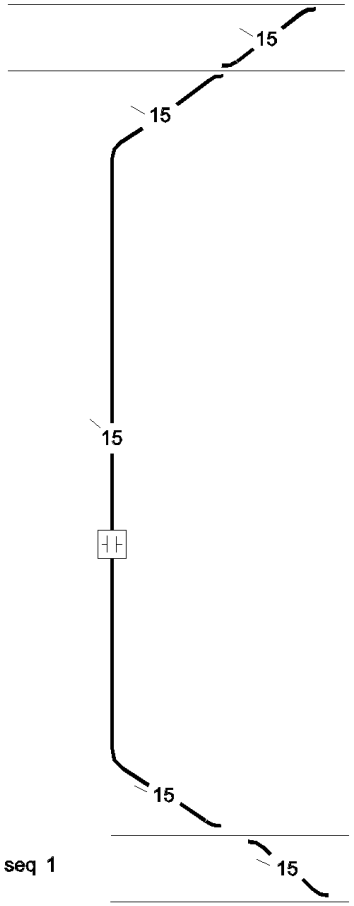
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC047 | 001 | Muirhouse South Jn. to Larkfield Jn. | LFS2 LFS1 | Scotland | 12/07/2020 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Muirhouse South Jn | 1 19 | SC031 seq 18 | TCB West of Scotland SC (GB) Cathcart Workstation<br>GSM-R |
| | 0 54 * | | ① = Through jn |
| | 0 53 * | | ULC - Up Larkfield Curve<br>DLC - Down Larkfield Curve |
| (Change of ELR LFS2 to LFS1) | 101 17 | | TCB West of Scotland SC (GB) Polmadie Workstation |
| Larkfield Jn | 101 01 | SC029 seq 1<br>SC001 seq 26 | |



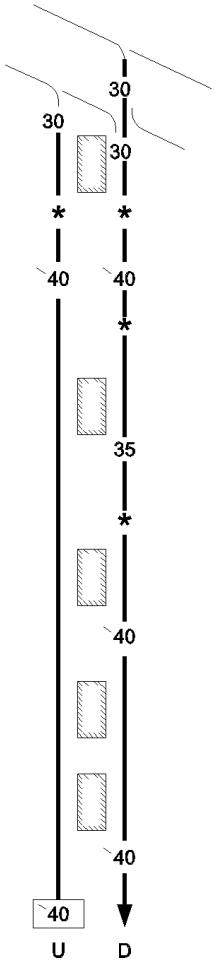
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC049 | 001 | Muirhouse Central Jn. to Terminus Jn. | TSS | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Muirhouse Central Jn | 0 04 | SC031 seq 18 | GSM-R<br>TCB West of Scotland SC (G) Cathcart Workstation AC: Cathcart ECR |
| OHNS | 0 24 | | West of Scotland SC (G) Polmadie Workstation |
| Terminus Jn | 0 40 | SC029 seq 1 | CW Single line 0m 37ch facing to Up trains |

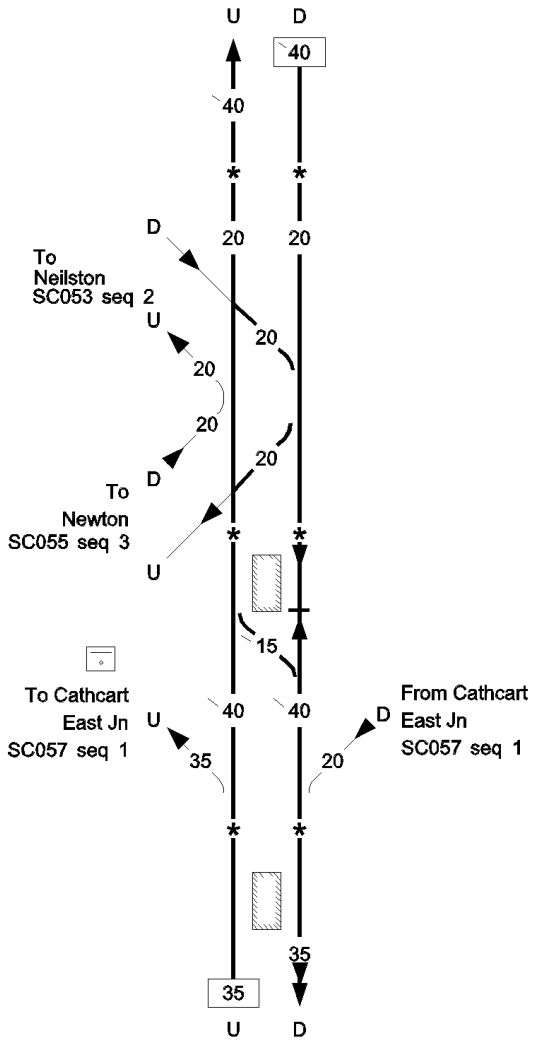


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC051 | 001 | Muirhouse Central Jn. to Muirhouse North Jn. (Via Cathcart) (Cathcart Circle) | CTC | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Muirhouse Central Jn | 5 19 | SC031 seq 018 | TCB West of Scotland SC (GC) Cathcart Workstation AC: Cathcart ECR<br>GSM-R<br>Up line is Outer<br>Down line is Inner |
| **POLLOKSHIELDS WEST** | 4 76 | | |
| | 4 66 * | | |
| | 4 44 * | | |
| **MAXWELL PARK** | 4 36 | | |
| | 4 29 * | | |
| **SHAWLANDS** | 3 63 | | |
| **POLLOKSHAWS EAST** | 3 33 | | |
| **LANGSIDE** | 2 71 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC051 | 002 | Muirhouse Central Jn. to Muirhouse North Jn. (Via Cathcart) (Cathcart Circle) | CTC | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB West of Scotland SC (GC) AC: Cathcart ECR<br>GSM-R<br>Up line is Outer<br>Down line is Inner |
| | 2 37 * | | |
| Cathcart West Jn. | 2 21 | | |
| | 2 15 * | | |
| **CATHCART** | 2 13 | | |
| Cathcart SB | 1 75 | | |
| Cathcart North Jn | 1 63 | | |
| | 1 55 * | | |
| **MOUNT FLORIDA** | 1 41 | | |

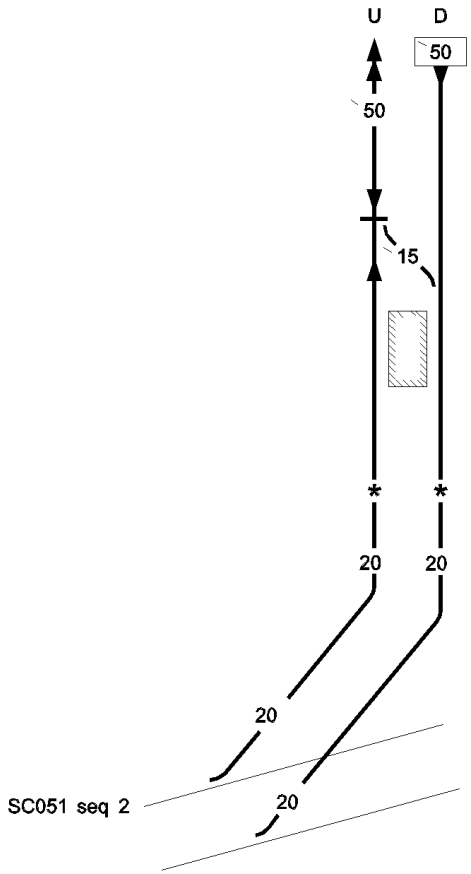
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC051 | 003 | Muirhouse Central Jn. to Muirhouse North Jn. (Via Cathcart) (Cathcart Circle) | CTC | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>35 | GSM-R<br>TCB West of Scotland SC (GC)<br>Cathcart Workstation<br>AC: Cathcart ECR |
| | 1 20 * | 35 * * | |
| **CROSSHILL** | 0 78 | | Up line is Outer<br>Down line is Inner |
| | | 30 30 | |
| | 0 70 * | * * | |
| | | 40 40 | |
| | 0 52 * | * * | |
| **QUEENS PARK** | 0 43 | | |
| | | 35 35 | |
| **POLLOKSHIELDS EAST** | 0 10 | | |
| | 0 04 * | * * | |
| | | 30 | |
| Muirhouse North Jn. | 0 00 | SC031 seq 19 30 | |

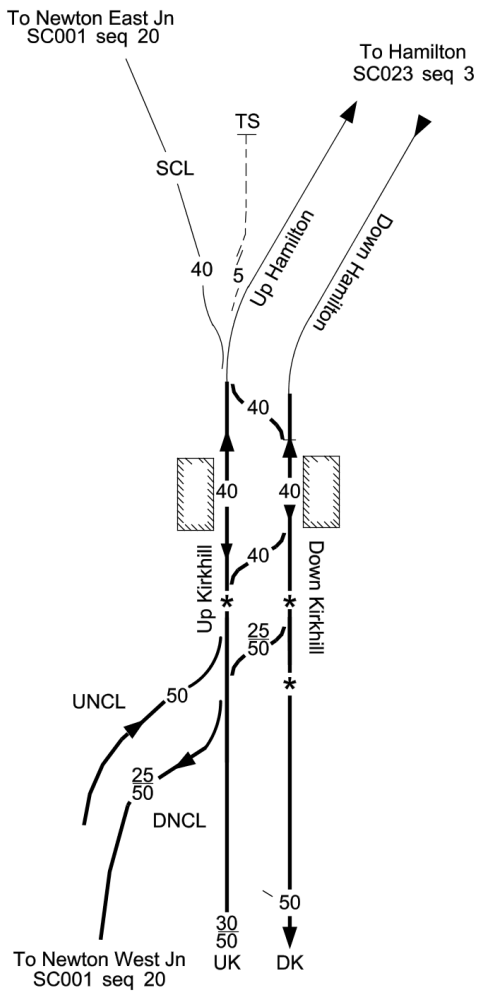
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC053 | 001 | Neilston to Cathcart West Jn. | NNH | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB West of Scotland SC (GC) AC: Cathcart ECR<br>GSM-R |
| **NEILSTON** | 108 45 | | |
| | | 55 55 | |
| | 105 60 | * * | |
| **PATTERTON** | 104 58 | | |
| **WHITECRAIGS** | 103 61 | | |
| **WILLIAMWOOD** | 102 73 | | |
| | | 50 50<br>U D | |

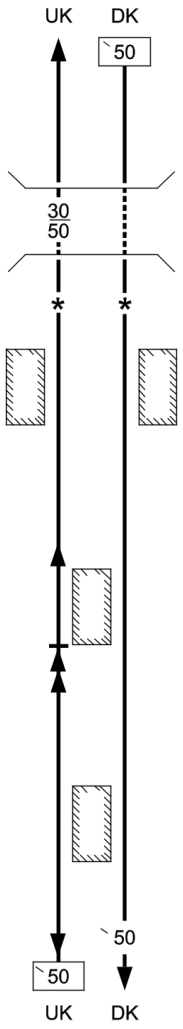
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC053 | 002 | Neilston to Cathcart West Jn. | NNH | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB West of Scotland SC (GC)<br>AC: Cathcart ECR<br>GSM-R |
| **MUIREND** | 101 53 | | |
| | 101 03 * | | |
| Cathcart West Jn. | 100 77 | SC051 seq 2 | |

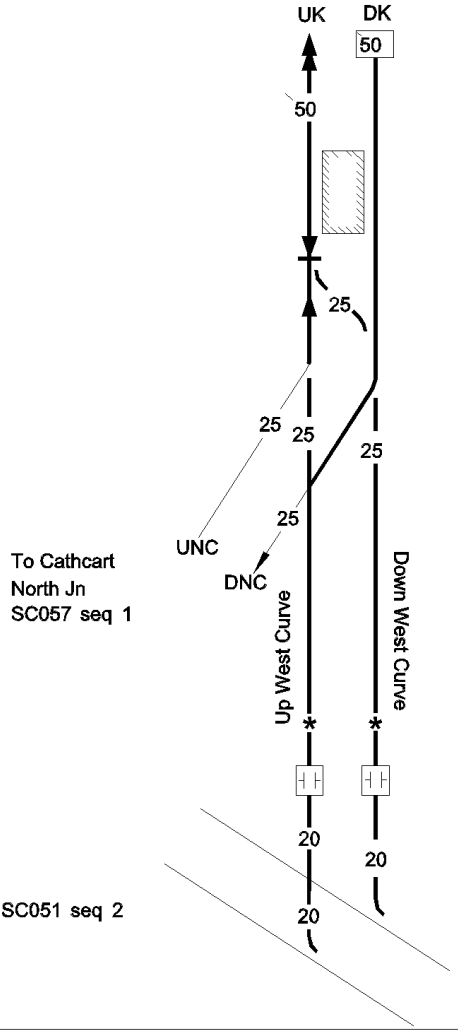
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC055 | 001 | Newton, Hamilton Jn. to Cathcart West Jn. | HMN2 KHL | Scotland | 18/04/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Newton, Hamilton Jn | 0 02 |  | GSM-R<br>TCB West of Scotland SC<br>Newton Workstation<br>AC: Cathcart ECR<br><br>TS = Turnback Sdg<br>SCL = South Connecting Line<br><br>UK = Up Kirkhill<br>DK = Down Kirkhill<br>DNCL = Down North Connecting Line<br>UNCL = Up North Connecting Line |
| | 0 00 | | |
| Change of mileage<br>(Change of ELR - HMN2 to KHL) | 95 50 | | |
| **NEWTON** | 95 57 | | |
| | 95 74 * | | |
| Newton, Kirkhill Jn | 95 77 | | |
| | 96 06 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC055 | 002 | Newton, Hamilton Jn. to Cathcart West Jn. | KHL | Scotland | 18/04/2017 |

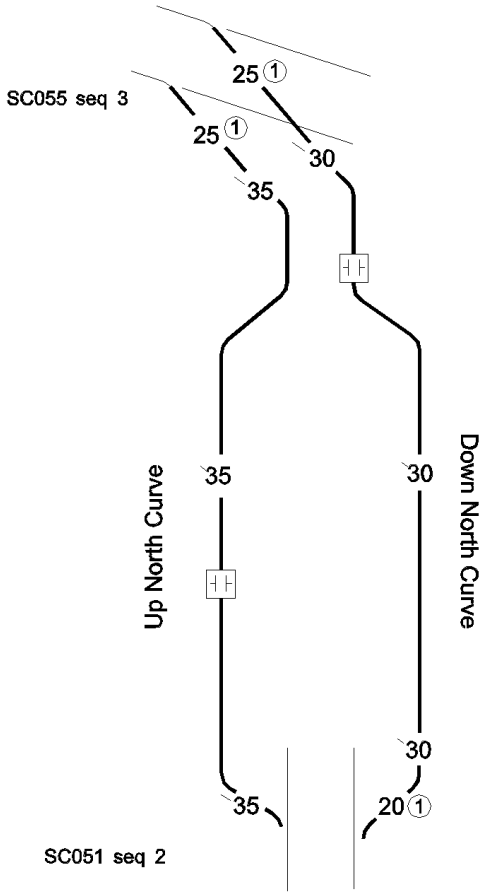
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R<br>TCB West of Scotland SC Newton Workstation AC Cathcart ECR<br><br>UK = Up Kirkhill<br>DK = Down Kirkhill |
| Kirkhill Tunnel<br>290 Yards | 96 61<br>96 74<br>97 53 * | | |
| **KIRKHILL** | 97 15 | | TCB West of Scotland SC (GC) AC: Cathcart ECR<br>Cathcart area from 97m 68ch on the DK and to 98m 19ch on the UK |
| **BURNSIDE** | 98 43 | | |
| **CROFTFOOT** | 99 45 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC055 | 003 | Newton, Hamilton Jn. to Cathcart West Jn. | KHL | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB West of Scotland SC (GC) AC: Cathcart ECR<br>GSM-R<br>UK = Up Kirkhill<br>DK = Down Kirkhill<br>UNC = Up North Curve<br>DNC = Down North Curve |
| **KING'S PARK** | 100 21 | | |
| Cathcart East Jn | 100 37 | | |
| | 100 67 * | | |
| OHNS | 100 68 | | |
| Cathcart West Jn. | 100 77 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC057 | 001 | Cathcart East Jn to Cathcart North Jn | CNC | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB West of Scotland SC (GC)<br>AC: Cathcart ECR |
| Cathcart East Jn | 0 45 | SC055 seq 3 | ① = Through jn. |
| OHNS | 0 31 | | Axle counter area |
| OHNS | 0 10 | | CW Up 0m 9ch (10ch before reaching signal C28) |
| Cathcart North Jn | 0 00 | SC051 seq 2 | |



# SPECIAL WORKING ARRANGEMENT

## Table of Contents

| | Page |
|---|---|
| SC031- GRETNA JN. TO GLASGOW CENTRAL (VIA KILMARNOCK) | 55 |
| SC047- MUIRHOUSE SOUTH JN. TO LARKFIELD JN. | 55 |
| SC049- MUIRHOUSE CENTRAL JN. TO TERMINUS JN. | 55 |

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**SC031 (GRETNA JN. TO GLASGOW CENTRAL (VIA KILMARNOCK))**

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 26 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

Trains may be assisted in rear between the places listed below in accordance with the Rule Book, Module TW1, Section 15. The assisting locomotive must be coupled to the train. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where indicated.

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Muirhouse South Jn | Glasgow Central | ECS<br>Freight | Down<br>lines | May be assisted in rear. |

**Dated: 07/12/13**

**SC047 (MUIRHOUSE SOUTH JN. TO LARKFIELD JN.)**

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 26 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

Trains may be assisted in rear between the places listed below in accordance with the Rule Book, Module TW1, Section 15. The assisting locomotive must be coupled to the train. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where indicated.

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Muirhouse South Jn | Larkfield Jn | ECS | Down | May be assisted in rear. |
| Larkfield Jn | Muirhouse South Jn | ECS | Up | May be assisted in rear. |

**Dated: 07/12/13**

**SC049 (MUIRHOUSE CENTRAL JN. TO TERMINUS JN.)**

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 26 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

Trains may be assisted in rear between the places listed below in accordance with the Rule Book, Module TW1, Section 15. The assisting locomotive must be coupled to the train. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where indicated.

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Muirhouse sdgs | Terminus Jn | Freight | Single | Trains not exceeding 235f (70m) may be propelled. |

**Dated: 07/12/13**

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# LOCAL INSTRUCTIONS
## Table of Contents

| | Page |
|---|---|
| **SC031- GRETNA JN. TO GLASGOW CENTRAL (VIA KILMARNOCK)** | |
| ANNAN | 59 |
| DUMFRIES | 59 |
| NEW CUMNOCK | 59 |
| KILMARNOCK | 59 |
| LUGTON SB | 59 |
| LUGTON SB | 60 |
| BARRHEAD | 60 |
| PRIESTHILL AND DARNLEY TO KENNISHEAD | 61 |
| GLASGOW CENTRAL | 61 |
| **SC035- BANK JN TO KNOCKSHINNOCH (GOODS LINE)** | |
| GREENBURN JN | 64 |
| ENTIRE LINE OF ROUTE | 65 |
| **SC039- KILMARNOCK TO BARASSIE** | |
| CALEDONIAN PAPER MILL SDG | 66 |
| **SC045- EAST KILBRIDE TO BUSBY JN.** | |
| ENTIRE LINE OF ROUTE | 66 |
| **SC051 MUIRHOUSE CENTRAL JN. TO MUIRHOUSE NORTH JN. (VIA CATHCART) (CATHCART CIRCLE)** | |
| ENTIRE LINE OF ROUTE | 66 |
| **SC053- NEILSTON TO CATHCART WEST JN.** | |
| ENTIRE LINE OF ROUTE | 66 |
| NEILSTON | 67 |
| **SC057 - CATHCART EAST JN TO CATHCART NORTH JN** | |
| ENTIRE LINE OF ROUTE | 67 |

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# SC031 - GRETNA JN. TO GLASGOW CENTRAL (VIA KILMARNOCK)

## ANNAN

Up direction trains will not be permitted to run to Annan Down platform except:-

- in an emergency
- during single line working
- as otherwise directed to the signaller by the Network Rail local manager.

**Dated: 02/09/08**

# SC031 - GRETNA JN. TO GLASGOW CENTRAL (VIA KILMARNOCK)

## DUMFRIES

Drivers of Down trains terminating at Dumfries must, on arrival at the Down platform, advise the signaller at Dumfries Station box immediately that the train has arrived complete with tail lamp, using the telephone located at Dumfries Down platform, (outside the Chargeman's office).

**Dumfries Down Yard.**

Drivers of trains departing from the sidings in Dumfries Down yard must, immediately prior to moving towards the exit signal, contact the signaller for advice on any ingoing movements using the following terminology : -

Driver - "Driver of XXXX, preparing to move from Dumfries Down yard sidings. Are any incoming movements in progress?"

Signaller, Dumfries SB- "There are no incoming movements in progress to the Down Yard sidings"

**OR**

"Standby driver, there is an incoming movement signalled to the Down Yard sidings"

**Dated: 02/10/21**

# SC031 - GRETNA JN. TO GLASGOW CENTRAL (VIA KILMARNOCK)

## NEW CUMNOCK

**Up goods loop** - No vehicle must be left between the buffer stop and the trailing points of the connection from the Up main line to the Up goods loop.

**Dated: 02/12/06**

# SC031 - GRETNA JN. TO GLASGOW CENTRAL (VIA KILMARNOCK)

## KILMARNOCK

**CE machine siding** - The normal position of the connection to the CE machine siding is clipped and padlocked in position for movements to and from the headshunt. The padlock key is kept in Kilmarnock signal box. A movement must not be made through this connection except when authorised by the CE person in charge who must, before authorising the movement, ensure that no confliction will be made. After the movement through the connection has been made, the CE person in charge must ensure that the connection is restored and the padlock key returned to the signaller.

**Failure of signalling equipment** - If a failure between Kilmarnock and Lugton requires the introduction of modified working arrangements, the driver will be instructed by the signaller to pass the appropriate signal at Kilmarnock station at danger and draw forward to the box. The driver must not proceed beyond the box until the written order has been received from the signaller (the instructions in **Rule Book module P2, section 7**, are modified accordingly).

**Dated: 04/03/17**

# SC031 - GRETNA JN. TO GLASGOW CENTRAL (VIA KILMARNOCK)

## Lugton SB

Modified Working – When it is necessary to introduce Modified Working on the single line between Lugton (Lochridge Jn.) and Kilmarnock, drivers of Up direction trains will be brought to a stand at signal LU29 (Up Kilmarnock) or signal LU21 (Down Kilmarnock, Up direction) at Stewarton and Form RT3177 completed by dictation with the signaller at Lugton box. A supply of these forms is contained within lockfast lineside cabinets at each signal.

**Dated: 04/03/17**

# SC031 - GRETNA JN. TO GLASGOW CENTRAL (VIA KILMARNOCK)

## Lugton SB

**Protection of staff by lockout** – Lockouts are provided throughout this area as follows:

| Location | Lockout Cabinet | Telephone | Protects |
|---|---|---|---|
| Down Kilmarnock line between Lugton box and double to single connection at Barrhead end (9101) | At signals LU23/LU24, At signal LU19 | At cabinet | Down Kilmarnock line between signals LU23/LU24 and LU19 |
| Up Kilmarnock line between double to single connection at Barrhead end and Lugton box (9102) | At signal LU17, At signal LU32 | At cabinet | Up Kilmarnock line between signals LU17 and LU32 |
| Down Kilmarnock between Lochridge Jn. and Lugton box (9103) | At Lochridge Jn. (Down), At Kilmarnock end of platform2, Stewarton stn., At Kilmarnock end of platform2, Dunlop stn., At signal LU3 | At cabinet | Down Kilmarnock line between Lochridge Jn. (excl.) and signal LU3 |
| Up Kilmarnock between Lugton box and Lochridge Jn. (9104) | At signals LU8/LU9, At Kilmarnock end of platform1, Dunlop stn., At Kilmarnock end of platform1, Stewarton stn., At Lochridge Jn. (Up) | At cabinet | Up Kilmarnock line between signals LU8/LU9 and Lochridge Jn. (excl.). |

The above lockouts are all of the ‘key enabled’ type. To activate any of these lockouts, the COSS must obtain the appropriate key from the signaller at Lugton signal box. A clear understanding must be reached with the signaller and the COSS must countersign the train register entry made by the signaller before leaving the box and proceeding to the lockout site.

The lockout protection may be obtained, and given up, at any of the cabinet locations listed for the lockout concerned.

**It is important to ensure that, if the lockout protection is given up at a different location from which it was obtained, the correct lockout unit must be used.**

The COSS must return the key to the signaller at Lugton box and countersign the train register entry.

Lockouts within the Lugton area can only be used when the box is open. Any lockout which is active must be given up prior to the box closing.

**Dated: 10/01/10**

# SC031 - GRETNA JN. TO GLASGOW CENTRAL (VIA KILMARNOCK)

## PRIESTHILL AND DARNLEY To KENNISHEAD

Both Up and Down cess walkways on Underbridge 24 (Kennishead Viaduct - 4 miles 570 yards to 4 miles 440 yards) are closed and access on foot is prohibited. If, in emergency, a driver requires to alight at this location, **extreme caution must be exercised.**

**Dated: 02/12/06**

# SC031 - GRETNA JN. TO GLASGOW CENTRAL (VIA KILMARNOCK)

## GLASGOW CENTRAL

**Signals not equipped with a telephone** - The signal post telephones at certain main and position light signals within the West of Scotland signalling centre area of control have been removed due to limited clearance with the adjacent running line. Special reflective plates incorporating a white diamond sign and PABX number of the appropriate signalling panel are provided at these signals. When a train is brought to a stand at such a signal, the driver must immediately use the cab radio to contact the signaller. The Rule Book, Module TW1, Section 39.7 and Rule Book, Module S4, Section 1 are modified accordingly.

**Trains leaving station platforms** - Drivers of trains leaving the station must not move their trains forward towards the platform signal until it is cleared, unless they are specially ordered to do so by the person in charge. This order must not be given unless the permission of the signaller has been obtained.

**Trains arriving into Platform 11** - Due to the restricted platform width along the Arch wall, Platform 11 must not stable more than 11 coaches of any formation unless published or the Glasgow Central Duty Station Manager has been informed by the Signaller at the West of Scotland Signalling Centre (WSSC) and confirmed that the station's control measures are or will be implemented.

**Trains worked by two locomotives** - When an arriving train is worked by two locomotives, the person in charge of the platform must advise the signaller accordingly and convey to the drivers any instructions regarding the disposal of the locomotives. The locomotives must not be uncoupled from each other until the signaller's permission has been obtained.

**Hydraulic buffers** - These buffers may, for testing purposes, require to be compressed, and this must be done by the locomotive in the platform line at the time the test is required or by special arrangement. Drivers will be instructed as necessary by the person in charge.

**Locomotive horns** - Drivers must not sound the locomotive horn more than is absolutely necessary. The locomotive horn may be sounded to warn anyone who may be on the line, or otherwise when instructed by a station official. Except in emergency, long and repeated sounding of the horn is not allowed within the limits of the station.

**Station area - Rule Book, Module G1, Section 6 - Modified protection arrangements – patrolman**

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

1. Because of the multiplicity of closely spaced track and short sections involved, the standard emergency protection arrangements are not suited to the localised situation of, for example, a broken rail condition. As patrolling duties are normally undertaken in daylight hours the following procedure is authorised for emergency protection by the patrolman and lookoutman :-
   The patrolman must :-
   1. Place a track circuit operating clip on the affected track or tracks.
   2. Instruct the lookoutman to remain at the fault where safe and practicable and exhibit a hand danger signal. Should it not be safe or practicable the lookoutman should place the hand danger signal in the four foot and move to the nearest place of safety.
   3. Proceed to the nearest telephone as quickly as possible and inform the signaller.
   4. On receiving assurance from the signaller that the necessary protective action has been taken, withdraw the lookoutman and arrange for the necessary repair to be carried out as quickly as possible.

The placing of detonators as required by the Rule Book, Module G1, Section 6.2 is exempt within the undernoted limits

From signals GG5191 / GG5211 / GG5213 at OB74 at Eglinton Street and signals GG5830 / GG5832 on the Bridge Street lines inwards to the station.

**Protection of staff by lockout** – Lockouts are provided throughout this area as follows :-

| Location | Lockout Cabinet | Telephone | Protects |
|---|---|---|---|
| Glasgow Central Platform 1 (9101) | At buffer end | At cabinet | Platform 1 from buffer to signal GG5601 |
| Glasgow Central Platform 2 (buffer end) | At buffer end | At cabinet | Platform 2 from buffer to signal GG5702 ; Platform 3 from buffer to signal GG5603 |

| | | | |
|---|---|---|---|
| (9102) | | | |
| Glasgow Central Platform 2 (mid)<br><br>(9103) | Adjacent to mid platform signals GG5701 and GG5702 | Immediately on country side of GG5701 and GG5702 signal structure | Platform 2 from signal GG5702 to signal GG5602 ; Platform 3 approach line (adjacent to platform 2 line) between signal GG5603 and a point opposite signal GG5602 |
| Glasgow Central Platform 4 (9104) | At buffer end | At cabinet | Platform 4 from buffer to signal GG5604 ; Platform 5 from buffer to signal GG5605 |
| Glasgow Central Platform 6 (9106) | At buffer end | At cabinet | Platform 6 from buffer to signal GG5606 ; Platform 7 from buffer to signal GG5607 |
| Glasgow Central Platform 8 (9108) | At buffer end | At cabinet | Platform 8 from buffer to a point on the approach line (adjacent to platform 9 line) opposite signal GG5609 ; Platform 9 from buffer to signal GG5609 |
| Glasgow Central Platform 10 (9110) | At buffer end | At cabinet | Platform 10 from buffer to signal GG5610 ; Platform 11 from buffer to signal GG5711 |
| Glasgow Central Platform 12 (9112) | At buffer end | At cabinet | Platform 12 from buffer to signal GG5528. Platform 13 from buffers to signal GG5528. |
| Glasgow Central Platform 15 (9114) | At buffer end | At cabinet | Platform 14 from buffer to signal GG5530 (line G); Platform 15 from buffer to signal GG5532 (Line H) |
| Line 1 (9115) | At access point on Line 4, at Gantry G | At cabinet, shared with Line 4 lockout | Line 1 / Up Slow between signal GG5244 (Gantry G) and signal G732 (Eglinton St. tunnel) ; Down Slow / Line 2 between signal GG5213 (Eglinton St. Jn.) and signal GG5245 (Gantry G) |
| Line 4 (9116) | At access point on Line 4, at Gantry G | At cabinet, shared with Line 1 lockout | Line 3 between connection from Down Fast at Eglinton St. Jn.) and signal GG5243 (Gantry G) ; Down Muirhouse / Line 4 between signal GG5191 (incl.) and signal GG5241 (Gantry G) |
| Up Ayr (9120) | At access point on Down side, at OB3 | At cabinet, shared with Down Ayr lockout | Up Ayr between signal GG5846 and signal GG5832 |
| Down Ayr (9121) | At access point on Down side, at OB3 | At cabinet, shared with Up Ayr lockout | Down Ayr between signal GG5847 and signal G509 |

Platforms 12 & 13. The following class of trains 153, 155, 303, 305, 311 and the use of slam door coaching stock are prohibited on all services which terminate at platforms 12 and 13.

**Glasgow Central –** Where a platform lockout is to be used under the alternative arrangements detailed in the General Instructions under the heading **"Protection of Staff on or about the line by Lockout"**, for the type of work specified, the procedure detailed below is additional to the requirements of the Rule Book, Module T10.

The General Instructions headed "CLEANING TRACK AREAS IN STATIONS", "PASSENGER STATIONS – WHITELINING OF PLATFORM EDGES" and "WATERING OF VEHICLES AT STATIONS" do not apply.

**General**

The agreement of the signaller in the West of Scotland SC is necessary before platform lines (or other lines within the station area) are blocked to traffic.

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

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

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

**Method of Protection**

**Imposing the blockage**

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

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

(b) The person requiring the blockage must:

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

The signaller will record this detail.

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

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

(d) If the signaller cannot agree to giving the release when, or soon after, requested, he will advise the person requiring protection as to when the work can be allowed to commence.

**Method of Protection**

**During the work**

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

**When work is completed**

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

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

**Dated: 07/12/13**

# SC035 - BANK JN TO KNOCKSHINNOCH (GOODS LINE)

## Greenburn Jn

If a train is detained at signal number NG51/53 awaiting authority to proceed, the driver must **immediately** contact the signaller. Section 1.1 of Rule Book, Module S4, *Trains or shunting movements detained, or vehicles left, on running lines* is modified accordingly.

**Dated: 07/12/13**

# SC035 - BANK JN TO KNOCKSHINNOCH (GOODS LINE)

**Entire Line Of Route**

## KNOCKSHINNOCH

### Working Arrangements

1. When a train for the disposal point has arrived at the stop board at Connel Park Level Crossing, the person in charge of the movement must telephone the BC bunker plant operator and request permission to enter the disposal point. On receiving permission, the person in charge of the movement must then proceed on foot to signal No.10, set the points for the loading bunker, check that the derailer is clear of the rail and signal No.10 is exhibiting a proceed aspect. He must then proceed back to the level crossing and open the gates.
2. The driver, on receipt of the proceed signal from the person in charge of the movement must move the train forward at 3mph into the disposal point past No.10 signal and bring his train to a stand at the notice board worded STOP ENGAGE SLOW SPEED CONTROL located at the approach to the rail weight sensor. The person in charge of the movement must close the level crossing gates when the last wagon has passed clear of the level crossing into the disposal point.
3. When the driver receives the appropriate aspect to draw forward he must ensure that the barriers at the level crossing at the loading bunker are across the road before proceeding. The train must then be moved to the loading position at 3mph.
4. When loading operations are to commence, the MGR signals will be illuminated by the bunker operating personnel who will thereafter control the signals according to the movement required.
5. The leading 4 wagons are loaded in a stationary position while the remaining wagons are loaded on the move at 3mph. When the last wagon has been loaded the train will be stopped clear of the bunker.
6. If during loading, it is necessary for the train to set-back, the necessary aspect will be displayed. On no account must the locomotives be allowed to re-enter the bunker during the loading operation.
7. The person in charge of the movement must then reverse the points at No.10 signal for a movement from the rounding line and operate the derailer by means of the lever handle provided. He must then proceed along the train examining the wagon discharge doors and apply half of the wagon brakes on the train. The locomotives must be uncoupled by the person in charge of the movement who must instruct the driver to move to the headshunt. The facing points lever at the headshunt end of the rounding line must be held over by the person in charge of the movement before allowing the locomotives to proceed from the headshunt to the rounding line.
8. On receiving instructions from the person in charge of the movement, the driver must move the locomotives from the headshunt and proceed at 3mph along the rounding line bringing the locomotives to a stand on the Bank Jn side of signal No.10.
9. When the locomotives are at a stand at signal No.10 the person in charge of the movement must set the handpoints at the departure end of the bunker line to give access to the bunker and also remove the derailer.
10. When signal No.10 displays a proceed aspect the locomotives must proceed on to the end of the train at the south side of the bunker and be recoupled by the person in charge of the movement.
11. The person in charge of the movement must proceed along the train releasing the wagon hand brakes and an air brake continuity test must be carried out.
12. The person in charge of the movement must then advise the bunker operator when this has been carried out and must then proceed on foot to Connel Park Level Crossing.
13. The driver, on receiving a proceed aspect must move the train forward towards Connel Park Level Crossing at a speed not exceeding 3mph and be prepared to stop short of the gates. If it is necessary to set back the train during this movement, the appropriate aspects will be displayed.
14. The person in charge of the movement must open the level crossing gates when the train is approaching No.8 signal. The train must not exceed 3 mph down the branch line and must come to a stand at the board worded CLEAR OF LEVEL CROSSING.
15. The person in charge of the movement must then close the level crossing gates and phone the railweight bunker operator to confirm that the train is clear of the disposal point and obtain confirmation the weighing has been successfully completed before rejoining the train.

**Dated: 02/12/06**

# SC039 - KILMARNOCK TO BARASSIE

### Caledonian Paper Mill Sdg

**Exchange sidings** - The sidings are designated Loop 1, Loop 2 and Loop 3, arranged from left to right, respectively, to drivers of trains arriving from the main line. The person in charge of the movement must ensure that the siding to which the train is to run is clear throughout. No vehicle must be left on the single line between the exchange sidings and the main line connection.

**Paper Mill sidings** - When it is necessary for a train to enter the Mill sidings, the driver must bring the train to a stand at the colour light signal, which is capable of exhibiting a red or green aspect, on the main line side of the access gate. The driver must not enter the sidings until the gate has been opened, the signal is exhibiting a green aspect and a member of the Mill staff is accompanying the movement. If this person is not in attendance at the signal on the arrival of the train, the person in charge of the movement must use the telephone adjacent to the signal to advise the Mill gatehouse that a movement requires to enter the Mill sidings.

A member of the Mill staff will accompany all movements entering the Mill from the access gate to the China Clay discharge/Warehouse sidings and on the return from the Mill to the access gate. This person will be responsible for the operation of hand points within the Mill (the Rule Book, Module SS2, is modified accordingly). The driver must ensure that the colour light signal located adjacent to the access gate, on the Mill side of the gate, is exhibiting a green aspect before departing from the Mill sidings towards the exchange sidings. The opening and closing of the access gate is the responsibility of the firm's staff.

The speed of trains operating within the Mill must not exceed **5mph**. In the event of a signal exhibiting a red aspect when the access gate is opened, the driver must not proceed beyond the signal towards either the Mill sidings or the exchange sidings, as appropriate, unless authorised to do so by a member of the Mill staff accompanying the movement.

The clearance of the signals is an indication only that the access gate has been fully opened and the provisions of the Rule Book, Handbook RS1521, do not apply in respect of these signals.

**Dated: 07/12/13**

# SC051 - MUIRHOUSE CENTRAL JN. TO MUIRHOUSE NORTH JN. (VIA CATHCART) (CATHCART CIRCLE)

### Entire Line Of Route

Due to the signal spacing on this line of route and braking characteristics of Engineering, Freight trains and light locomotives, a blanket speed restriction of 20mph applies.

**Dated: 13/09/14**

# SC053 – NEILSTON TO CATHCART WEST JN

### Entire Line Of Route

Due to the signal spacing on this line of route and braking characteristics of Engineering, Freight trains and light locomotives, a blanket speed restriction of 20mph applies.

**Dated: 13/09/14**

## SC053 - NEILSTON TO CATHCART WEST JN.

**NEILSTON**

The Up line headshunt must not be used for the stabling of vehicles or trains.

**Dated: 02/12/06**

## SC057 – CATHCART EAST JN TO CATHCART NORTH JN

**Entire Line Of Route**

Due to the signal spacing on this line of route and braking characteristics of Engineering, Freight trains and light locomotives, a blanket speed restriction of 20mph applies.

**Dated: 13/09/14**

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# LIST OF MODULE PAGES AND DATES

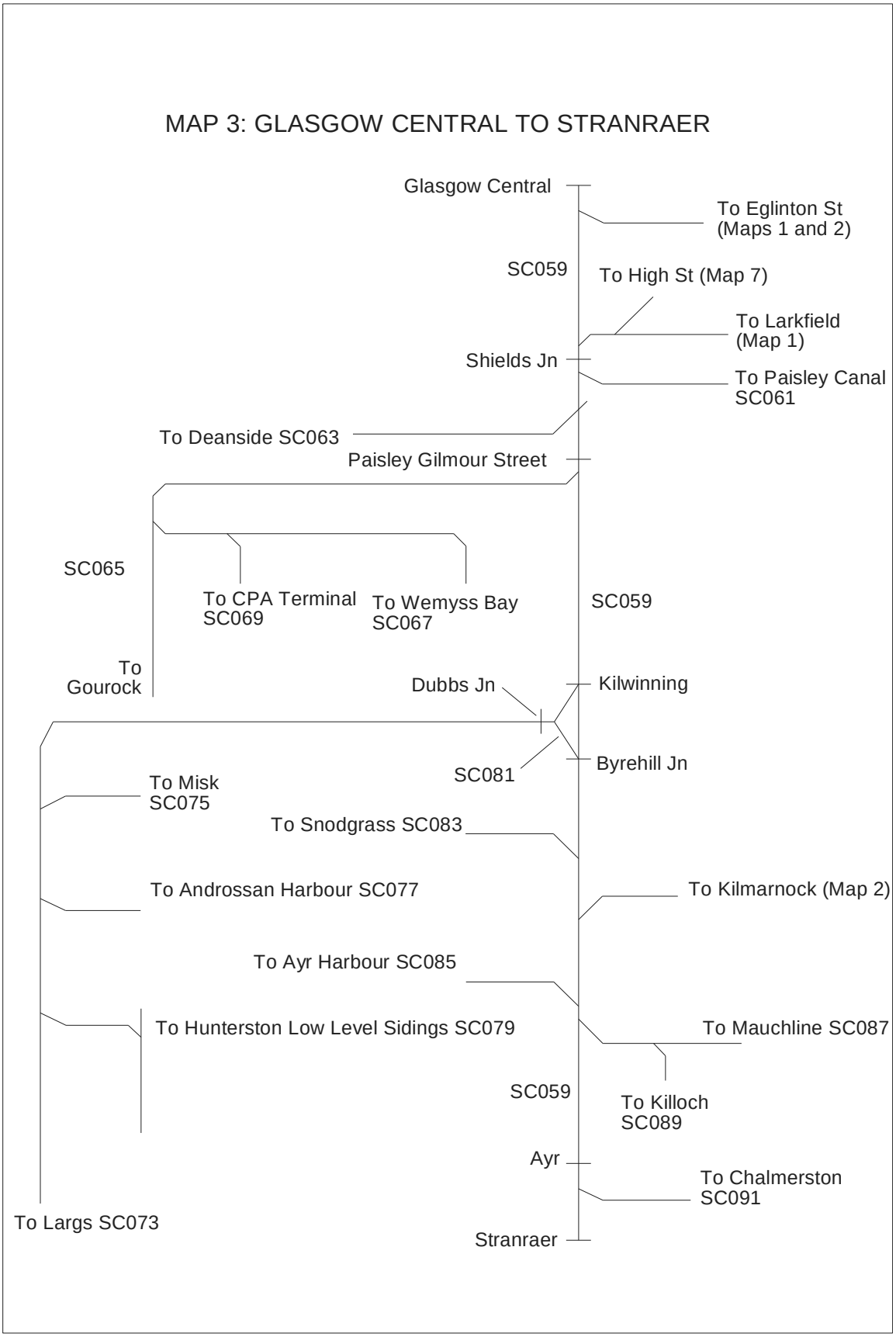
| Page | Date Last Changed |
|---|---|
| **1** | **07 September 2024** |
| **2** | **07 September 2024** |
| 3 | 03 October 2009 |
| 4 | 03 October 2009 |
| 5 | 03 December 2022 |
| 6 | 03 December 2022 |
| 7 | 03 December 2022 |
| 8 | 03 December 2022 |
| 9 | 03 October 2009 |
| 10 | 03 October 2009 |
| 11 | 05 March 2016 |
| 12 | 05 March 2016 |
| 13 | 05 March 2016 |
| 14 | 05 March 2016 |
| 15 | 05 March 2016 |
| 16 | 05 March 2016 |
| 17 | 03 September 2022 |
| 18 | 03 September 2022 |
| 19 | 05 March 2016 |
| 20 | 05 March 2016 |
| 21 | 03 June 2017 |
| 22 | 03 June 2017 |
| 23 | 05 March 2016 |
| 24 | 05 March 2016 |
| 25 | 05 March 2016 |
| 26 | 05 March 2016 |
| 27 | 05 June 2021 |
| 28 | 05 June 2021 |
| 29 | 03 June 2017 |
| 30 | 03 June 2017 |
| 31 | 05 March 2016 |
| 32 | 05 March 2016 |
| 33 | 27 February 2021 |
| 34 | 27 February 2021 |
| 35 | 01 June 2019 |
| 36 | 01 June 2019 |
| 37 | 05 March 2016 |
| 38 | 05 March 2016 |
| 39 | 05 March 2016 |
| 40 | 05 March 2016 |
| 41 | 05 March 2016 |
| 42 | 05 March 2016 |
| 43 | 03 December 2016 |
| 44 | 03 December 2016 |
| 45 | 03 December 2016 |
| 46 | 03 December 2016 |
| 47 | 03 September 2016 |
| 48 | 03 September 2016 |

| Page | Date Last Changed |
|---|---|
| 49 | 03 December 2016 |
| 50 | 03 December 2016 |
| 51 | 05 March 2016 |
| 52 | 05 March 2016 |
| 53 | 05 March 2016 |
| 54 | 05 March 2016 |
| 55 | 05 March 2016 |
| 56 | 05 March 2016 |
| 57 | 03 March 2018 |
| 58 | 03 March 2018 |
| 59 | 05 March 2016 |
| 60 | 05 March 2016 |
| 61 | 05 March 2016 |
| 62 | 05 March 2016 |
| 63 | 05 March 2016 |
| 64 | 05 March 2016 |
| 65 | 30 November 2019 |
| 66 | 30 November 2019 |
| 67 | 03 October 2009 |
| 68 | 03 October 2009 |
| 69 | 07 December 2013 |
| 70 | 07 December 2013 |
| 71 | 03 September 2022 |
| 72 | 03 September 2022 |
| 72A | 07 December 2013 |
| 72B | 07 December 2013 |
| 73 | 05 September 2015 |
| 74 | 05 September 2015 |
| 75 | 03 September 2022 |
| 76 | 03 September 2022 |
| 76A | 03 September 2022 |
| 76B | 03 September 2022 |
| 77 | 03 October 2009 |
| 78 | 03 October 2009 |
| 79 | 03 September 2022 |
| 79A | 03 September 2022 |
| 79B | 03 September 2022 |
| 80 | 03 September 2022 |
| 81 | 03 September 2022 |
| 82 | 03 September 2022 |
| 83 | 03 December 2016 |
| 84 | 03 December 2016 |
| 85 | 07 December 2013 |
| 86 | 07 December 2013 |
| 87 | 03 April 2010 |
| 88 | 03 April 2010 |

# TABLE OF CONTENTS

| | Page |
|---|---|
| Maps | 3 |
| Exceptionally Poor Rail Adhesion | 5 |
| Table A Diagrams | 9 |
| Special Working Arrangement | 67 |
| Local Instructions | 71 |

# MAPS


MAP 3: GLASGOW CENTRAL TO STRANRAER
Glasgow Central
To Eglinton St (Maps 1 and 2)
SC059
To High St (Map 7)
To Larkfield (Map 1)
Shields Jn
To Paisley Canal SC061
To Deanside SC063
Paisley Gilmour Street
SC065
To CPA Terminal SC069
To Wemyss Bay SC067
SC059
To Gourock
Dubbs Jn
Kilwinning
Byrehill Jn
SC081
To Misk SC075
To Snodgrass SC083
To Androssan Harbour SC077
To Kilmarnock (Map 2)
To Ayr Harbour SC085
To Hunterston Low Level Sidings SC079
To Mauchline SC087
SC059
To Killoch SC089
Ayr
To Chalmerston SC091
To Largs SC073
Stranraer

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# EXCEPTIONALLY POOR RAIL ADHESION

## Table of Contents

**Page**

SC007 - MIDCALDER JN TO HOLYTOWN JN **Error! Bookmark not defined.**

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**SC007 MIDCALDER JN TO HOLYTOWN JN**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Between Addiewell and Fauldhouse | Up Line | 13 m | 10 ch | ***to*** | 14 m | 20 ch |
| | Down Line | 15 m | 20 ch | ***to*** | 14 m | 10 ch |

**Dated: 24/09/22**

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# TABLE A DIAGRAM
## Table of Contents

| | Page |
|---|---|
| SC059- GLASGOW CENTRAL TO STRANRAER | 11 |
| SC061- SHIELDS JN TO PAISLEY CANAL | 38 |
| SC063- CARDONALD JN TO DEANSIDE (GOODS LINE) | 40 |
| SC065- PAISLEY TO GOUROCK | 41 |
| SC067- WEMYSS BAY JN TO WEMYSS BAY | 48 |
| SC069- CONTAINERBASE JN TO GREENOCK CPA TERMINAL (GOODS LINE) | 51 |
| SC073- KILWINNING JN TO LARGS | 52 |
| SC075- MISK TO STEVENSTON (GOODS LINE) (OOU) | 57 |
| SC077- ARDROSSAN SOUTH BEACH TO ARDROSSAN HBR | 58 |
| SC079- HUNTERSTON TO HUNTERSTON LOW LEVEL SDGS (GOODS LINE) | 59 |
| SC081- BYREHILL JN TO DUBBS JN | 60 |
| SC083- SNODGRASS TO BOGSIDE (GOODS LINE) (OOU) | 61 |
| SC085- AYR HARBOUR TO NEWTON JN (GOODS LINE) | 62 |
| SC087- NEWTON JN TO MAUCHLINE (GOODS LINE) | 63 |
| SC089- ANNBANK TO KILLOCH COLLIERY (GOODS LINE) | 64 |
| SC091- DALRYMPLE JN TO CHALMERSTON (GOODS LINE) | 65 |

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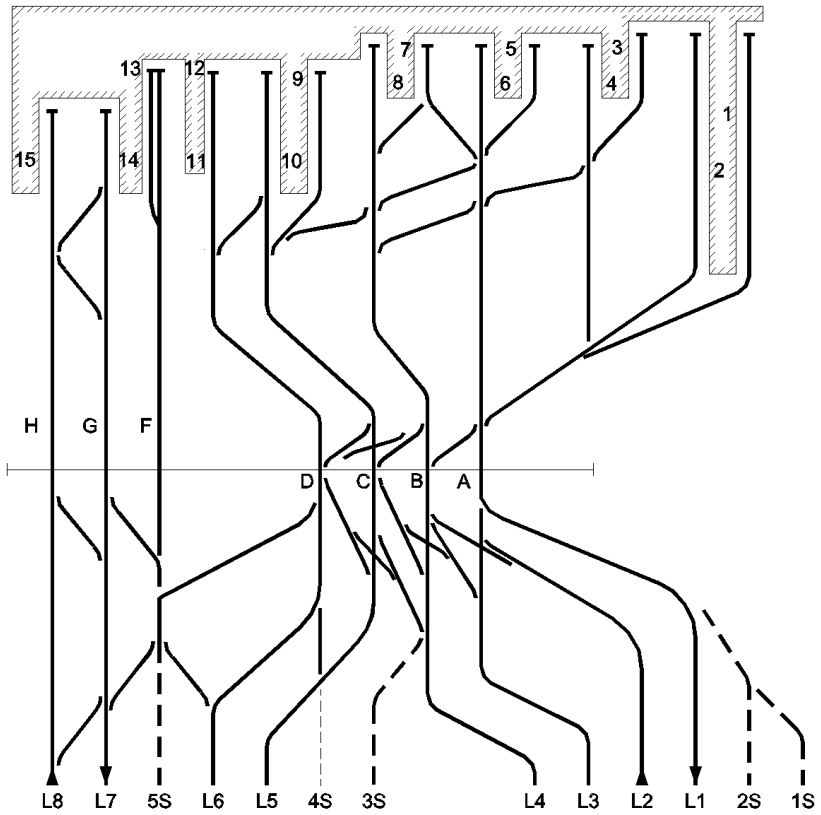
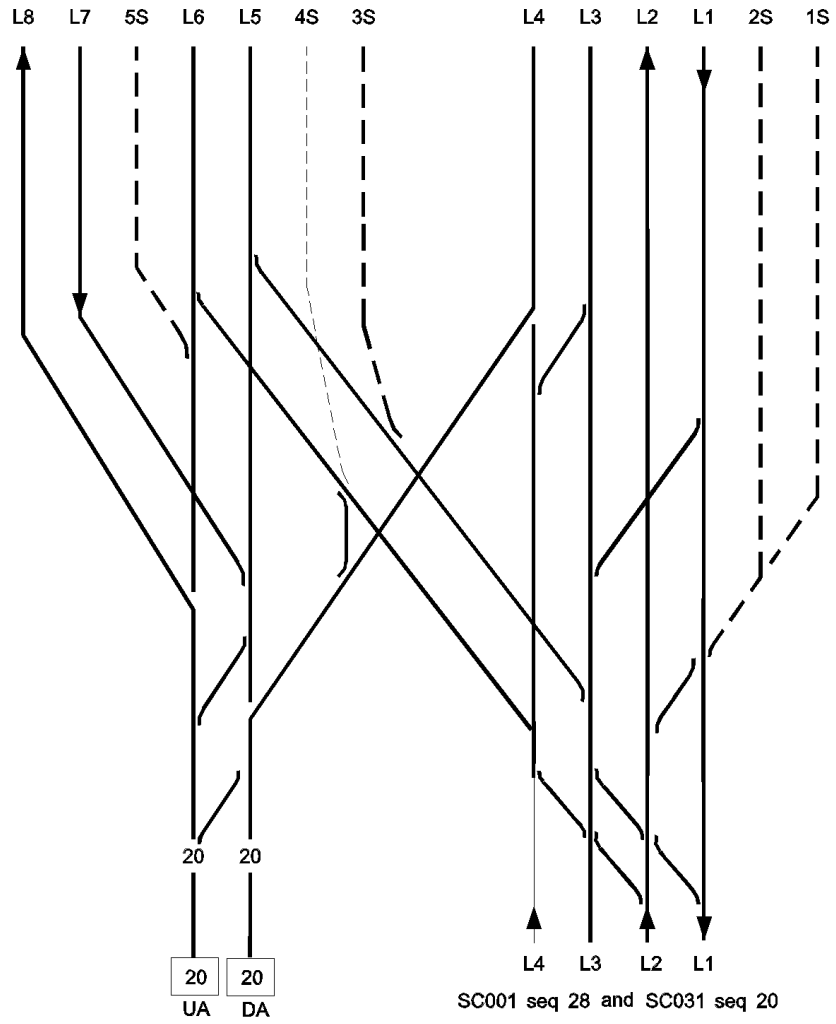
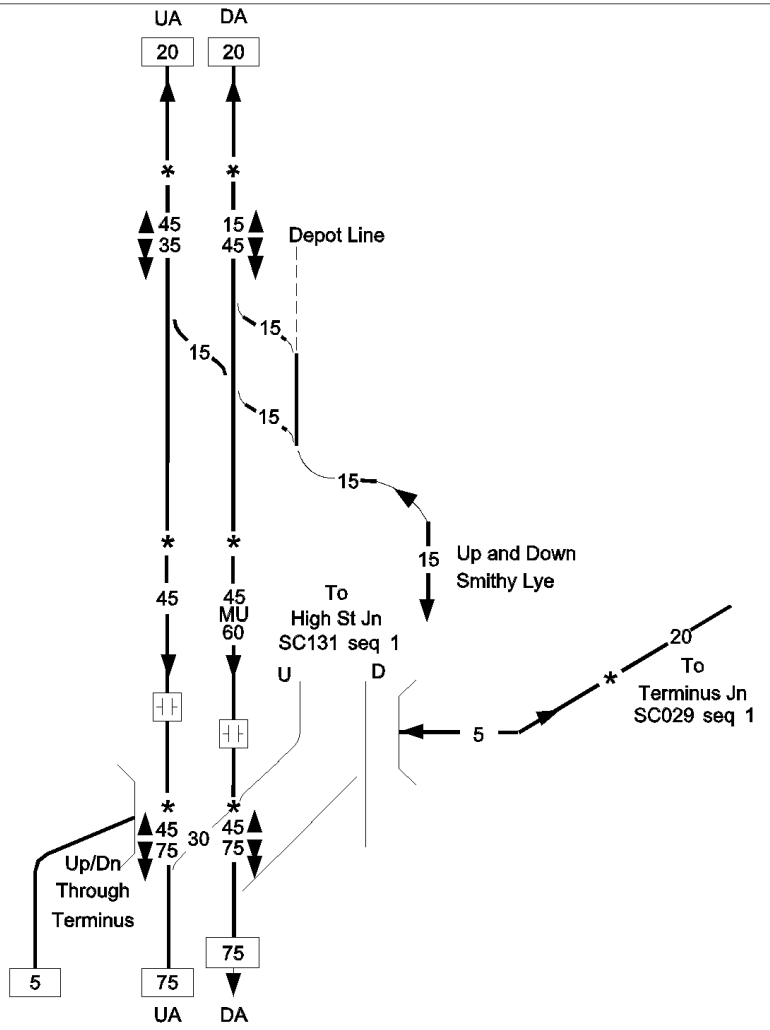
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 001 | Glasgow Central to Stranraer | WCM2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **GLASGOW CENTRAL**<br><br>Gantry "A" | 102 27 |  | GSM-R<br><br>TCB West of Scotland SC (GG)<br>Glasgow Central Workstation<br>AC: Cathcart ECR<br><br>All lines are bi-directional unless otherwise shown<br><br>NOTE this page is in the UP direction<br><br>AWS not provided in this area<br><br>For details of lockouts in the station area see Local Instructions<br><br>Platforms 1-15 - PP<br><br>15mph over all lines and connections between the buffer stops and Gantry "A"<br><br>20 mph over all lines and connections between Gantry "A" and the end of the page<br><br>L = Line S = Siding |

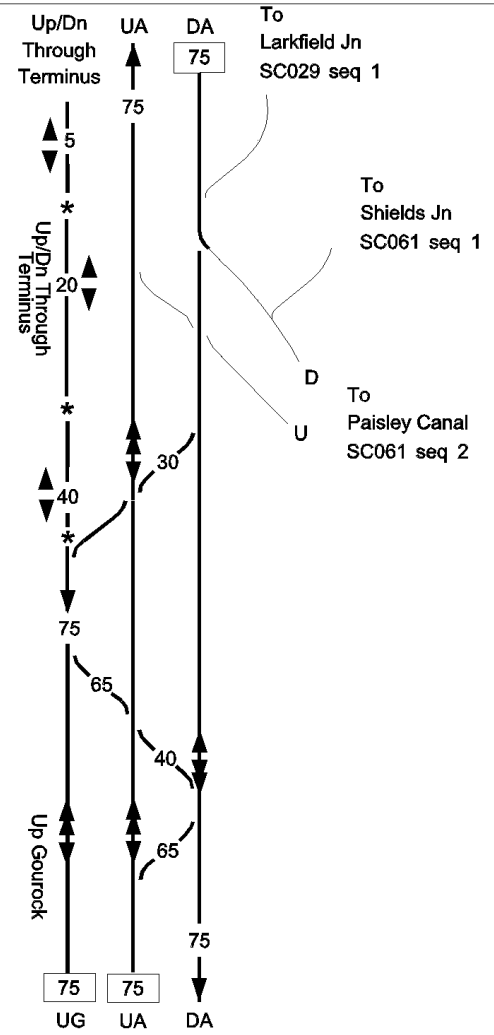
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 002 | Glasgow Central to Stranraer | WCM2 AYR1 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Bridge St Jn (Change of ELR WCM2 to AYR1) | 101 57 *<br>101 53<br>0 00 * |  | GSM-R<br>TCB West of Scotland SC (GG) Bridge Street Workstation AC:Cathcart ECR<br><br>L = Line<br>S = Siding<br>DA = Down Ayr<br>UA = Up Ayr<br><br>For details of lockouts in this area see Local Instructions<br><br>20 mph over all lines and connections between the top of the page and Bridge St Jn on lines 1 - 4<br><br>AWS not provided in this area<br><br>NOTE this page is in the UP direction |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 003 | Glasgow Central to Stranraer | AYR1 LYE | Scotland | 30/01/2016 |

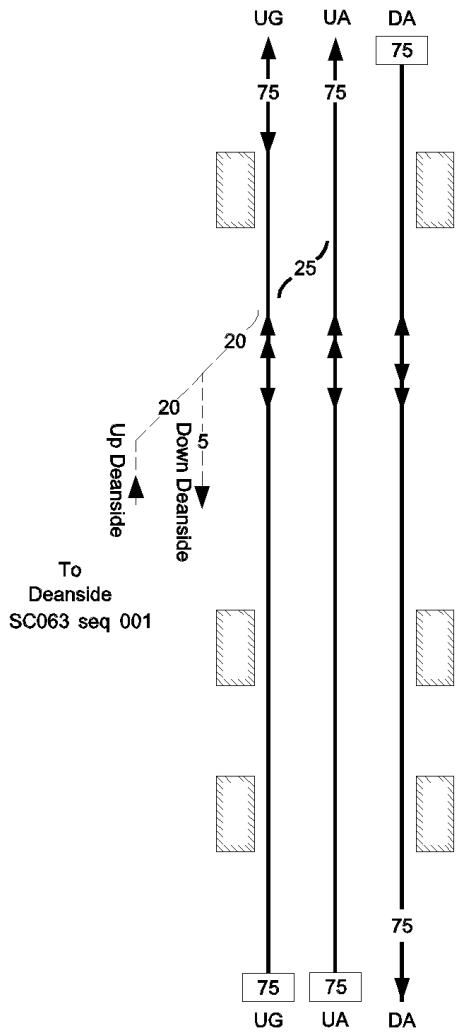
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB West of Scotland SC (GG) Bridge Street Workstation AC:Cathcart<br>GSM-R |
| | 0 13 * | | |
| Cook Street | 0 19 | | |
| Smithy Lye<br>Change of ELR to LYE | | | |
| | 0 47 * | | West of Scotland SC (G) Shields Workstation |
| OHNS | ① 101 69 * | | |
| OHNS | 0 68 | | |
| | 0 69 | | |
| | 0 73 * | | |
| Shields Jn | 1 00 | | DA = Down Ayr<br>UA = Up Ayr<br>① = Up Through Terminus mileage |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 004 | Glasgow Central to Stranraer | BRD AYR1 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 102 02 * |  | GSM-R<br>TCB West of Scotland SC (G) Shields Workstation AC:Cathcart<br>For details of lockouts in this area see Local Instructions<br>① = Up/Dn Through Terminus mileage<br>DA = Down Ayr<br>UA = Up Ayr |
| | 102 45 * | | |
| | ① 102 63 | | |
| | 1 47 * | | |

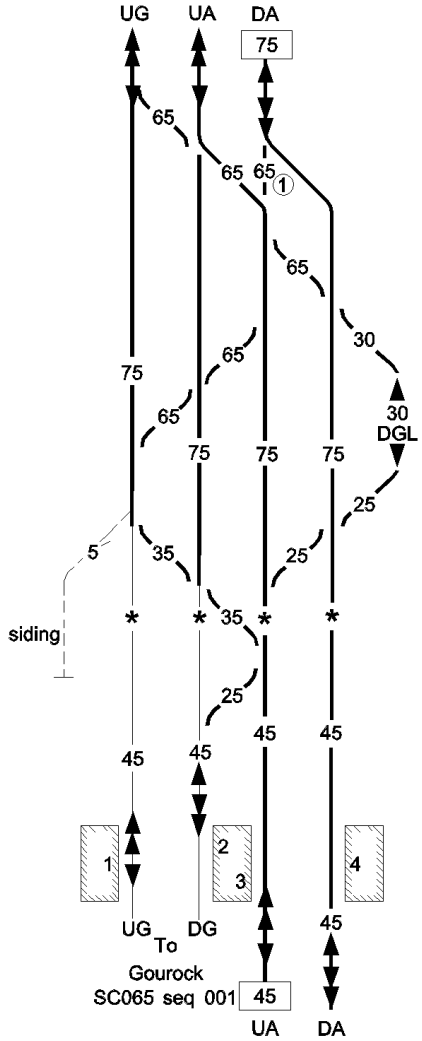
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 005 | Glasgow Central to Stranraer | AYR1 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **CARDONALD** | 3 11 | | TCB West of Scotland SC (G) Shields Workstation AC:Cathcart ECR<br>GSM-R |
| Cardonald Jn | 3 31 | | For details of lockouts in this area see Local Instructions |
| **HILLINGTON EAST** | 3 62 | | |
| **HILLINGTON WEST** | 4 29 | | West of Scotland SC (GP) Paisley workstation<br>UG = Up Gourock<br>UA = Up Ayr<br>DA = Down Ayr |



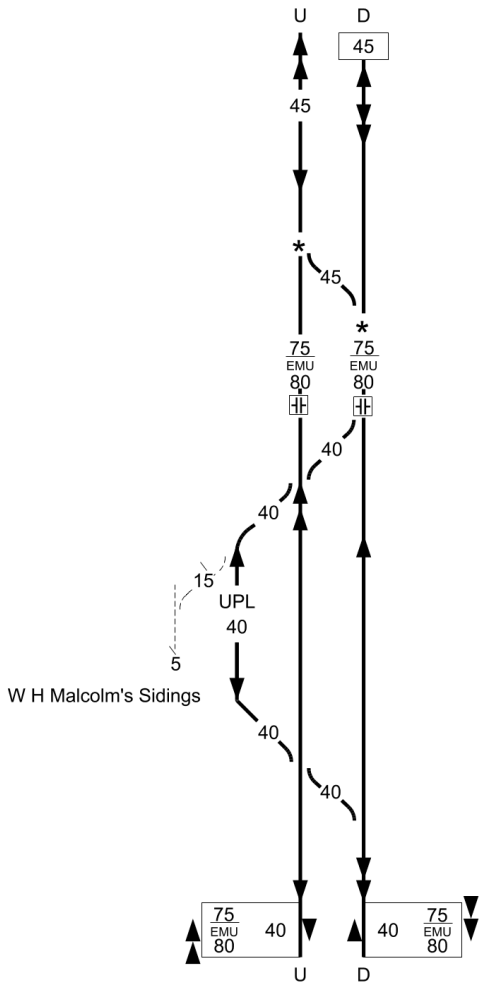
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 006 | Glasgow Central to Stranraer | AYR1 GOU1 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| (Change of ELR AYR1 to GOU1 on UG & UA) | 5 14 | | TCB West of Scotland SC (GP) Paisley workstation AC:Cathcart ECR<br>GSM-R |
| | | | ① Connecting line |
| Arkleston Jn | 5 42 | | DGL (PF) 2132f (650m) (102 SLU's) |
| | | | For details of lockouts in this area see Local Instructions |
| | 6 19 * | | UG - Up Gourock<br>DG - Down Gourock<br>UA - Up Ayr<br>DA - Down Ayr |
| Wallneuk Jn | 6 34 | | |
| **PAISLEY GILMOUR STREET** | 6 46 | | |

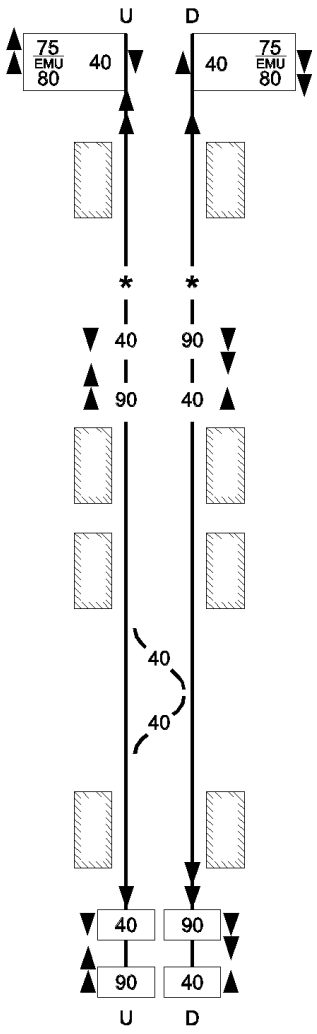


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 007 | Glasgow Central to Stranraer | AYR1 AYR2 AYR3 | Scotland | 26/06/2022 |

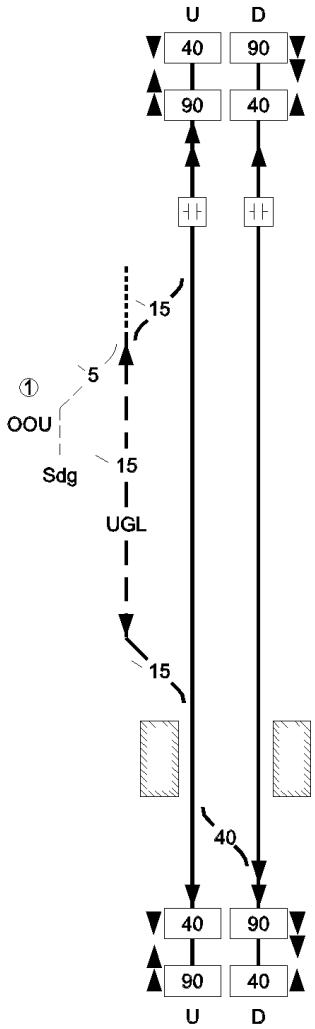
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB West of Scotland SC (GPE) Paisley workstation AC: Cathcart ECR; GSM-R |
| (Change of ELR AYR1 to AYR2) | 6 53 | | |
| | 6 73 | | |
| (Change of ELR AYR2 to AYR3) | 7 03 * | | |
| Brown Street crosover | 7 07 | | |
| | 7 09 * | | |
| | 8 16 | | Ferguslie OHNS |
| | 8 19 | | |
| Elderslie East | 8 54 | | |
| Elderslie | 9 03 | | |
| | | | UPL 2939f (896m) (139 SLU's) |
| Elderslie West | 9 39 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 008 | Glasgow Central to Stranraer | AYR3 | Scotland | 30/01/2016 |

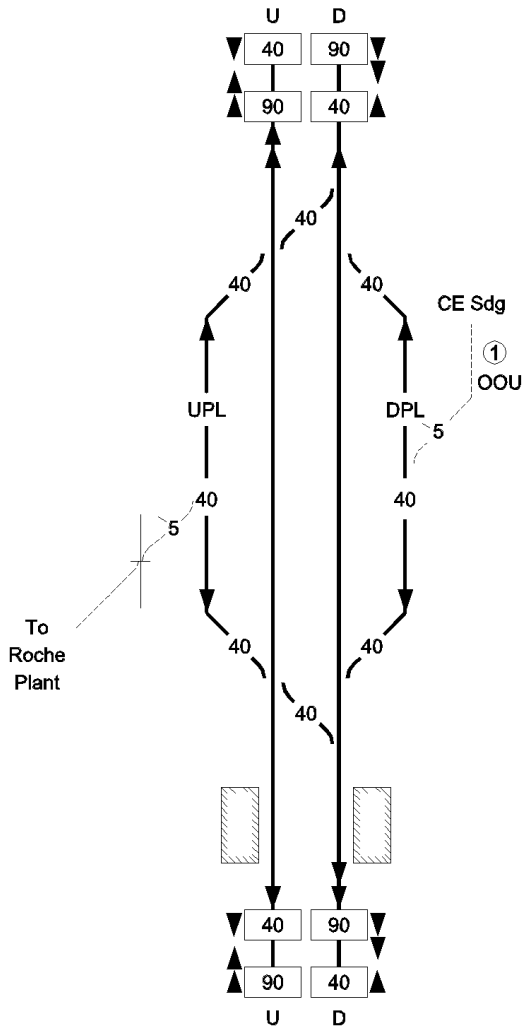
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB West of Scotland SC (GPE & GPG) Paisley workstation AC: Cathcart ECR |
| **JOHNSTONE** | 10 09 | | |
| | 10 28 * | | |
| **MILLIKEN PARK** | 11 40 | | |
| **HOWWOOD** | 12 77 | | |
| Lochwinnoch Crossovers | 15 24 | | |
| **LOCHWINNOCH** | 15 57 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 009 | Glasgow Central to Stranraer | AYR3 | Scotland | 30/01/2016 |

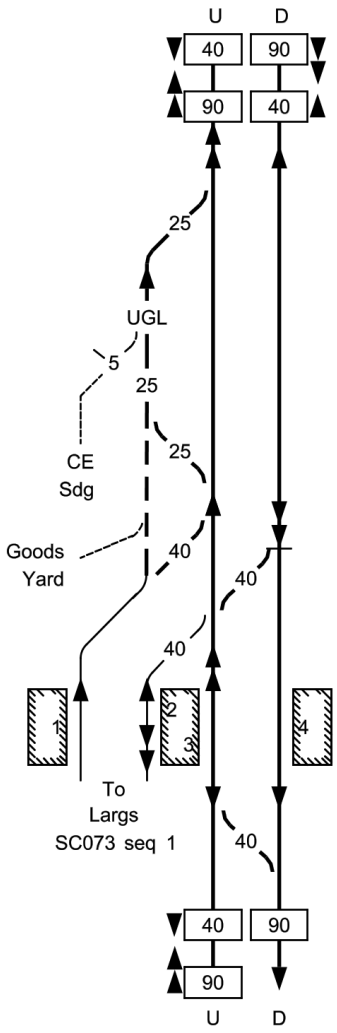
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB West of Scotland SC (GPG) Paisley workstation AC:Cathcart ECR GSM-R |
| OHNS | 15 71 | | ① Temporarily taken out of use |
| | | | UGL (PF) 865f (260m) (41 SLU's) |
| **GLENGARNOCK** | 19 63 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 010 | Glasgow Central to Stranraer | AYR3 AYR4 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB West of Scotland SC (GPG)<br>Paisley workstation<br>AC: Cathcart ECR |
| | | | ① Temporarily taken out of use |
| CE Sdg GF | 21 07 | Ⓢ | UPL 2290f (695m)<br>(109 SLU's)<br>DPL 2290f (695m)<br>(109 SLU's) |
| Brownhill | 21 28 | | |
| **DALRY** | 22 42 | | West of Scotland SC (GPG) (GPK)<br>Ayr workstation |
| (Change of ELR AYR3 to AYR4) | 23 00 | | |

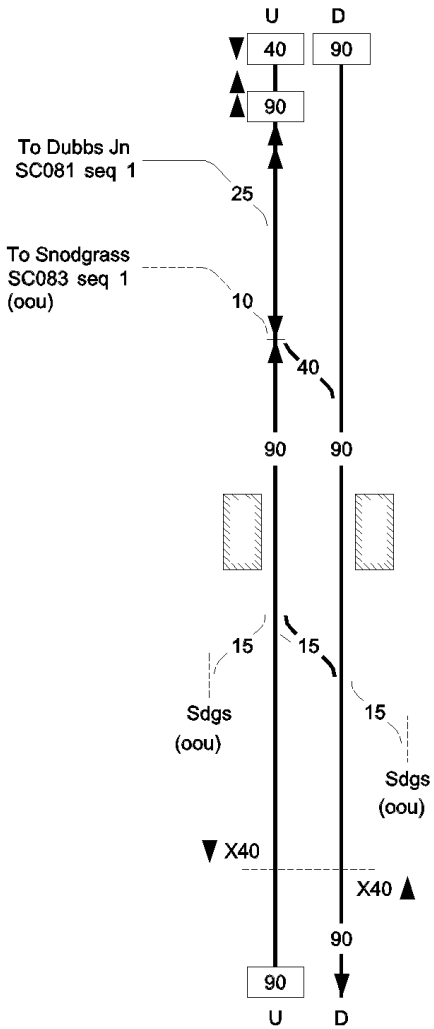


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 011 | Glasgow Central to Stranraer | AYR4 | Scotland | 25/03/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R<br>TCB West of Scotland SC (GPK)<br>Ayr workstation<br>AC: Cathcart ECR |
| Kilwinning Jn | 25 65 | | UGL (PF) 1305f (398m)<br>(62 SLU's) |
| **KILWINNING** | 26 00 | | Additional AWS equipment at Kilwinning (Up Ayr).<br>See General Instructions headed<br>"Automatic Warning System". |

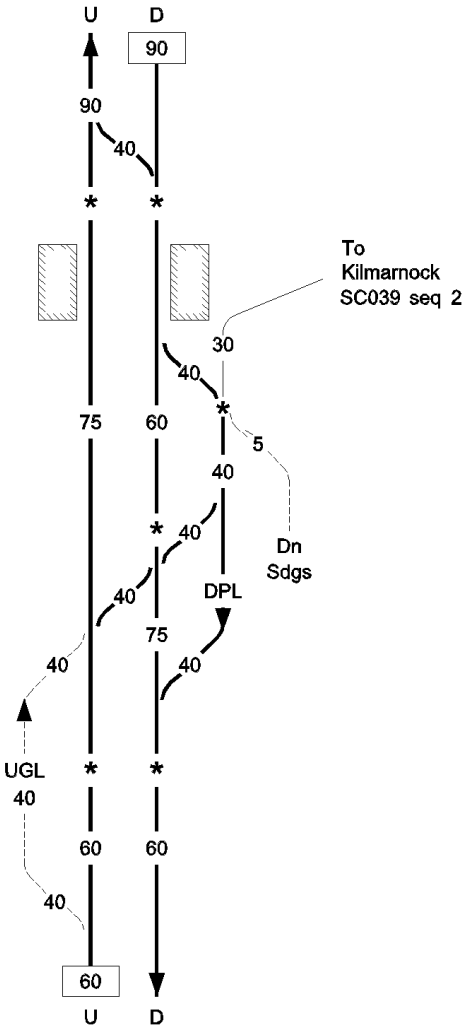
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 012 | Glasgow Central to Stranraer | AYR4 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB West of Scotland SC (GPK & GPB) Ayr workstation AC:Cathcart ECR |
| Byrehill Jn | 26 75 | | |
| Bogside | 27 71 | | |
| **IRVINE** | 29 28 | | |
| Galles (AHBC-X) | 31 17 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 013 | Glasgow Central to Stranraer | AYR4 AYR5 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB West of Scotland SC (GPB) Ayr workstation AC: Cathcart ECR; GSM-R |
| | 32 73 * | | |
| **BARASSIE** | 32 77 | | |
| Barassie Jn | 33 06 * | | |
| (Change of ELR AYR4 to AYR5) | 33 08 / 0 00 | | |
| | 0 17 * | | DPL 1180f (359m) (56 SLU's) |
| | 0 43 * | | UGL 1345f (410m) (64 SLU's) |

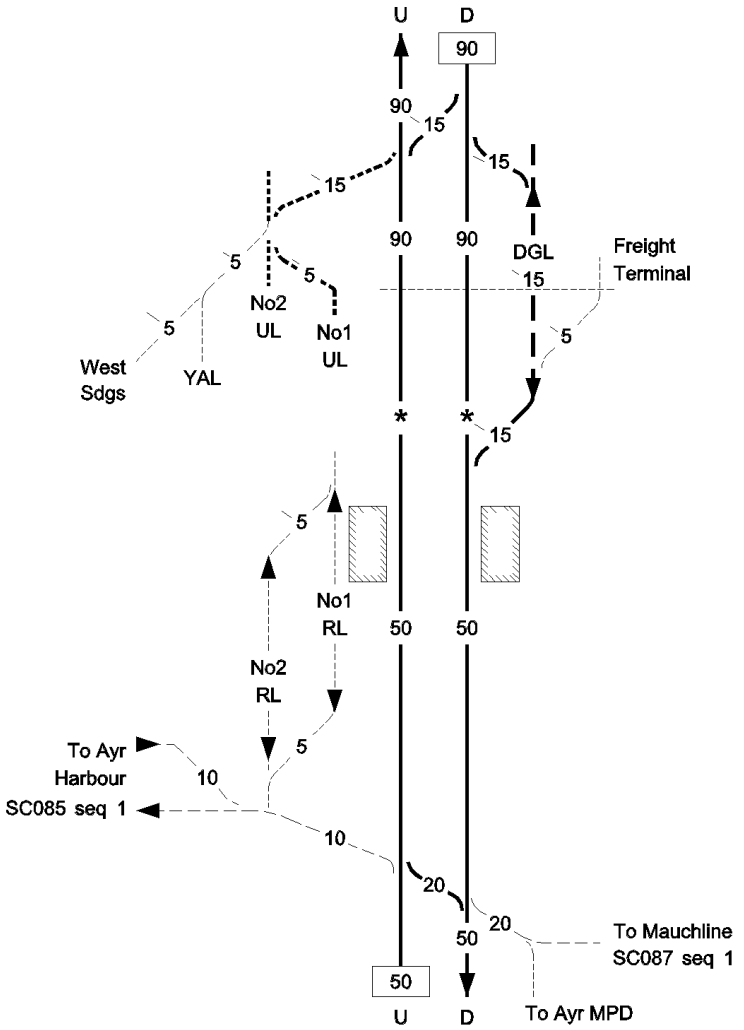


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 014 | Glasgow Central to Stranraer | AYR5 AYR6 | Scotland | 30/01/2016 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| **TROON** | 1 | 16 | U 60 / D 60 | TCB West of Scotland SC (GPB & GPA) Ayr workstation AC: Cathcart ECR; GSM-R |
| | 1 | 22 * | * / * | |
| | 1 | 26 * | * / * | |
| (Change of ELR AYR5 to AYR6) | 2 | 15 | | |
| | 35 | 05 | 75 / 75 | |
| | 35 | 16 * | * / * | |
| Monkton GF | 36 | 28 | Ⓢ 5 Sdg 90 / 90 | |
| **PRESTWICK INTERNATIONAL AIRPORT** | 36 | 76 | | |
| **PRESTWICK TOWN** | 37 | 34 | 90 / 90 U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 015 | Glasgow Central to Stranraer | AYR6 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Falkland | 38 73 | | |
| | 39 01 * | | |
| **NEWTON-ON-AYR** | 39 33 | | |
| Newton Jn | 39 44 | | |




TCB West of Scotland SC (GPA)
Ayr workstation
AC: Cathcart ECR

GSM-R

DGL (PF) 1159f (353m)
(55 SLU's)

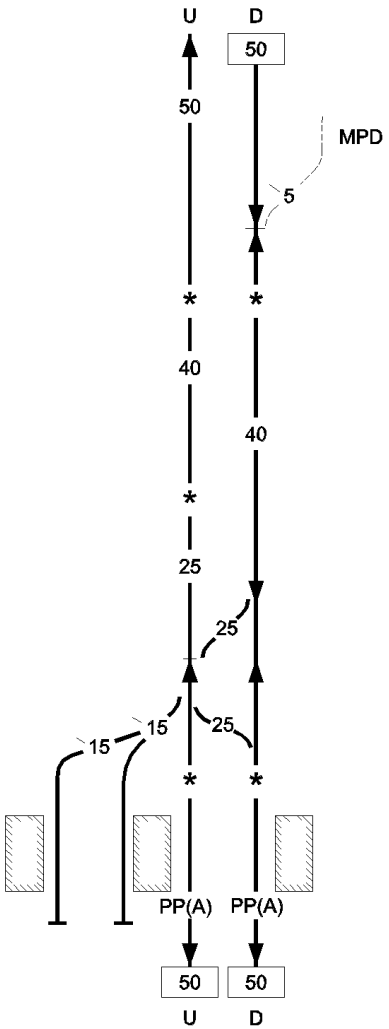
Staff crossing with white lights

UL = Up Loop

YAL = Yard Arrival Line

RL = Reception Line

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 016 | Glasgow Central to Stranraer | AYR6 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R<br>TCB West of Scotland SC (GPA)<br>Ayr workstation<br>AC: Cathcart ECR |
| | 40 13 * | | |
| | 40 40 * | | |
| | 40 42 * | | |
| **AYR** | 40 49 | | Platforms 3 & 4 - PP<br>PP(A) - detaching, for booked movements or during significant service disruption attaching only during significant service disruption |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 017 | Glasgow Central to Stranraer | STR1 | Scotland | 10/04/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>50 50<br>5<br>30<br>5 | GSM-R<br>TCB West of Scotland SC (GPA)<br>Ayr workstation<br>AC: Cathcart ECR |
| | 40 79 * | * *<br>Townhead | Limit of OLE |
| | | 60 60<br>45 | |
| Belmont LC (CCTV) | 41 45 | | |
| Dalrymple Jn | 43 53 | 60<br>20<br>60<br>To Chalmerston SC091 seq 1 OOU ① | Limit for Axle Counter area 44m 42ch to 53m 34ch<br>① Temporarily taken out of use<br>Kilkerran SB (KK) |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 018 | Glasgow Central to Stranraer | STR1 | Scotland | 10/04/2021 |

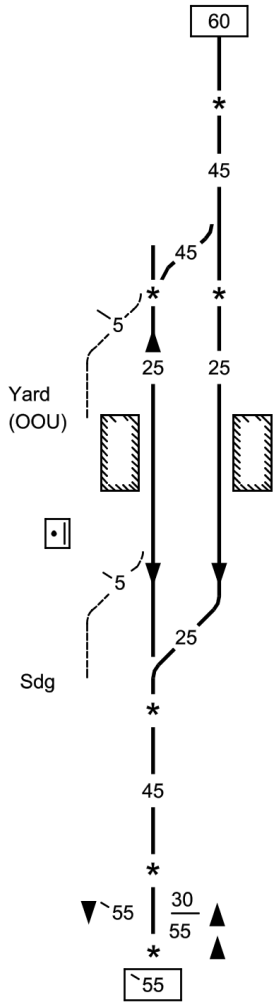
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Kilkerran SB (KK) GSM-R |
| | 46 66 * | 60 * 65 | |
| Myremill Farm LC (UWC) | 48 32 | T | |
| | 49 25 * | * 60 | |
| **MAYBOLE** | 49 46 | T | |
| | 51 60 | T | Limit for Axle Counter area 44m 42ch to 53m 34ch<br>① 45 25<br>① = over connections between single and Up and Down line<br>CL 1110f (340m)<br>(52 SLU's) |
| | | 45 ① 45 | |
| Kilkerran SB & LC | 53 76 | • 60 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 019 | Glasgow Central to Stranraer | STR1 | Scotland | 04/03/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 60 | TB (SC) Kilkerran SB (KK) GSM-R |
| | 54 40 * | * | |
| | | 55 | |
| | 55 10 * | * | |
| | | 60 | |
| | 56 00 * | T * | |
| | | 65 | |
| | 59 29 * | * | |
| | 59 40 | T 60 | |
| | | 60 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 020 | Glasgow Central to Stranraer | STR1 STR2 | Scotland | 04/03/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R |
| | | | TB (SC) Kilkerran SB (KK) |
| | 61 50 * | | |
| (Change of ELR STR1 to STR2) | 61 60 * | | |
| | 0 00 | | |
| **GIRVAN** | 0 15 | | CL 1220f (370m) (58 SLU's) |
| Girvan SB | 0 18 | | ET Girvan SB (GV) |
| | 0 32 * | | |
| | 1 33 * | | |
| | 1 59 * | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 021 | Glasgow Central to Stranraer | STR2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 3 60 | T<br>55 | ET Girvan SB (GV) GSM-R |
| Pinmore Tunnel<br>440 yards | 4 07<br>to<br>4 27 | | |
| | 4 60 | T | |
| | 5 49 * | *<br>20 | |
| | 5 57 * | *<br>40 | |
| | 5 67 * | *<br>45 | |
| | 6 35 * | *<br>55 | |
| | 7 23 * | *<br>20<br>① 30 | ① = Applies to Class 15x trains only |
| | 7 26 * | *<br>55 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 022 | Glasgow Central to Stranraer | STR2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 55 | ET Girvan SB (GV) GSM-R |
| | 8 57 * | * ▼ | |
| | | ▲55 60▼ | |
| | 10 40 * | T * | |
| | | 20 | |
| | 10 43 * | * | |
| | | ▲60 55/MU 60 ▼ | |
| | 11 29 * | * | |
| | | 40/MU 60 | |
| | 11 32 * | * | |
| | | ▲55/MU 60 55 ▼ | |
| | 12 20 * | * | |
| Cairnlea No1 LC (UWC) | 12 32 | T | ① = Entering, over and leaving crossing loops |
| | | ① 50 ① 50 | |
| **BARRHILL SB** | 12 35 | | Barrhill SB (BR) |
| Cairnlea No2 LC (UWC) | 12 37 | T | CL 1260f (385m) (60 SLU's) |
| | | 60 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 023 | Glasgow Central to Stranraer | STR2 | Scotland | 23/03/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 13 60 * | 60 * 45 | ET Barrhill SB (BR) GSM-R |
| | 14 20 * | * 55 MU 60 | |
| | 16 20 | T | |
| Miltonise LC (UWC) | 18 20 | T | |
| Markdhu No1 LC (R/G) | 18 79 | T | |
| Marklach No1 LC (UWC) | 19 74 | T 60 | |
| | 20 02 * | * | |
| Marklach No3 LC (UWC) | 20 07 | T 35 MU 60 OOU | |
| | | ① 50 ① 50 5 | ① = Entering, over and leaving crossing loops CL 1033f (310m) (49 SLU's) |
| Glenwhilly SB | 20 70 | | Glenwhilly SB (GW) |
| | | ② 25 60 | ② = Loop to single line |
| | 21 07 * | * 60 | |
| | 22 40 * | * 40 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 024 | Glasgow Central to Stranraer | STR2 | Scotland | 12/12/2020 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 40 | ET Glenwhilly SB (GW) GSM-R |
| | 23 40 * | * | |
| | | 60 | |
| | 25 27 * | * | |
| | 25 68 | T 65 | |
| Milton of Larg No 1 LC (UWC) | 25 73 | T | |
| Milton of Larg No 2 LC (UWC) | 26 50 | T | |
| Craig No 2 LC (UWC) | 28 10 | T | |
| | 29 61 * | * | |
| | | 50 | |
| | 30 30 * | * | |
| | | 55 | |
| | 30 60 * | * | |
| | | ▲80 55▼ | |

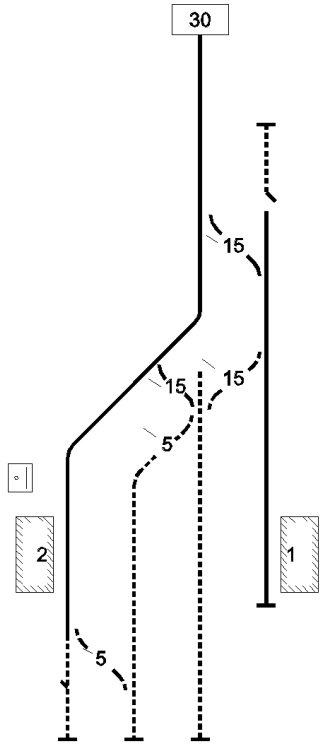
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 025 | Glasgow Central to Stranraer | STR2 STR3 | Scotland | 28/03/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| (Change of ELR STR2 to STR3) | 30 67<br>46 54 | 80 55 | ET Glenwhilly SB (GW)<br>GSM-R |
| | 47 34 * | * | |
| | | 40 | CL 1640f (500m)<br>(78 SLU's) |
| Dunragit SB & LC | 47 72 | | Dunragit SB (DR) |
| | | 40 | OTS applies between Dunragit SB and Stranraer Harbour when Stranraer Harbour SB is closed (See Local Instructions)<br>Staff custodian - Dunragit signaller |
| | | 80 | |
| Little Genoch No 1 LC (R/G) | 48 48 | T | |
| | 48 55 * | * | |
| | | 60 80 | |
| | 48 70 * | * | |
| | | 80 | |

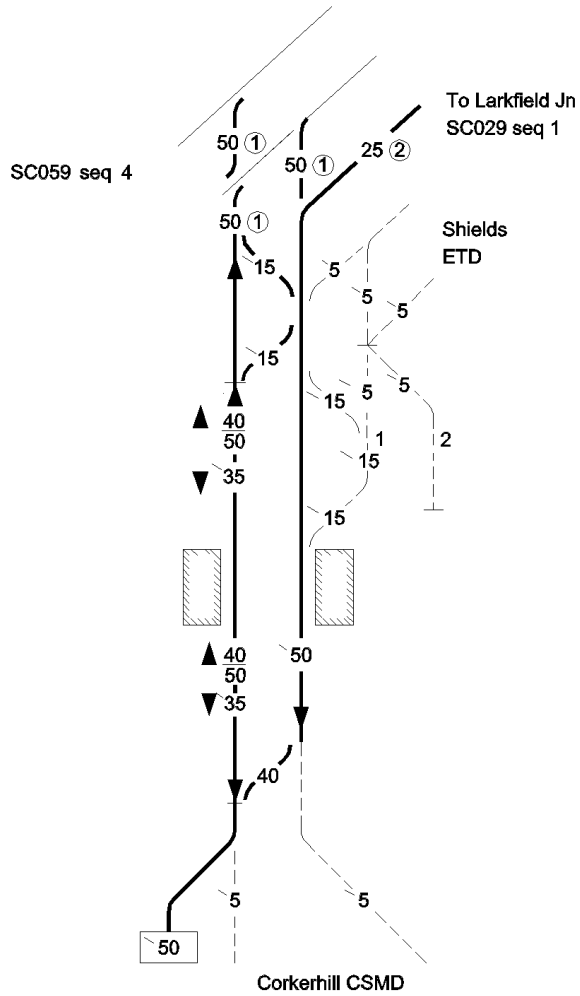
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 026 | Glasgow Central to Stranraer | STR3 STR4 | Scotland | 28/03/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 80 | ET Dunragit SB (DR) GSM-R |
| Little Genoch No2 LC (R/G) | 48 80 | T | OTS applies between Dunragit SB and Stranraer Harbour when Stranraer Harbour SB is closed (See Local Instructions)<br>Staff custodian - Dunragit signaller |
| | 52 30 * | * | |
| | | 60 | |
| Stranraer Yard GF<br>(Change of ELR STR3 to STR4) | 53 05<br>53 05 | Ⓢ<br>15<br>Stranraer Yard | Subsidary token instrument controlled from Dunragit and Stranraer Harbour SBs |
| | 53 15 * | * | |
| | | 30 | |
| | | 30 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC059 | 027 | Glasgow Central to Stranraer | STR4 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | ET Dunragit SB (DR) GSM-R<br>OTS applies between Dunragit SB and Stranraer Harbour when Stranraer Harbour SB is closed (See Local Instructions)<br>Staff custodian - Dunragit signaller |
| Stranraer Harbour SB | 53 74 | | |
| **STRANRAER** | 53 77 | | Platform 1 - PP |
| End of line | 54 05 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC061 | 001 | Shields Jn to Paisley Canal | CNL | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Shields Jn | 1 05 |   | GSM-R<br>TCB West of Scotland SC (G) Shields Workstation AC: Cathcart ECR<br>① = Through jn. connections<br>② = Through connections to and from, and over, Chord line<br>1= No 1 Line<br>2= No 2 Line |
| **DUMBRECK** | 1 50 | | |
| | 2 27 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC061 | 002 | Shields Jn to Paisley Canal | CNL | Scotland | 30/01/2016 |

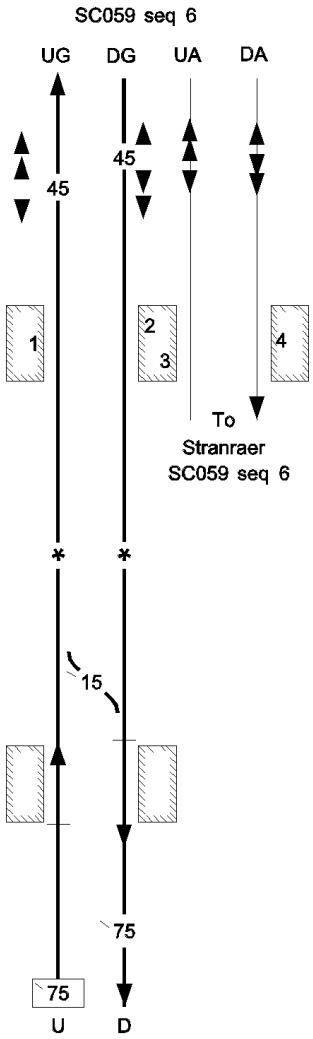
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U<br>50 | TCB West of Scotland SC (G) Shields Workstation<br>GSM-R<br>AC: Cathcart ECR |
| **CORKERHILL** | 3 11 | | |
| **MOSSPARK** | 3 57 | | |
| | 3 74 | 40<br>40 | |
| | 4 32 | 40 | Up line standage 1135f (347m) (54 SLU's)<br>Down Line standage 1075f (329m) (51 SLU's) |
| **CROOKSTON** | 4 40 | | |
| OHNS | 5 20 | 50 | |
| Hawkhead Oil Terminal GF | 5 36 | Ⓢ<br>5 ②<br>OOU | ② Temporarily taken out of use |
| **HAWKHEAD** | 5 79 | ① | ① 20mph applies between Hawkhead Oil Terminal GF and PAISLEY CANAL for Class 4, 6, 7 and 8 trains |
| | 6 54 * | * | |
| **PAISLEY CANAL** | 7 00 | T<br>30 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC063 | 001 | Cardonald Jn to Deanside (Goods Line) | CND1 CND2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB West of Scotland SC (G) Shields Workstation |
| Cardonald Jn | 0 00 | SC059 seq 005<br>20 ①<br>20 ①<br>20 ①<br>5<br>5 | ① = Through jn |
| Cardonald North Jn<br>(Change of ELR CND1 to CND2) | 0 36<br>0 36 | 5 | |
| Notice board | 1 18 | | YARD WORKING applies between Cardonald North Jn and Deanside. See Local Instructions |
| Deanside | 1 54 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC065 | 001 | Paisley to Gourock | GOU1 GOU2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Wallneuk Jn | 6 34 | | |
| **PAISLEY GILMOUR STREET** | 6 47 | | |
| (Change of ELR GOU1 to GOU2) | 6 56 | | |
| | 107 70 | | Axle Counter area starts 107m 77ch |
| | 108 00 * | | |
| **PAISLEY ST. JAMES** | 108 46 | | |



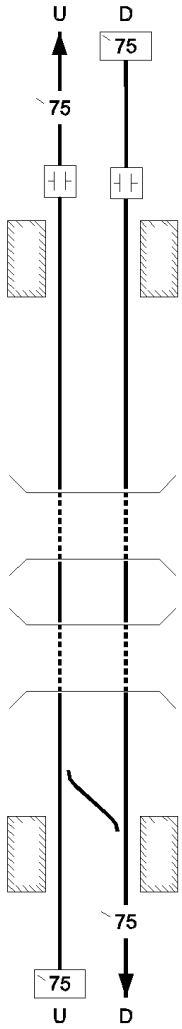

TCB West of Scotland SC (GP)
Paisley workstation
AC: Cathcart ECR

GSM-R

UG - Up Gourock
DG - Down Gourock
UA - Up Ayr
DA - Down Ayr

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC065 | 002 | Paisley to Gourock | GOU2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB West of Scotland SC (GP)<br>Paisley workstation<br>AC:Cathcart ECR |
| OHNS | 112 30 | | |
| **BISHOPTON** | 112 60 | | |
| Bishopton No1 Tunnel<br>330 yards | 113 49<br>to<br>113 64 | | |
| Bishopton No2 Tunnel<br>350 yards | 113 68<br>to<br>114 90 | | |
| **LANGBANK** | 116 66 | | |

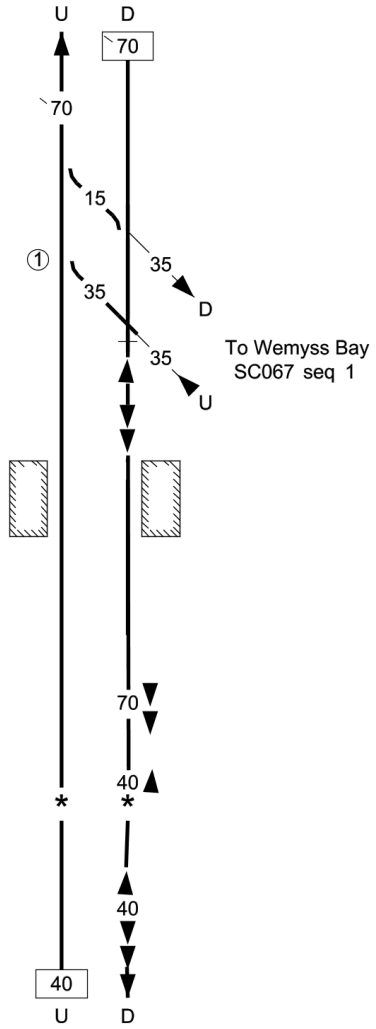


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC065 | 003 | Paisley to Gourock | GOU2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>75 75 | TCB West of Scotland SC (GPL)<br>Paisley workstation<br>AC:Cathcart ECR<br>GSM-R<br><br>Axle Counter area ends 119m 29ch |
| **WOODHALL** | 119 45 | | |
| | 120 17 * | * * | |
| | | 60 60 | |
| | 120 58 * | * * | |
| | | 35 35 | |
| **PORT GLASGOW** | 120 71 | | |
| | 121 08 * | * * | |
| | | 70<br>70<br>U D | |

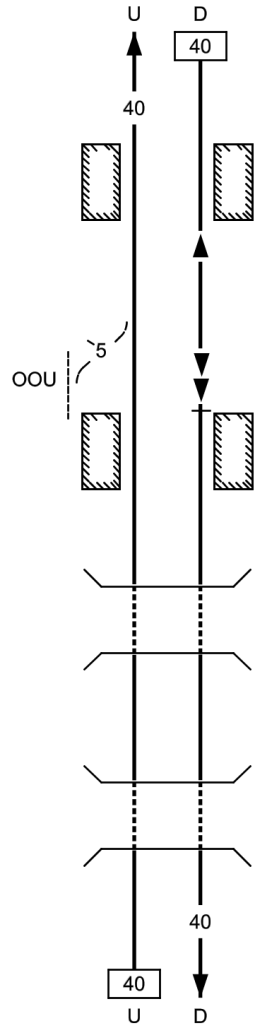
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC065 | 004 | Paisley to Gourock | GOU2 | Scotland | 17/10/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB West of Scotland SC (GPL)<br>Paisley workstation<br>AC:Cathcart ECR |
| Wemyss Bay Jn | 121 28 | | ① Spring Points |
| **BOGSTON** | 121 65 | | |
| Ladyburn | 121 74 | | |
| | 122 49 * | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC065 | 005 | Paisley to Gourock | GOU2 | Scotland | 17/10/2016 |

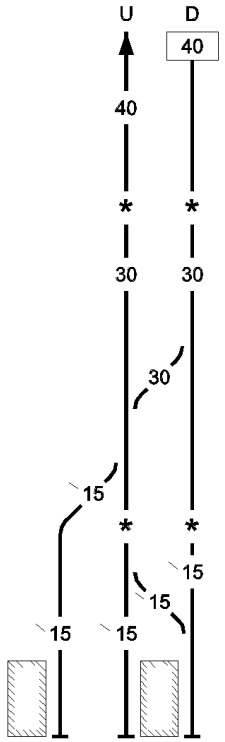
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **CARTSDYKE** | 122 52 | | GSM-R<br>TCB West of Scotland SC (GPL)<br>Paisley workstation<br>AC:Cathcart ECR |
| Greenock Central GF | | Ⓢ | |
| **GREENOCK CENTRAL** | 123 38 | | |
| Wellpark Tunnel<br>280 yards | 123 43<br>to<br>123 56 | | |
| Anne Street Tunnel<br>200 yards | 123 67<br>to<br>123 76 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC065 | 006 | Paisley to Gourock | GOU2 | Scotland | 03/09/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>40 40 | GSM-R<br>TCB West of Scotland SC (GPL & GPU) Paisley workstation AC:Cathcart ECR |
| **GREENOCK WEST** | 124 10 | | |
| | 124 15 | | |
| | 124 16 * | * * | |
| Newton Street Tunnel<br>1m 350 yards | | 70 70 | |
| | 125 01 * | * * | |
| | | 40 40 | |
| | 125 31 | | |
| | | 40 40 | |
| **FORT MATILDA** | 125 40 | | |
| | | 40<br>40<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC065 | 007 | Paisley to Gourock | GOU2 | Scotland | 30/01/2016 |

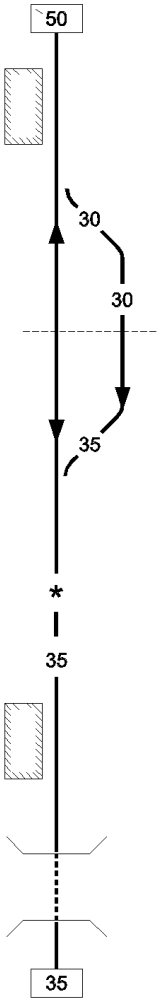
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB West of Scotland SC (GPU) Paisley workstation AC:Cathcart ECR<br>GSM-R |
| | 126 20 * | | |
| | 126 40 * | | |
| **GOUROCK** | 126 58 | | Platforms 1-3 - PP |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC067 | 001 | Wemyss Bay Jn to Wemyss Bay | WYS | Scotland | 03/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB West of Scotland SC (GPL)<br>Paisley workstation<br>AC:Cathcart ECR |
| Wemyss Bay Jn | 0 00 | SC065 seq 4<br>② 35 ① 35 ① 35 ① 15 ① 50 50 50 50 | ① = Through jn<br>② Spring Points |
| Cartsburn Tunnel<br>310 yards | 1 44<br>to<br>1 58 | | |
| **WHINHILL** | 1 63 | | See local Instructions |
| **DRUMFROCHAR** | 2 66 | | |
| **BRANCHTON** | 4 08 | 50 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC067 | 002 | Wemyss Bay Jn to Wemyss Bay | WYS | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R |
| | | | TCB West of Scotland SC (GPD) Paisley workstation AC:Cathcart ECR |
| **IBM** | 5 22 | | |
| Dunrod Loop East End | 6 09 | | |
| Dunrod LC (UWC) | 6 18 | T | CL 760f (230m) (36 SLU's) |
| Dunrod Loop West End | 6 31 | | |
| | 7 40 * | | |
| **INVERKIP** | 7 62 | | |
| Inverkip Tunnel 200 yards | 7 71 to 8 00 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC067 | 003 | Wemyss Bay Jn to Wemyss Bay | WYS | Scotland | 26/09/2016 |

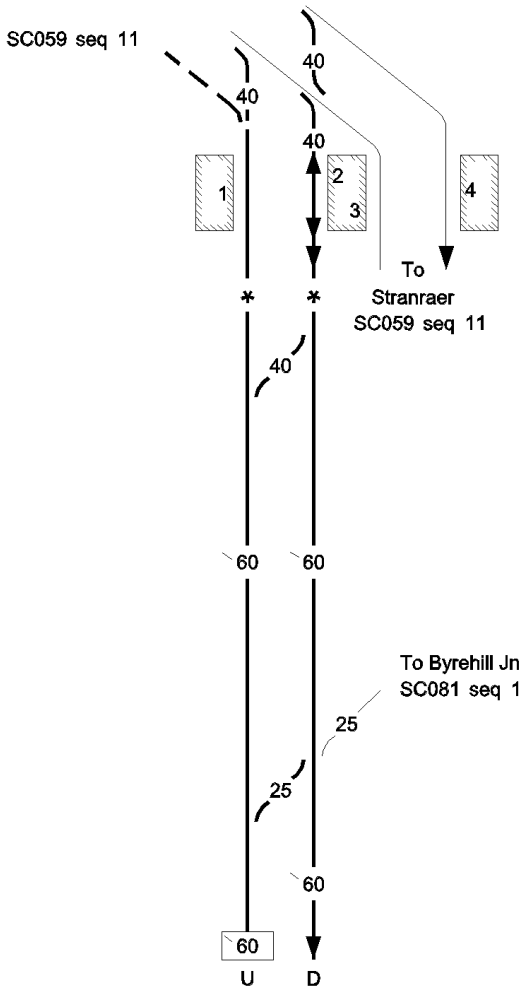
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 35 | TCB West of Scotland SC (GPW) Paisley workstation AC:Cathcart ECR<br>GSM-R |
| | 8 15 * | * | |
| | | 50 | |
| | 9 39 * | * | |
| | | 40 | |
| | 9 60 * | * | |
| | | 15 | |
| | | 15 15 | |
| **WEMYSS BAY** | 10 03 | | Platforms 1 & 2 - PP |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC069 | 001 | Containerbase Jn to Greenock CPA Terminal (Goods Line) (OOU) | CON1 CON2 CON3 | Scotland | 06/07/2015 |

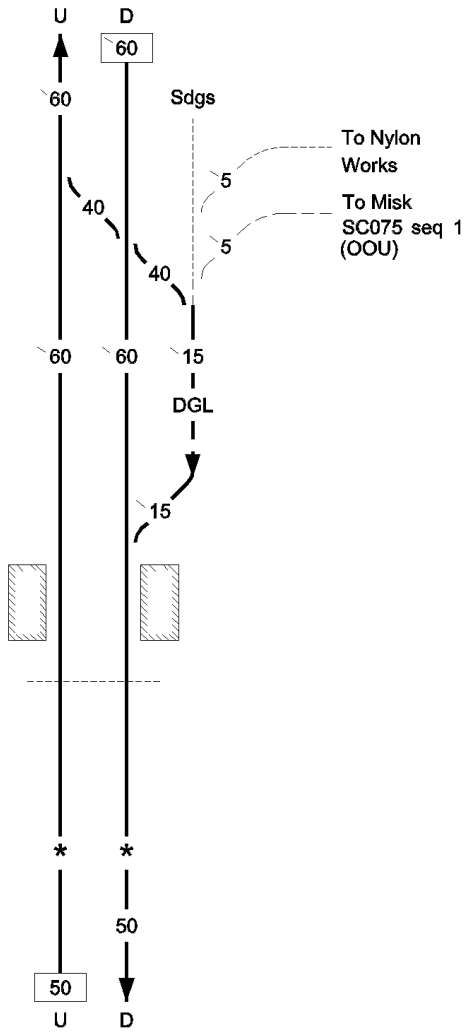
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | This diagram has been withdrawn. | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC073 | 001 | Kilwinning Jn to Largs | LGS1 | Scotland | 30/01/2016 |

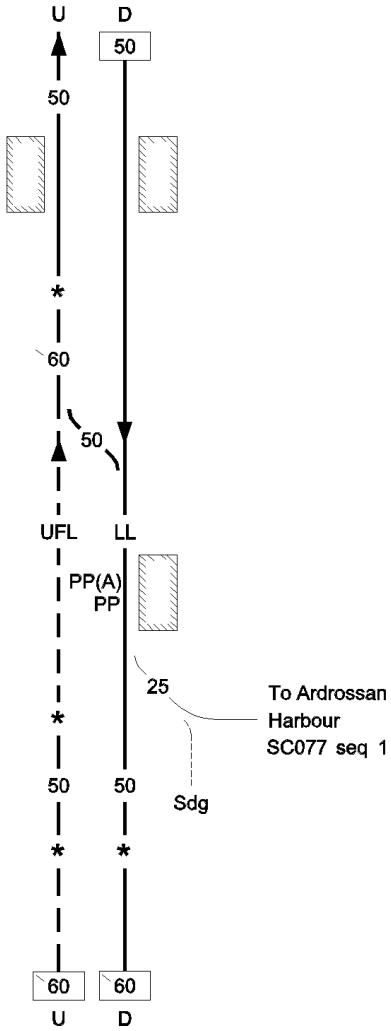
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Kilwinning Jn | 25 65 | | TCB West of Scotland SC (GPK) Ayr workstation AC:Cathcart ECR<br>GSM-R |
| **KILWINNING** | 26 00 | | |
| | 26 07 * | | |
| Dubbs Jn | 26 70 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC073 | 002 | Kilwinning Jn to Largs | LGS1 | Scotland | 30/01/2016 |

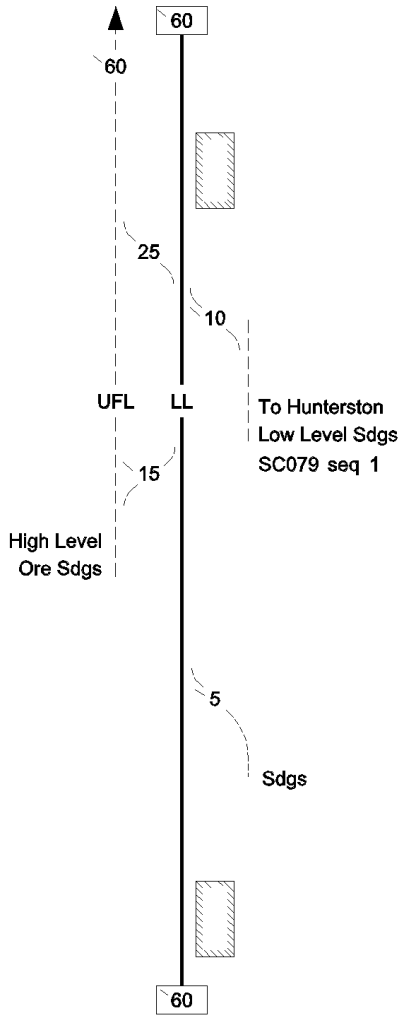
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB West of Scotland SC (GPK) Ayr workstation AC:Cathcart ECR GSM-R |
| | | | DGL 990f (301m) (47 SLU's) |
| **STEVENSTON** | 28 25 | | |
| Stevenston LC (CCTV) | 28 28 | | |
| | 29 33 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC073 | 003 | Kilwinning Jn to Largs | LGS1 LGS2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R<br>TCB West of Scotland SC (GPK & GPH) Ayr workstation AC:Cathcart ECR<br>OLE on up and down largs line only |
| **SALTCOATS** | 29 55 | | |
| | 29 77 * | | |
| | 30 00 | | |
| **ARDROSSAN SOUTH BEACH**<br>(Change of ELR LGS1 to LGS2) | 30 38 | | UFL = Up Freight Line<br>LL = Largs Line<br>PP(A) - detaching, for booked movements only<br>*PP(A) - attaching during significant service disruption only<br>*PP - during significant service disruption only<br>* Second train must only be admitted to occupied platform in Up direction |
| | 30 49 * | | |
| | 31 00 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC073 | 004 | Kilwinning Jn to Largs | LGS2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB West of Scotland SC (GPH)<br>Ayr workstation<br>AC: Cathcart ECR<br>OLE on Up and Down largs line only |
| **WEST KILBRIDE** | 35 10 | | |
| Hunterston | 36 41 | | UFL = Up Freight Line<br>LL = Largs Line |
| Fairlie High Sdg GF | 38 69 | Ⓢ | |
| **FAIRLIE** | 39 01 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC073 | 005 | Kilwinning Jn to Largs | LGS2 | Scotland | 30/01/2016 |

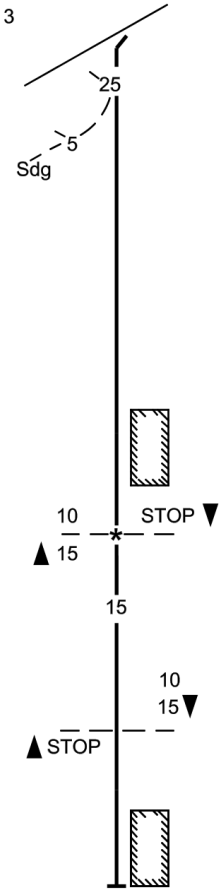
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 60 | TCB West of Scotland SC (GPH) Ayr workstation AC:Cathcart ECR<br>GSM-R |
| Fairlie Tunnel 990 yards | 39 12 to 39 57 | | |
| | 40 30 * | * | |
| | | 50 | |
| | 40 70 * | * | |
| | | 60 | |
| | 41 30 * | * | |
| | | 40 | |
| | | 15 | |
| | | 15 15 | |
| **LARGS** | 42 07 | | Platforms 1 & 2 - PP |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC075 | 001 | Misk to Stevenston (Goods Line) (OOU) | MSK | Scotland | 30/01/2016 |

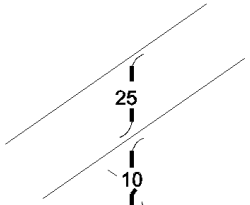
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>West of Scotland SC (GPH & GPK) Ayr workstation<br>YARD WORKING applies between top of this page and the notice board |
| | | To Misk | |
| | | 5 | |
| Misk branch GF and notice board | 0 08 | | |
| | | 5 | |
| Stevenston | 0 00 | SC073 seq 2 | TCB |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC077 | 001 | Ardrossan South Beach to Ardrossan Hbr | ARH | Scotland | 28/01/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | OT West of Scotland SC (GPK) Ayr workstation AC:Cathcart ECR<br>GSM-R |
| Ardrossan South Beach (Jn with Largs line) | 30 44 | SC073 seq 3 | |
| **ARDROSSAN TOWN** | 31 00 | | |
| Princes St LC (AFBCL) | 31 06 | | |
| Ardrossan Harbour LC (AOCL+B) | 31 25 | | |
| **ARDROSSAN HARBOUR** | 31 35 | | |

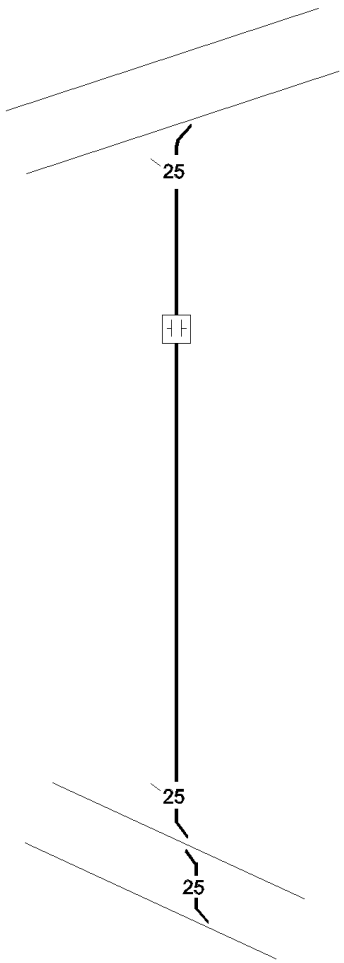


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC079 | 001 | Hunterston to Hunterston Low Level Sdgs (Goods Line) | HUN | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB West of Scotland SC (GPH) Ayr workstation |
| Hunterston | 0 00 | SC073 seq 4  | |
| | 0 07 | | |
| Notice Board | 0 32 | | |
| | 0 36 * | | YARD WORKING applies on single line to Hunterston Low Level but only one train is permitted on the line at a time between the notice board on the Down Hunterston line and the first set of handpoints at Hunterston Low Level.<br>See Local Instructions |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC081 | 001 | Byrehill Jn to Dubbs Jn | BYL | Scotland | 30/01/2016 |

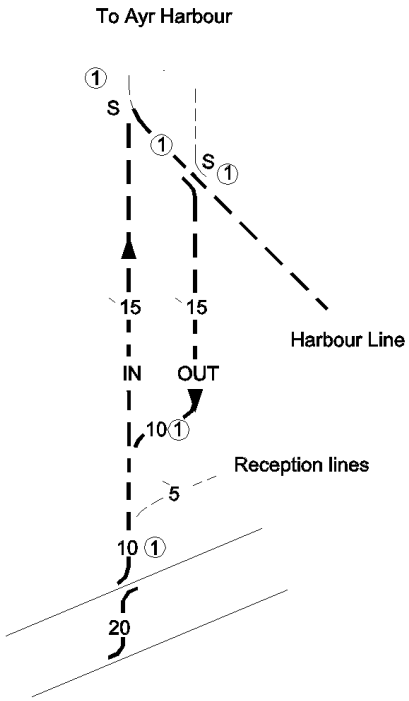
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB West of Scotland SC (GPK) Ayr workstation AC:Cathcart ECR<br>GSM-R |
| Byrehill Jn | 0 60 | SC059 seq 12 | |
| OHNS | 0 42 | | |
| Dubbs Jn | 0 00 | SC073 seq 1 | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC083 | 001 | Snodgrass to Bogside (Goods Line) (OOU) | SDG | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | West of Scotland SC (GPK)<br>Ayr workstation<br>GSM-R<br>YARD WORKING applies on this line |
| Bogside | 0 00 | To Snodgrass<br>10<br>10<br>SC059 seq 12<br>40 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC085 | 001 | Ayr Harbour to Newton Jn (Goods Line) | AYH1 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Ayr Harbour GF | 0 00<br>0 17 |  | West of Scotland SC (GPA)<br>Ayr workstation<br>GSM-R<br>YARD WORKING applies on this page but only one train is permitted on the Ingoing Line at a time<br><br>S = spring points<br><br>1 = 10 mph through connections all directions<br><br>IN = Ingoing Line<br>OUT = Outgoing Line |
| Newton Jn | 0 00 | SC059 seq 15 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC087 | 001 | Newton Jn to Mauchline (Goods Line) | ANN | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB West of Scotland SC (GPA) Ayr workstation |
| Newton Jn | 39 42 | SC059 seq 15<br>20 | |
| | | Ayr MPD<br>5<br>20 | |
| | 39 69 * | * | "No Signaller" Key Token instrument at Signal PA 335<br>See local Instructions |
| Down Direction Signal PA335 | 40 60 | 30 | ET |
| Auchencruive GF | 41 41 | 5 | |
| | | OOU ② | ② Temporarily out of use |
| Annbank GF | 43 51 * | Ⓢ * | |
| | | 20<br>To Killoch Colliery SC089 seq 1 | |
| | 46 14 | T 45 | |
| | | 20 | |
| | | DB | DB = Down branch |
| Mauchline SB | 50 08 | 5 | Mauchline SB |
| | | UB ① | UB = Up branch |
| | | Sdgs<br>① | ① 20mph between Up & Down branches and main line |
| Mauchline | 50 16 | SC031 seq 11<br>15 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC089 | 001 | Annbank to Killoch Colliery (Goods Line) | KCH1 KCH2 | Scotland | 30/01/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | OT(S) Mauchline SB<br>GSM-R<br>Train staff kept in Annbank GF |
| Annbank GF | 43 52 | SC087 seq 1 | Controlled by section token. Intermediate instrument controlled by Mauchline SB |
| Trabboch LC (UWC) | 46 15 | T<br>20 | |
| | 48 71 * | * | See local instructions |
| | | 15 | |
| (Change of ELR KCH1 to KCH2) | 48 73 *<br>0 00 | * | |
| | | 20 | |
| Killoch Colliery | 3 43 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC091 | 001 | Dalrymple Jn to Chalmerston (Goods Line) (OOU) | WAT | Scotland | 12/10/2019 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | | OT(S) West of Scotland SC (GPA) Ayr workstation<br>GSM-R |
| Dalrymple Jn | 43 | 53 | SC059 seq 17 | |
| | 45 | 40 * | 20 | |
| | | | * | |
| | | | 5 OOU | |
| | 45 | 50 * | * | |
| Holehouse Jn GF | 48 | 27 | 5 | GF secured by padlock.<br>Key held by person in charge at Falkland Yard |
| | | | 20 | |
| Waterside<br>(Network Rail Boundary) | 52 | 70 * | * | |
| | | | 10 | |
| | | | To Chalmerston | |

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# SPECIAL WORKING ARRANGEMENT

## Table of Contents

| | Page |
|---|---|
| SC059- GLASGOW CENTRAL TO STRANRAER | 69 |
| SC087- NEWTON JN TO MAUCHLINE (GOODS LINE) | 69 |

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**SC059 (GLASGOW CENTRAL TO STRANRAER)**

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 26 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

Trains may be assisted in rear between the places listed below in accordance with the Rule Book, Module TW1, Section 15. The assisting locomotive must be coupled to the train. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where indicated.

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Falkland Up Yard | Ayr TMD | Freight | Up and Down Ayr | Trains not exceeding 126ft (39m) may be propelled. |
| Ayr TMD | Falkland Up Yard | Freight | Up and Down Ayr | Trains not exceeding 126ft (39m) may be propelled. |

**Dated: 07/12/13**

**SC087 (NEWTON JN TO MAUCHLINE (GOODS LINE))**

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 26 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

Trains may be assisted in rear between the places listed below in accordance with the Rule Book, Module TW1, Section 15. The assisting locomotive must be coupled to the train. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where indicated.

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Newton Jn | Mauchline | Freight | Single | May be assisted in rear |

**Dated: 07/12/13**

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# LOCAL INSTRUCTIONS
## Table of Contents

| | Page |
|---|---|
| **SC059- GLASGOW CENTRAL TO STRANRAER** | |
| PAISLEY CORRIDOR | 72 |
| GLASGOW CENTRAL | 72B |
| GOWER STREET TO HILLINGTON EAST | 74 |
| ELDERSLIE | 75 |
| BROWNHILL TO DALRY | 75 |
| BARASSIE YARD | 75 |
| TROON TO PRESTWICK INTERNATIONAL AIRPORT | 76 |
| NEWTON JN TO AYR | 76 |
| AYR | 76 |
| AYR TO DALRYMPLE JN | 76 |
| KILKERRAN SB & LC | 76B |
| DUNRAGIT SB & LC TO STRANRAER HARBOUR SB | 77 |
| DUNRAGIT SB & LC TO STRANRAER | 77 |
| STRANRAER YARD GF | 78 |
| **SC061- SHIELDS JN TO PAISLEY CANAL** | |
| SHIELDS JN TO DUMBRECK | 79 |
| DUMBRECK TO CORKERHILL | 80 |
| ENTIRE LINE OF ROUTE | 82 |
| **SC063- CARDONALD JN TO DEANSIDE (GOODS LINE)** | |
| CARDONALD NORTH JN TO DEANSIDE | 82 |
| **SC065- PAISLEY TO GOUROCK** | |
| PAISLEY ST. JAMES TO BISHOPTON | 82 |
| PAISLEY ST. JAMES TO BISHOPTON | 82 |
| GREENOCK WEST | 83 |
| **SC073- KILWINNING JN TO LARGS** | |
| FAIRLIE HIGH SDG GF | 83 |
| ADMIRALTY SDG GF | 83 |
| **SC079- HUNTERSTON TO HUNTERSTON LOW LEVEL SDGS (GOODS LINE)** | |
| HUNTERSTON | 83 |
| **SC085- AYR HARBOUR TO NEWTON JN (GOODS LINE)** | |
| AYR HARBOUR GF | 84 |
| **SC087- NEWTON JN TO MAUCHLINE (GOODS LINE)** | |
| NEWTON JN TO ANNBANK GF | 84 |
| NEWTON JN | 85 |
| MAUCHLINE | 85 |
| **SC089- ANNBANK TO KILLOCH COLLIERY (GOODS LINE)** | |
| ANNBANK GF | 86 |
| KILLOCH COLLIERY | 87 |
| **SC091- DALRYMPLE JN TO CHALMERSTON (GOODS LINE)** | |
| CHALMERSTON | 88 |

# SC059 - GLASGOW CENTRAL TO STRANRAER

## Paisley Corridor

**Protection of staff by lockout** – Lockouts are provided throughout this area as follows

| Lockout Cabinet 9128 | Telephone | Protects |
|---|---|---|
| Device A<br>Down Ayr cess at Academy park | At cabinet | Up Ayr Line between Shields Jn at 1m 09ch and Signal GS5873.<br>PROHIBITS BI-DIRECTIONAL MOVES<br>&<br>Down Ayr Line between Shields Jn at 1m 10ch signal GS5871<br>PROHIBITS BI-DIRECTIONAL MOVES<br>&<br>Through terminus (Burma Road) between 1m 09ch and 1m 40ch. |

| Lockout Cabinet 9130 | Telephone | Protects |
|---|---|---|
| Device A<br>Down Ayr cess at Academy park<br>Device B<br>Up Gourock cess at Ibrox<br>Device C<br>Down Ayr cess at Cardonald Station<br>Device D<br>Up Gourock cess at Hillington East | At cabinet<br><br><br>At cabinet<br><br><br>At cabinet<br><br>At cabinet | Up Ayr Line between signals<br>GS5873 and GP6023<br>&<br>Down Ayr Line between signals<br>GS5871 and GP6021<br>PROHIBITS BI-DIRECTIONAL MOVES<br>&<br>Up Gourock between signals GS5875 and GP6025<br>PROHIBITS BI-DIRECTIONAL MOVES |

| Lockout Cabinet 9132 | Telephone | Protects |
|---|---|---|
| Device A<br>Up Gourock platform 1 Hillington east Station.<br>Device B<br>Up Gourock cess at Arkleston West<br>Device C<br>Up Gourock cess at Wallneuk | At cabinet<br><br><br>At cabinet<br><br><br>At cabinet | Up Ayr Line between signals<br>GS5923 and GP6053<br>&<br>**Up Ayr Line** GS5923 signal and **Down Gourock line** GP6055 signal<br>&<br>Down Ayr Line between signals<br>GS5921 and GP6051<br>PROHIBITS BI-DIRECTIONAL MOVES<br>&<br>Up Gourock between signals GS5925 and GP6057<br>PROHIBITS BI-DIRECTIONAL MOVES |

| Lockout Cabinet 9133 | Telephone | Protects |
|---|---|---|
| Device A<br><br>Down Ayr cess at Arkleston west | At cabinet | Down Ayr Line between signals<br><br>GP6031 and GP6051 |

| Lockout Cabinet 9135 | Telephone | Protects |
|---|---|---|
| Device A<br><br>Up Gourock cess at Arkleston West | At cabinet | Up Gourock Line between signal<br><br>GP6037 and 5m 58ch. |

The above lockouts are of the “key enabled” type. Keys are issued personally to the appropriate staff that are required to operate these lockouts. To activate any of these lockouts, the COSS must reach a clear understanding with the signaller at West of Scotland Signalling Centre.

The lockout protection may be obtained, and given up, at any of the cabinet locations listed for the lockout concerned.

It is important to ensure that, if the lockout protection is given up at a different location from which is was obtained; the correct lockout unit must be used. The COSS must ensure the key is removed when the protection is given up.

**Dated: 30/12/11**

# SC059 - GLASGOW CENTRAL TO STRANRAER

## GLASGOW CENTRAL

**Signals not equipped with a telephone** - The signal post telephones at certain main and position light signals within the West of Scotland signalling centre area of control have been removed due to limited clearance with the adjacent running line. Special reflective plates incorporating a white diamond sign and PABX number of the appropriate signalling panel are provided at these signals. When a train is brought to a stand at such a signal, the driver must immediately use the cab radio to contact the signaller. The Rule Book, Module TW1, Section 39.7 and Rule Book, Module S4, Section 1 are modified accordingly. If the cab radio is defective, the driver must attempt to contact the signaller using the radio in any other cab to which he has access but must not alight for this purpose.

**Trains leaving station platforms** - Drivers of trains leaving the station must not move their trains forward towards the platform signal until it is cleared, unless they are specially ordered to do so by the person in charge. This order must not be given unless the permission of the signaller has been obtained.

**Trains arriving into Platform 11** - Due to the restricted platform width along the Arch wall, Platform 11 must not stable more than 11 coaches of any formation unless published or the Glasgow Central Duty Station Manager has been informed by the Signaller at the West of Scotland Signalling Centre (WSSC) and confirmed that the station's control measures are or will be implemented.

**Trains worked by two locomotives** - When an arriving train is worked by two locomotives, the person in charge of the platform must advise the signaller accordingly and convey to the drivers any instructions regarding the disposal of the locomotives. The locomotives must not be uncoupled from each other until the signaller's permission has been obtained.

**Hydraulic buffers** - The hydraulic buffers in Nos. 1, and 6 to 11 platform lines must not be compressed in the ordinary course of working. They may, for testing purposes, require to be compressed, and this must be done by the locomotive in the platform line at the time the test is required. Drivers will be instructed as necessary by the person in charge.

**Locomotive horns** - Drivers must not sound the locomotive horn more than is absolutely necessary. The locomotive horn may be sounded to warn anyone who may be on the line, or otherwise when instructed by a station official. Except in emergency, long and repeated sounding of the horn is not allowed within the limits of the station.

**Station area - Rule Book, Module G1, Section 6 - Modified protection arrangements – patrolman**

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

1. Because of the multiplicity of closely spaced track and short sections involved the standard emergency protection arrangements are not suited to the localised situation of, for example a broken rail condition. As patrolling duties are normally undertaken in daylight hours the following procedure is authorised for emergency protection by the patrolman and lookoutman : -
   The patrolman must :-
   1. Place a track circuit operating clip on the affected track or tracks.
   2. Instruct the lookoutman to remain at the fault where safe and practicable and exhibit a hand danger signal. Should it not be safe or practicable the lookoutman should place the hand danger signal in the four foot and move to the nearest place of safety.
   3. Proceed to the nearest telephone as quickly as possible and inform the signaller.
   4. On receiving assurance from the signaller that the necessary protective action has been taken withdraw the lookoutman and arrange for the necessary repair to be carried out as quickly as possible.

**The placing of detonators as required by the Rule Book, Module G1, Section 6.2 is exempt within the undernoted limits.**

From signals GG5191 / GG5211 / GG5213 at OB 74 at Eglinton Street and signals GG5830 / GG5832 on the Bridge Street lines inwards to the station.

**Protection of staff by lockout** – Lockouts are provided throughout this area as follows :-

| Location | Lockout Cabinet | Telephone | Protects |
|---|---|---|---|
| Glasgow Central Platform 1 (9101) | At buffer end | At cabinet | Platform 1 from buffer to signal GG5601 |
| Glasgow Central Platform 2 (buffer end) (9102) | At buffer end | At cabinet | Platform 2 from buffer to signal GG5702 ; Platform 3 from buffer to signal GG5603 |
| Glasgow Central Platform 2 (mid) (9103) | Adjacent to mid platform signals GG5701 and GG5702 | Immediately on country side of GG5701 and GG5702 signal structure | Platform 2 from signal GG5702 to signal GG5602 ; Platform 3 approach line (adjacent to platform 2 line) between signal GG5603 and a point opposite signal GG5602 |
| Glasgow Central Platform 4 (9104) | At buffer end | At cabinet | Platform 4 from buffer to signal GG5604 ; Platform 5 from buffer to signal GG5605 |

| Location | Lockout Cabinet | Telephone | Protects |
|---|---|---|---|
| Glasgow Central Platform 6 (9106) | At buffer end | At cabinet | Platform 6 from buffer to signal GG5606 ; Platform 7 from buffer to signal GG5607 |
| Glasgow Central Platform 8 (9108) | At buffer end | At cabinet | Platform 8 from buffer to a point on the approach line (adjacent to platform 9 line) opposite signal GG5609 ; Platform 9 from buffer to signal GG5609 |
| Glasgow Central Platform 10 (9110) | At buffer end | At cabinet | Platform 10 from buffer to signal GG5610 ; Platform 11 from buffer to signal GG5711 |
| Glasgow Central Platform 12 (9112) | At buffer end | At cabinet | Platform 12 from buffer to signal GG5528. Platform 13 from buffers to signal GG5528. |
| Glasgow Central Platform 15 (9114) | At buffer end | At cabinet | Platform 14 from buffer to signal GG5530 (line G); Platform 15 from buffer to signal GG5532 (Line H) |
| Line 1 (9115) | At access point on Line 4, at Gantry G | At cabinet, shared with Line 4 lockout | Line 1 / Up Slow between signal GG5244 (Gantry G) and signal G732 (Eglinton St. tunnel) ; Down Slow / Line 2 between signal GG5213 (Eglinton St. Jn.) and signal GG5245 (Gantry G) |
| Line 4 (9116) | At access point on Line 4, at Gantry G | At cabinet, shared with Line 1 lockout | Line 3 between connection from Down Fast at Eglinton St. Jn.) and signal GG5243 (Gantry G) ; Down Muirhouse / Line 4 between signal GG5191 (incl.) and signal GG5241 (Gantry G) |
| Up Ayr (9120) | At access point on Down side, at OB3 | At cabinet, shared with Down Ayr lockout | Up Ayr between signal GG5846 and signal GG5832 |
| Down Ayr (9121) | At access point on Down side, at OB3 | At cabinet, shared with Up Ayr lockout | Down Ayr between signal GG5847 and signal G509 |

Platforms 12 & 13. The following class of trains 153, 155, 303, 305, 311 and the use of slam door coaching stock are prohibited on all services which terminate at platforms 12 and 13.

**Glasgow Central –** Where a platform lockout is to be used under the alternative arrangements detailed in the General Instructions under the heading **"Protection of Staff on or about the line by Lockout"**, for the type of work specified, the procedure detailed below is additional to the requirements of the Rule Book, Module T10.

The General Instructions headed "CLEANING TRACK AREAS IN STATIONS", "PASSENGER STATIONS – WHITELINING OF PLATFORM EDGES" and "WATERING OF VEHICLES AT STATIONS" do not apply.

**General**

The agreement of the signaller in the West of Scotland SC is necessary before platform lines (or other lines within the station area) are blocked to traffic.

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

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

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

**Method of Protection**

**Imposing the blockage**

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

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

(b) The person requiring the blockage must:

- unlock the appropriate lockfast cabinet
- telephone the signaller giving his name, employing organisation and the task number he has been given
- ask for the appropriate platform blockage

- tell the signaller for how long this will be required

The signaller will record this detail.

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

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

(d) If the signaller cannot agree to giving the release when, or soon after, requested, he will advise the person requiring protection as to when the work can be allowed to commence.

**Method of Protection**

**During the work**

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

When work is completed

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

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

**Dated: 07/12/13**

# SC059 - GLASGOW CENTRAL TO STRANRAER

**Gower Street To HILLINGTON EAST**

**Protection of staff by lockout** – Lockouts are provided throughout this area as follows

Lockout (9130) will be provided on the Up Ayr line between Gower Street at 1m 40ch and the approach to Hillington west station at 4m 00ch. This lockout will have four trackside lockout devices provided as detailed below. In addition to providing a full lockout on the Up Ayr line this lockout will also inhibit wrong direction moves on both the Down Ayr and Up Gourock lines.

| Lockout Cabinet | Telephone | Protects |
|---|---|---|
| Device A<br>Down Ayr cess at<br>Academy park<br>Device B<br>Up Gourock cess at<br>Ibrox<br>Device C<br>Down Ayr cess at<br>Cardonald Station<br>Device D<br>Up Gourock cess at<br>Hillington East | At cabinet<br><br>At cabinet<br><br>At cabinet<br><br>At cabinet | Up Ayr Line between signals<br>GS5873 and GS5923<br>&<br>Down Ayr Line between signals<br>GS5871 and GS5921<br>PROHIBITS BI-DIRECTIONAL MOVES |

The above lockouts are of the “key enabled” type. Keys are issued personally to the appropriate staff that are required to operate of these lockouts. To activate any of these lockouts, the COSS must reach a clear understanding with the signaller at West of Scotland Signalling Centre.

The lockout protection may be obtained, and given up, at any of the cabinet locations listed for the lockout concerned.

It is important to ensure that, if the lockout protection is given up at a different location from which is was obtained; the correct lockout unit must be used. The COSS must ensure the key is removed when the protection is given up.

**Dated: 19/07/11**

# SC059 - GLASGOW CENTRAL TO STRANRAER

### Elderslie

**W H Malcolm siding** – Between 0600 hours and midnight the siding is for the sole use of W H Malcolm services.

Outwith these hours, the siding may be used for engineers' on-track machines etc.

**Dated: 02/12/06**

# SC059 - GLASGOW CENTRAL TO STRANRAER

### Brownhill To DALRY

**Roche sidings** - Before a freight locomotive is admitted to the sidings, the firm's chargeman will ensure that Messrs Roche's private locomotive will remain on the Factory Branch line until a verbal assurance is given by the person in charge of the freight movement that the freight locomotive is at a stand and no further movements will take place. Messrs Roche's private locomotive may then leave the Factory Branch line and proceed to the sidings.

When shunting is completed and the firm's private locomotive is again at a stand on the Factory Branch line, the firm's chargeman will give a verbal assurance to the person in charge of the freight movement that no further movements will be made. Messrs Roche's private locomotive will remain on the Factory Branch line until shunting is completed and the siding exit points have been restored to normal.

**Dated: 02/12/06**

# SC059 - GLASGOW CENTRAL TO STRANRAER

### BARASSIE YARD

### Trains arriving into Barassie Yard

Trains proceeding into Barassie Yard must stop at number one hand points and check they are set for sidings five and six before proceeding, however, Freightliner Heavy Haul trains may proceed, when booked, into sidings three and four, by setting number one hand points for sidings three and four.

Other Freight Operating Company trains may proceed into sidings three and four when they have the authority to do so from Freightliner Heavy Haul.

When a train has arrived into sidings three and four, the Freight Operating Company representative must reset number one hand points for sidings five and six.

### Trains departing Barassie Yard.

When trains depart Barassie Yard the Freight Operating Company representative or other competent person in charge of the movement, must when the train movement is clear of number one hand points, must make sure the hand points are correctly set for sidings five and six.

**Dated: 23/05/15**

# SC059 - GLASGOW CENTRAL TO STRANRAER

## TROON To PRESTWICK INTERNATIONAL AIRPORT

**Prestwick Airport - Trip wire at approach to runway** - A trip wire commencing approximately 130 yards on the approach to Down line signal PA313 and extending for a distance of 800 yards beyond that signal is provided on the Down side of the railway, 18 feet above rail level running parallel with the Down line.

If a breakage of the wire occurs, Down line signals PB291 and PA313 and Up line signals PA316 and PA314 will be placed to or maintained at danger.

**Dated: 02/12/06**

# SC059 - GLASGOW CENTRAL TO STRANRAER

## Newton Jn To AYR

### AYR MAINTENANCE DEPOT

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

1. When required to make a movement into the Shed on any of Nos.1 to 6 (inclusive) sidings, the driver must stop at the Stop Board.
2. Movements past a Stop Board and movements out of the shed on any of Nos.1 to 6 (inclusive) sidings must not be made until the designed person has personally given the person in charge of the movement an assurance that it is safe for the movement to commence.

**Securing of vehicles** - Vehicles must not be left on the siding adjacent to the Newton Jn to Mauchline (Goods Line) unless they have been secured and scotched.

**Dated: 02/12/06**

# SC059 - GLASGOW CENTRAL TO STRANRAER

## AYR

When it is necessary for two trains to occupy either platform 3 or platform 4 simultaneously for connectional/combining purposes, the driver must be prepared to stop at the point indicated by the handsignaller on the platform.

**Dated: 02/12/06**

# SC059 - GLASGOW CENTRAL TO STRANRAER

## AYR To Dalrymple Jn

### AYR TOWNHEAD

Ayr Townhead Depot is the primarily utilised for Train Presentation activities and rail vehicle stabling.

Rail vehicles enter Ayr Townhead Depot via the headshunt controlled by the signal (no number).

Rail vehicles leave Ayr Townhead Depot via signal numbers 854 and 856.

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

All rail vehicle movements within the boundary of Ayr Townhead Depot are made under the control of the Depot Operations staff and are recorded on the Depot Radio system. All points within the boundary of Ayr Townhead 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.There are 10 Roads within Ayr Townhead Depot Boundary.

There are 10 Roads within Ayr Townhead Depot Boundary.

**Yard**

Requests to access rail vehicles stabled off platform must be made to, and recorded by, the Depot Operations staff.

All Train Presentation activities are undertaken on units stabled on roads with platform level access.

| Road/Siding | Use |
|---|---|
| 1 Rd | Stabling with platform level access. Train Presentation activities. |
| 2 Rd | Stabling with platform level access. Train Presentation activities. |
| 3 Rd | Stabling with platform level access. Train Presentation activities. |
| 4 Rd | Stabling |
| 5 Rd | Stabling with platform level access. Train Presentation activities. |
| 6 Rd | Stabling with platform level access. Train Presentation activities. |
| 7 Rd | Stabling with platform level access. Train Presentation activities. |
| 8 Rd | Stabling with platform level access. Train Presentation activities. |
| 9 Rd | Stabling with platform level access. Train Presentation activities. |
| 10 Rd | Stabling with platform level access. Train Presentation activities. |
| Wash Plant Road | Carriage Wash |

There is an authorised walking route running the length of the yard between 3 Rd and 4 Rd. This walking route has CET and tanking facilities.

**Facilities**

There are no Maintenance Buildings at Ayr Townhead Depot.

**Amenity Building**

5. The Amenity Building, which houses office, messing and changing facilities is located to the North of 4 Road.

**Tanking Facilities and Train Presentation**

1. Tanking Facilities are provided from the platform level access on 1-3 Rd and 5-10 Rd.
2. When tanking, and/or Train Presentation, duties are being undertaken staff must apply their personal ID name tag to the NTBM board at the leading end of the vehicle.

**Carriage Wash**

1. The Carriage Wash is situated on Wash Plant Road.
2. Movements of rail vehicles through the Carriage Wash, from the Ayr Station end of the Wash Plant Road, must proceed to the washing point shunt spur and must not be withdrawn at the station end.
3. Vehicles must not be stabled on the washing plant shunt spur, unless in an emergency.
4. No work is undertaken on the exterior of rail vehicles on the Carriage Wash.

**Overhead Line Equipment (OLE)**

5. All roads within the boundaries of Ayr Townhead Depot are supplied with OLE.
6. A local isolation must be taken if the feet of a person working in the area will be above cab floor level on the exterior of a rail vehicle.
7. The isolation of OLE can only be undertaken by persons certified as competent to do so.

**Dated: 18/03/2022**

# SC059 - GLASGOW CENTRAL TO STRANRAER

## Kilkerran SB & LC

**Failure of signalling equipment** - If a failure between Kilkerran and Girvan requires the introduction of modified working arrangements, the driver will be authorised by the signaller to pass the Down section signal at danger and draw forward to the box. The driver must not proceed beyond the box until the written order has been received from the signaller (the instructions in **Rule Book module P2, section 7**, are modified accordingly).

**Dated: 04/03/07**

# SC059 - GLASGOW CENTRAL TO STRANRAER

## Dunragit SB & LC To Stranraer Harbour SB

### Stranraer Harbour

Stranraer Harbour signal box will be opened when required. When Stranraer Harbour signal box is open, the single line between Dunragit and Stranraer is worked in accordance with the Rule Book, Module TS4, Electric token block regulations. When Stranraer Harbour signal box is closed, the single line between Dunragit and Stranraer is worked in accordance with the Rule Book, Module TS8, One train working regulations with the signaller at Dunragit as the train staff custodian.

When One Train Working is in operation, all trains will arrive in, and depart from, platform 1 at Stranraer Harbour. Trains must not be stabled in No. 2 platform line during this period. The driver must retain possession of the train staff whilst at Stranraer Harbour unless:

- the train requires to stable at Stranraer Harbour without returning to Dunragit, or
- the driver will leave duty on arrival at Stranraer Harbour.

In this event, the driver must place the train staff in the nominated location at the station and must not leave duty unless he is satisfied that the train staff is secure.

On starting duty at Stranraer Harbour, the driver must obtain the train staff from the nominated location at the station.

During the time that Stranraer Harbour signal box is closed, the person in charge at Stranraer Harbour station will advise the signaller at Dunragit (tel. no. 01581 400684):

- when a train arrives at Stranraer Harbour and,
- **immediately prior** to the departure of a train from Stranraer Harbour.

If the signaller at Dunragit requires to speak with the driver of a train at Stranraer Harbour, the person in charge at Stranraer Harbour station must so advise the driver and tell him to speak directly with the signaller.

### Protection of engineering work / personnel carrying out activities on the line

The use of the One Train Working train staff for protection purposes is prohibited. The Rule Book, Modules T2, T3 and T12 are modified accordingly.

**Dated: 22/09/07**

# SC059 - GLASGOW CENTRAL TO STRANRAER

## Dunragit SB & LC To STRANRAER

#### MODIFICATION OF ELECTRIC TOKEN BLOCK REGULATION 7 AND THE RULE BOOK, MODULE M2, SECTION 3

**Trains requiring assistance between Stranraer and Dunragit** - When a train becomes disabled and requires assistance, the driver must, after ensuring that his train has been protected, proceed to the nearest means of communication taking with him the section token. If it is decided that assistance will be provided by a locomotive from Stranraer Town Yard, then the driver must convey the token to Stranraer Harbour signal box, Dunragit signal box or Stranraer Town Yard ground frame, whichever is the nearest, and act in accordance with the signaller's instructions.

Should it be decided that assistance will be provided from either Stranraer Harbour or Dunragit signal box, the driver must return the section token to the driving cab of the disabled train.

**Dated: 01/12/07**

# SC059 - GLASGOW CENTRAL TO STRANRAER

## Stranraer Yard GF

The yard connection is worked from a ground frame controlled by the section token. A subsidiary token instrument is provided in a hut at the ground frame and the instrument must be operated in accordance with instructions exhibited in the hut.

In order to minimise blockage of the level crossing over the access road to Messrs Stockton Haulage Ltd's railhead by trains when departing from the rounding loop, such trains must, when the length inclusive of locomotive(s) exceeds 340f (100m), be held back clear of the level crossing and not allowed forward to the ground frame until the person in charge of the movement has obtained the necessary authority from the signaller at Stranraer Harbour for the train to be worked on the main line.

When it is necessary to make a train movement over the level crossing, the person in charge of the movement must appoint a person at or near the level crossing such that any vehicle or person approaching can be seen and prevented from using the crossing until the movement has been completed. When shunting radios are in use, it will not be necessary to appoint an additional person in the vicinity of the crossing.

Empty wagons removed from Stockton's sidings will be placed in the Cattlebank or Ewings siding by the firm's locomotive. On completion of this, the firm's locomotive will be stabled in McCormack's siding prior to the arrival of the loaded train.

Loaded wagons must be placed in Stockton's sidings by the freight company on arrival at Stranraer. Thereafter, the freight locomotive must be stabled in Ewings siding. The person in charge of the movement must then give Stockton's staff in charge of the firm's locomotive an assurance that no movement will be made by the freight locomotive while the firm's locomotive is returning to Stockton's sidings.

Should a movement enter the yard while the firm's locomotive is in the yard, such movement must be brought to a stand and the person in charge of the movement must reach a clear understanding with Stockton's staff in charge of the firm's locomotive before any further movement is made.

Where it is necessary to make a movement with an engineer's machine/trolley from the Shed road, the operator must ensure that the firm's locomotive is at a stand and will remain at a stand until such movement is completed. The person in charge of the firm's locomotive will, similarly, request an assurance from the machine/trolley operator that no movement will be made whilst the firm's locomotive is working within the yard.

The Cattlebank, Ewings and McCormacks sidings must be kept free of traffic and used only for stabling of Stockton's traffic (except where the freight locomotive is stabled in Ewings siding as above).

**Dated: 02/12/06**

# SC061 - SHIELDS JN TO PAISLEY CANAL

## Shields Jn To DUMBRECK

### SHIELDS ELECTRIC TRACTION DEPOT

Shields Depot is the primary location for maintenance and repair of ScotRail's EMU fleet.

Rail vehicles enter Shields Depot via the headshunt controlled by signal GS5954.

Rail vehicles leave Shields Depot via signal GS5951 (Top Yard) or signal GS5943 (Bottom Yard).

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

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

The speed limit for all rail vehicle movements within the Depot boundaries is 5mph, with the sole exception of a speed limit of **8 mph** in the yard for the sole purpose of Wheelslide Protection Testing.There are 12 Roads within Shields 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 Movement Coordinator over the Depot Radio system. Access, when granted, must also be recorded by the person who is attending the rail vehicles in the Yard Access Logbook in the Depot Operators bothy.

| Road/Siding | Use |
|---|---|
| 1 Rd | Stabling |
| 2 Rd | Stabling |
| 3 Rd | Stabling |
| 4 Rd | Stabling, CET. Extends into Maintenance Building 1. |
| 5 Rd | Stabling. Extends into Maintenance Building 1. |
| 6 Rd | Stabling |
| 7 Rd | Stabling. Underframe Wash. CET. Extends into Maintenance Building 1. |
| 8 Rd | Extends into Maintenance Building 2. |
| 9 Rd | Extends into Maintenance Building 2. |
| 10 Rd | Extends into Maintenance Building 2. |
| 11 Rd | Extends into Maintenance Building 2. |
| 12 Rd | Extends into Maintenance Building 3 (Wheel Lathe). |

1 Rd, 2 Rd and 3 Rd are referred to collectively as the Bottom Yard.

4 Rd, 5 Rd, 6 Rd and 7 Rd are collectively referred to as the Top Yard.

There is an authorised walking route running the length of the yard between 3 Rd and 4 Rd. This walking route has CET and tanking facilities.

There is an authorised walking route running the length of the yard on the south side of 7 Rd. This walking route also has CET and tanking facilities.

**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.

**Maintenance Building 1**

All roads in Maintenance Building 1 have OLE.

Persons working on a road within Maintenance Building 1 login to the Depot Protection panel for the road by means of a personal datakey.

Within Maintenance Building 1, rail vehicle maintenance work is undertaken on Roads 4 and 5.

8. Within Maintenance Building 1, 7 Road is fitted with a synchronous lifting jack system and a bogie drop and is primarily used for level 5 maintenance activities.

**Maintenance Building 2**

1. Each road in Maintenance Building 2 has OLE at the West end, capacity 6 rail vehicles. There is no OLE at the East end of these roads. 8, 9 and 10 roads in this section each have a capacity of 2 rail vehicles.
2. Persons working on a road within Maintenance Building 2 must apply their personal issue padlock to the Depot Protection Panel for the relevant road.
3. In the OLE section of Maintenance Building 2 scheduled level 1 to 4 maintenance activities are undertaken.
4. The non-OLE section is fitted with an overhead crane, lifting jack capability and a capstan (10 road only) and is primarily used for level 5 maintenance activities. When this section is in use, rail stops separating this section from the OLE section are raised. Persons working in the area can apply their personal issue padlock to the raised rail stop instead of the Depot Protection Panel at the building entrance.

**Maintenance Building 3**

1. There is no OLE within MB3.
2. Persons working on 12 road within Maintenance Building 3 login to the road by means of a personal datakey.
3. Maintenance Building 3 is fitted with a wheel lathe system and overhead crane. Rail vehicles out-with ScotRail's EMU fleet will also attend Maintenance Building 3 for wheel maintenance.

**Overhead Line Equipment (OLE)**

4. All roads within the boundaries of Shields Depot are supplied with OLE.
5. All roads within Maintenance Building 1 and Maintenance Building 2 can have their OLE isolated.
6. A local isolation must be taken if the feet of a person working in the area will be above cab floor level on the exterior of a rail vehicle.
7. The isolation is undertaken by a local Nominated Person
8. Section 7A of road 7 where the underframe wash pit is situated can also have its OLE isolated. This is the only local isolation that can be applied by local Nominated Persons out-with Maintenance Building 1 and Maintenance Building 2.

**Rail Vehicle Movements Into/ Out of Maintenance Buildings**

Where reference is made in the following instructions to a movement into/ out of a Maintenance Building, this must also be understood to include a rail vehicle movement towards the underframe wash pit.

9. 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.
10. The shunter 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 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.
11. If after the plunger has been pressed the Maintenance Building doors remain closed and the signal continues to display a stop aspect, the shunter must request the Designated Person to remove the protection. When this has been done, the shunter must again 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.
12. 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 Clause 7 have been met. A movement must only proceed as far as the line is clear. These instructions also apply when the whole of the train is not within the Maintenance Building in which case the shunter is responsible for advising the driver when the Maintenance Building exit signal concerned is showing a proceed aspect.

13. No vehicle or part of a vehicle must be allowed to pass a signal showing a stop aspect except during failure and then only under direct supervision of the Designated Person.
14. The passing of a red signal will be treated in the same way as a signal passed at danger.
15. However, 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 shunter that protection has been removed and the stop aspect signal may be passed.

**Dated: 18/03/2022**

# SC061 - SHIELDS JN TO PAISLEY CANAL

## DUMBRECK To CORKERHILL

### CORKERHILL CSMD

Corkerhill Depot is one of the primary locations for maintenance and repair of ScotRail's DMU fleet.

Rail vehicles enter Corkerhill Depot via the controlled signal S1.

Rail vehicles leave Corkerhill Depot via signal G598.

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

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

The speed limit for all rail vehicle movements within the Depot boundaries is 5mph, reduced to 2mph through the Carriage Wash.There are 17 Roads within Corkerhill Depot Boundary.

**Yard**

Requests to access rail vehicles stabled outside of the Maintenance, Cleaning Sheds, etc (i.e. in the Yard) must be made either, via the Designated Person to the Yard Coordinator over the Depot Radio system or made directly with the Yard Co-ordinator.

| Road/Siding | Use |
|---|---|
| 1 Maint | L5 Maintenance |
| 2 Maint | L1-4 Maintenance |
| 3 Maint | L1-4 Maintenance |
| Underframe Wash | Underframe Wash |
| 1 Cleaning | Train Presentation activities |
| 2 Cleaning | Train Presentation activities |
| 3 Cleaning | Train Presentation activities |
| 4 Cleaning | Train Presentation activities |
| Loco Fuel Road | Fuelling, CET |
| 1 Reception | Fuelling, CET, Carriage Wash |
| 2 Reception | Fuelling, CET, Carriage Wash |
| 3 Reception | CET, Carriage Wash |
| 1 Sidings | Stabling |
| 2 Sidings | Stabling |
| Tank Road | Stabling |
| 1 Departure | Departure road |
| 2 Departure | Departure Road |

The buffer end stop at Corkerhill Station boundary is known as the head shunt.

There is an authorised walking route partly running alongside the Loco Fuel Road and a number of crossing points situated in the yard. This allows for access to carrying out tanking duties and sand replenishment.

**Facilities**

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

**1 Maintenance**

1. Level 1-4 maintenance work is undertaken in this area.
2. Persons working on the road in 1 Maintenance must apply their personal issue padlock to the Depot Protection Panel for the road.
3. This shed has a raised rail.

**2 Maintenance and 3 Maintenance**

1. Level 1-4 maintenance activities are undertaken in 2 Maintenance and 3 Maintenance.
2. Level 5 activities are undertaken in the West End of 3 Maintenance Shed.
3. Persons working in either 2 Maintenance or 3 Maintenance must apply their personal issue padlock to the Depot Protection Panel for the road.
4. There is use of an overhead crane in the West End of 3 Maintenance Shed.

5. There is use of an overhead crane in the West End of 3 Maintenance Shed.
6. There is use of 4 x synchronised lifting jacks in the West End of 3 Maintenance Shed.

**Underframe Wash**

7. Underframe wash activities are undertaken in this location.
8. Persons working in the Underframe Wash must apply their personal issue padlock to the Depot Protection Panel.

**Fuelling and CET (Loco Fuel Road and 1, 2, & 3 Reception Roads)**

9. All roads are supplied with OLE. Before any work that requires the operator's feet to be above cab floor level on the exterior of a rail vehicle commences, an OLE isolation must be in place.
10. Persons working on a rail vehicle within servicing locations must apply their personal id tag to the NTBM board on the vehicle.

**Cleaning Shed (1, 2, 3 and 4 Cleaning)**

11. All roads are supplied with OLE. Before any work that requires the operator's feet to be above cab floor level on the exterior of a rail vehicle commences, an OLE isolation must be in place.
12. Train Presentation activities are undertaken in the Cleaning Shed.
13. Persons working on a rail vehicle stabled in the cleaning shed must apply their personal id tag to the NTBM board on the vehicle.

**Carriage Wash**

14. The Carriage Wash road is supplied with OLE.
15. Work requiring the operator's feet to be above cab floor level on the outside of a rail vehicle, i.e. maintenance on the carriage wash, will only commence after a local OLE isolation has been applied by a certificated Nominated Person.

**Overhead Line Equipment (OLE)**

1. All roads within the boundaries of Corkerhill Depot are supplied with OLE with the exception of 1 Maint, 2 Maint, 3 Maint and the Underframe Wash Shed.
2. A local isolation must be taken if the feet of a person working in the area will be above cab floor level on the exterior of a rail vehicle.
3. The isolation must be undertaken by a competent person. Corkerhill Depot does not contain persons competent to undertake OLE isolations within its cohort.

**Rail Vehicle Movements Into / Out of Maintenance Sheds**

Where reference is made in the following instructions to a movement into / out of a Maintenance Shed and the Underframe Wash Shed.

1. When required to move vehicles into a Shed on a depot siding, the driver must stop at the signal situated on the approach to the Maintenance Shed doors on the siding concerned.
2. The driver or shunter 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 has removed all the protection inside the Shed, opened the Shed 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 Shed doors remain closed and the signal continues to display a stop aspect, the driver or shunter must request the Designated Person to remove the protection. When this has been done, the driver or shunter 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.
4. A movement out of a Shed must not be started unless the exit signal concerned at the Shed door is showing a proceed aspect or the conditions detailed in Clause 7 have been met. A movement must only proceed as far as the line is clear. These instructions also apply when the whole of the train is not within the Shed in which case the shunter is responsible for advising the driver when the Shed exit signal concerned is showing a proceed aspect.
5. No vehicle or part of a vehicle must be allowed to pass a signal showing a stop aspect except during failure and then only under direct supervision of the Designated Person.
6. The passing of a red signal will be treated in the same way as a signal passed at danger.
7. However, if the signals into or out of a Shed fail when a movement is required, then the vehicle must stop at the signal and must only proceed as far as the line is clear after the Designated Person has personally advised the driver and/or shunter that protection has been removed and the stop aspect signal may be passed.

**Dated: 18/03/2022**

# SC061 - SHIELDS JN TO PAISLEY CANAL

### Entire Line Of Route

**Between commencement of Canal Line (Corkerhill CSMD) and Paisley Canal Station** - If a failure of the electronic link between West of Scotland signalling centre and the Canal interlocking occurs such that it is necessary to institute Working by Pilotman, the requirement for the pilotman to inform the signaller when he arrives at Paisley Canal station is exempt. The Rule Book, Module P2 is modified accordingly.

### BETWEEN SHIELDS JN AND CORKERHILL CSMD

**When single line working is introduced over the Down Corkerhill line, and it is necessary for trains to depart from Corkerhill CSMD from the Reception Sidings, the provisions of the Rule Book, Module P1, apply together with the undernoted arrangements:-**

1. No.3 Reception siding must be used only for outgoing movements from the depot. A handsignaller will be positioned on the No.3 Reception siding to control movements from the depot.
2. The Local Instruction on page 3.73 headed “CORKERHILL CSMD - Reception sidings” will not apply in respect of No.3 Reception siding during this period.
3. The Pilotman must instruct the handsignaller on No.3 Reception siding and the person in charge at Corkerhill CSMD Shunter’s Bothy as necessary as to what is required during this period.

**Dated: 27/12/08**

# SC061 - SHIELDS JN TO PAISLEY CANAL

### CORKERHILL DEPOT JUNCTION To PAISLEY CANAL

The 25kV AC Overhead line equipment (OLE) between Corkerhill Station and Paisley Canal Station is installed at a reduced height of 4.03m above rail level. This means the route may ONLY be used by rolling stock types listed in Table D of the Sectional Appendix as “Clear” ( i.e. Scotrail EMU stock) when the OLE is live.

If any other type of rolling stock requires to use the route, the train movement shall be specially planned with an ‘X’ headcode and listed in Section B of the WON. A Person in Charge (PiC) will be appointed to isolate the OLE and escort the train along the route in accordance with local signal box instruction.

This instruction does not apply to any on-track machines or engineering trains accessing the route under Rule Book Module T3 (Possession of the line for Engineering Work) The PiCOP shall manage all vehicle movements associated with engineering activities on the Paisley Canal branch.

**Dated: 20/10/2018**

# SC063 - CARDONALD JN TO DEANSIDE (GOODS LINE)

### Cardonald North Jn To Deanside

Drivers of trains should before passing the Stop board beyond Cardonald North Junction be aware of any conflicting movements that may be taking place and be aware that the private locomotive may be working within the yard at Deanside and must also exercise care when entering the yard area.

**Dated: 19/07/11**

# SC065 - PAISLEY TO GOUROCK

### PAISLEY ST. JAMES To BISHOPTON

Both Up and Down cess walkways on Underbridge 61 (River Gryffe, at 110 miles 570 yards) are closed and access on foot is prohibited. If, in emergency, a driver requires to alight at this location, **extreme caution must be exercised**.

**Dated: 02/12/06**

# SC065 - PAISLEY TO GOUROCK

### PAISLEY ST. JAMES To BISHOPTON

**Glasgow Airport – Trip wire at approach to runway** - A trip wire to detect an obstruction is provided where the railway runs close to the Glasgow Airport runway. If a breakage of the wire occurs Down line signal GP6101 and Up line signal GP6108 will be placed to or maintained at danger.

**Dated: 03/03/12**

# SC065 – PAISLEY TO GOUROCK

### GREENOCK WEST

Drivers whose trains are signalled to stop at down line signal PU104 at Greenock West should note that due to limited clearance within Newton Street tunnel the signal post telephone (SPT) for this signal is located at the Gourock end of the Down Platform.

**Dated: 31/10/10**

# SC073 - KILWINNING JN TO LARGS

### Fairlie High Sdg GF

The permission of the signaller at Paisley signalling centre must be obtained before a train, which has not ‘shut-in’ at either of the ground frames, proceeds from the siding towards Hunterston.

**Dated: 02/12/06**

# SC073 - KILWINNING JN TO LARGS

### Admiralty Sdg GF

The permission of the signaller at Paisley signalling centre must be obtained before a train, which has not ‘shut-in’ at either of the ground frames, proceeds from the siding towards Hunterston.

**Dated: 02/12/06**

# SC079 - HUNTERSTON TO HUNTERSTON LOW LEVEL SDGS (GOODS LINE)

### Hunterston

Trains proceeding towards the Low level yard must not proceed beyond the STOP board on the Down Hunterston line unless authorised, and accompanied, by the Freight Operating Company representative in attendance.

Only on train at a time must be permitted between the STOP board and the first set of hand points at the Low Level, except in the event of train failure or other exceptional circumstance.

The Freight Operating Company representative must, when the train is at a stand at, and before authorising a movement to proceed beyond, the STOP board, obtain an assurance from the signaller at Paisley signalling centre that the double to single points on the Ardrossan side of yard exit signal PH524 are in the correct position for the movement.

If the double to single points fail, the following arrangements apply :-

Movement to yard - the Freight Operating Company representative will be given an assurance when the points are secured in the correct position. The Freight Operating Company representative may then authorise the movement to proceed beyond the STOP board. The provisions of the Rule Book, Section D are otherwise exempt.

Departure from yard - The Freight Operating Company representative must, when requested, give an assurance to the signaller that no movement will be permitted to proceed beyond the STOP board towards the yard.

**Dated: 02/12/06**

# SC085 - AYR HARBOUR TO NEWTON JN (GOODS LINE)

### Ayr Harbour GF

### Coal discharge hopper

Radio equipment supplied by EW&S is used to control the movement of trains during unloading.

The person in charge on duty must uplift the radios when booking on duty at Falkland yard. On arrival at the discharge point the person in charge will hand over one radio to the Associated British Ports Operator and the other radio to the driver. The ABP Operator, on receipt of the radio, will make an initial test transmission with the driver, which must be preceded with the words **"ABP OPERATOR TO EW&S DRIVER"** which must be acknowledged. The ABP Operator will then advise the driver that he will be responsible for all movements within the discharge hopper road. **STRICT RADIO DISCIPLINE MUST BE MAINTAINED.**

A standard Network Rail type position light signal is provided at the entrance to the hopper and will normally exhibit a red and white light horizontally displayed as a stop aspect and two white lights at a angle of 45 degrees as a proceed aspect.

The ABP Operator will ensure that the lineside equipment at the hopper is in the correct position, and will control the position light signal to the proceed position prior to advising the driver to commence the movement towards the hopper for unloading.

If the position light signal fails, the ABP Operator will ensure that the lineside equipment at the hopper is in the correct position for the train to approach before verbally advising the EW&S driver to pass the signal at danger.

All trains must be drawn during unloading.

The radio equipment has a continuous bleep facility which will be used by the ABP Operator. The ABP Operator will transmit a continuous bleep signal. If, however, there is any break in the transmission the driver must stop the movement immediately. A movement must not start or restart until the appropriate instruction is given verbally.

The maximum speed of trains during unloading must not exceed ½ mph.

If there is a complete radio failure, arrangements must be made for movements to be controlled by hand signals.

During unloading the person in charge must be in attendance at the discharge hopper, at the opposite side from the ABP Operator, in order to monitor the unloading and so that he can advise the ABP Operator should a door fail to open.

On completion of unloading, the ABP Operator will hand over his radio to the person in charge and give him an assurance that the lineside hopper equipment is in the correct position for the train to depart.

On receipt of the radio, the person in charge must make a test transmission to the driver which must be preceded by the correct call sign and be acknowledged by the driver. The person in charge will then instruct the driver that he has taken charge of the movements.

The person in charge must return the radios on arrival back at Falkland Yard.

If a Class 08 locomotive is not available for unloading coal trains at Ayr Harbour, it will be necessary to use a Class 37 locomotive fitted with slow speed control.

If a Class 37 locomotive fitted with slow speed control is not available, any Class 37 locomotive may be used, but, every wagon must be stopped over the discharge hopper for unloading.

The Ayr Harbour representative must be advised by the person in charge when a Class 37 is to be used and whether or not it is fitted with slow speed controls.

When a Class 37 locomotive is used to discharge wagons at Ayr Harbour, no more than 10 wagons may be drawn over the discharge hopper.

**Dated: 02/12/06**

# SC087 - NEWTON JN TO MAUCHLINE (GOODS LINE)

### Newton Jn To Annbank GF

**Auchencruive MOD Siding** - The ground frame is controlled by the section token. Trains do not shut in.

**Dated: 02/12/06**

# SC087 - NEWTON JN TO MAUCHLINE (GOODS LINE)

## Newton Jn

**"No Signalman" key token working** – A "No Signalman" key token instrument is provided in a lockfast box adjacent to signal PA335 and this instrument must be operated by the competent person in accordance with the instructions exhibited there. The single line electric token block section extends from Newton Jn (PA335 signal) to Mauchline. The signaller at Mauchline is responsible for authorising all movements on the single line. Should, owing to equipment failure, it not be possible to place the token in the instrument at Newton Jn, the signaller at Mauchline must be informed of the circumstances.

When requesting the signaller at Mauchline to release a token, the competent person must advise the destination of the train.

The signaller at Mauchline must be advised when a token has been obtained from, and replaced in, the instrument.

**Dated: 02/12/06**

# SC087 - NEWTON JN TO MAUCHLINE (GOODS LINE)

## Mauchline

When a train is allowed forward to the Up Branch section signal and the driver is not in possession of the token, the Guard must, immediately the train comes to a stand at the signal, return to the signal box and remain there until the token is handed to him by the signaller, then he must at once return to his train and hand the token to the driver.

**Dated: 02/12/06**

# SC089 - ANNBANK TO KILLOCH COLLIERY (GOODS LINE)

## Annbank GF

The connection leading from the Newton Jn / Mauchline single line to the Killoch Colliery branch is worked from a ground frame controlled by the section token.

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

The signaller at Mauchline must be advised when a token has been replaced in the instrument.

**Working of branch line**

**Train Departing from Annbank GF** - The permission of the signaller at Mauchline must be obtained before the train staff can be released from Annbank GF for a train to proceed on the single line to Killoch Colliery.

The shunter must obtain the train staff and hand it to the driver.

**Train arriving at Killoch Colliery** - On arrival at Killoch Colliery the driver must return the train staff to the shunter.

The shunter must advise the signaller at Mauchline when the train, complete with tail lamp has passed clear of the single line section and the ground frame controlled catch points have been operated to protect the single line. The shunter must also advise the signaller at Mauchline that he has custody of the train staff and what the next intended move will be.

**Train departing from Killoch Colliery** - The permission of the signaller at Mauchline must be obtained by the shunter before the train staff can be given to a train to proceed on the single line to Annbank GF.

The shunter must give the train staff to the driver once the permission of the signaller at Mauchline has been obtained for the move to take place. The Rule Book, Module TW1, Section 32.2 is modified accordingly.

**Train arriving at Annbank GF** - On arrival at Annbank GF, the driver must hand the train staff to the shunter who must operate the ground frame when authorised to do so by the signaller at Mauchline.

The shunter must advise the signaller at Mauchline when the train, complete with tail lamp, has passed clear of the ground frame points, the ground frame has been restored to normal and what the next intended move will be.

**Working of consecutive trains to or from Killoch Colliery** -The shunter is authorised to take custody of the train staff from, and give the train staff to, the driver at both Killoch and Annbank, in accordance with the Rule Book, Section TW1, Section 32.2.1, when this arrangement is introduced. **This arrangement does not in any way modify, or exempt, the requirement for the driver to have the train staff in his possession whilst between Annbank and Killoch Colliery in accordance with the Rule Book, Module TW1, Section 32.3.**

**Consecutive trains to Killoch Colliery** - Where it is necessary for two consecutive trains to proceed to Killoch, the shunter must, when handed the train staff at Killoch by the driver of the first train, and having carried out the instructions under the heading **'Train arriving at Killoch Colliery'** above, thereafter proceed to Annbank.

The shunter must advise the signaller at Mauchline of his arrival at Annbank and request permission to return the train staff to the ground frame. This will involve the release of a key token from the intermediate instrument. The train staff **must** be returned to the ground frame before the second train enters the single line at Newton Jn.

**Consecutive trains to Annbank** - The shunter must, at least 20 minutes after departure of the first train from Annbank, request the permission of the signaller at Mauchline to obtain the train staff. This will require a key token to be obtained from the intermediate instrument. When the train staff has been obtained and the signaller at Mauchline has been advised, the shunter must return to Killoch. The shunter must, before handing the train staff over to the driver of the second train, advise the signaller at Mauchline that the second train is about to depart and obtain the signaller's permission for the movement to commence. Thereafter, the train must be dealt with as normal on arrival at Annbank.

**Between Annbank and Killoch Colliery** - If a train fails on the branch line and assistance is required, the train staff must be returned to Annbank, or Killoch if assistance is available at that end. The driver of the failed train is authorised to deliver the train staff to the Operations Manager's representative. The Rule Book, Module TW1, Section 32.3 and the Rule Book, Module M2, Section 3 are modified accordingly.

**Protection arrangements** – Emergency detonator protection must be carried out before the train staff of the failed train is delivered to the Operations Manager's representative.

**Underbridge 18, Coalhall (over A70 east of Coylton) at 48mp.** – In view of significant bridge strikes at the bridge, the following modified procedure must be observed for any incident involving this Underbridge :-

The Route Structures Engineer must be directly informed.

The designated **Infrastructure Maintenance Contractor's representative must attend.** The structure must **not** be cleared for traffic, even to 5 mph by a competent person, until further notice.

The Rule Book, Module TW1, Section 5.2 is modified accordingly.

**Dated: 07/12/13**

# SC089 - ANNBANK TO KILLOCH COLLIERY (GOODS LINE)

## Killoch Colliery

Arriving trains must stop at the ground frame controlled catch points. Before operating the ground frame for the passage of the train to the sidings, the person in charge of the movement must telephone the security office for permission to enter the sidings. If there is no reply from the security office, the person in charge of the movement must endeavour to contact British Coal staff on any of the other numbers listed at the telephone.

**Trains must not enter Killoch without permission from Killoch staff.**

Rail lines within the Colliery are numbered 1 to 6 reading from right to left from the weighbridge.

When the last vehicle has passed clear of the ground frame the person in charge of the movement must normalise the ground frame and remove the train staff before returning to the train.

A British Coal representative will be in attendance at the weighbridge and will advise the driver which points have been set for the passage of the train.

Whenever possible, loaded trains arriving from Chalmerston will be stabled in No.1 or No.2 road at Killoch. The person in charge of the movement must leave his copy of the train list under the clip on the side of the leading wagon.

The person in charge of the movement must apply, **as a minimum, the handbrakes on the last 6 wagons** at the lower end of the gradient on all trains stabled at Killoch.

The weighbridge at the entrance to Killoch operates automatically and drivers must ensure that the speed of their train does not exceed **4 mph** when travelling over the weighbridge in either direction.

Flashing yellow lights, normally unlit, are provided within the yard (3) beyond the weighbridge for arriving trains and in the vicinity of the ground frame (1) for departing trains. Should a train exceed the weighing speed, or if the weighbridge has failed to operate, the light(s) will commence to flash ahead of the train. In this event, the train must be reweighed. Should this occur while a train is entering Killoch, the person in charge of the movement must operate the ground frame controlled points before authorising the train to set back. The British Coal representative in attendance at the weighbridge will assist with this movement. The light(s) should extinguish when the train has set back. If the light(s) continue to flash, the person in charge of the movement must contact British Coal staff, via the telephone at the ground frame where appropriate, for further instructions.

The loading of slurry trains will take place at the loading bank at the east end of the sidings. A British Coal representative will issue a radio to the driver so that the British Coal shovel operator can control the movements of the train while it is being loaded. The driver must make an initial test transmission with the British Coal shovel operator at the loading pad which must be preceded by the words “EW&S driver to British Coal shovel operator” and which will be acknowledged. **STRICT RADIO DISCIPLINE MUST BE MAINTAINED**. The British Coal shovel operator will instruct the driver to STOP, START or REVERSE as required and this will not require to be acknowledged by the driver. This instruction allows for British Coal shovel operators to instruct the driver to STOP, START or REVERSE as required. **The provisions of the Rule Book, Module SS2, must still be observed before any movement is made over points in the facing direction.**

All rail staff must wear personal protective clothing (hard hats, safety footwear and high visibility clothing) when working on the ground within the Colliery in compliance with British Coal requirements.

Departing trains must stop at the ground frame controlled points at the exit from the Colliery and the person in charge of the movement must operate the ground frame to permit access onto the single line to Annbank.

The person in charge of the movement must telephone the security office from the ground frame telephone to advise when the train is departing from Killoch.

**Dated: 02/12/06**

# SC091 - DALRYMPLE JN TO CHALMERSTON (GOODS LINE)

## Chalmerston

The loading of trains at Chalmerston is undertaken from a concrete LOADING PAD by mechanical shovel and up to seven wagons at a time can be accommodated during loading. Wagons must only be loaded when they are at a stand.

Radio equipment supplied by British Coal is used to control movements of trains during loading and drivers of trains arriving at Chalmerston must stop before the weighbridge and obtain a radio handset from the Weighbridge Operator.

The Weighbridge Operator and the Loading Pad Operator will be responsible for all aspects of train loading and movements on behalf of British Coal.

The driver must make TWO test transmissions. One with the Weighbridge Operator and one with the Loading Plant Operator which must be preceded by the words “EW&S DRIVER TO WEIGHBRIDGE OPERATOR” and “EW&S DRIVER TO LOADING PAD OPERATOR” and which must be acknowledged by both parties. STRICT RADIO DISCIPLINE MUST BE MAINTAINED.

On arrival at the weighbridge, the Weighbridge Operator will advise the person in charge of the movement whether he wishes the train to be loaded on the way into or out of the loading area.

The person in charge of the movement must observe the requirements of the Rule Book, Module SS2, Section 3.2.

The instructions for loading the train are as follows :-

Loading on the way into the loading pad

The Loading Pad Operator will advise the driver when the movement may commence from the weighbridge and the driver must not pass over the Depot Access level crossing until he has received a verbal assurance from the Loading Pad Operator that the gates are closed to road traffic.

Movement of the train over the loading pad will require the Loading Pad Operator to instruct the driver to STOP or START as required and will not require to be acknowledged by the driver. However, the Loading Pad Operator, after he has advised the driver to start, must remain in constant communication with the driver by radio until he instructs the driver to stop. Should the transmission cease for any reason the driver must stop the train immediately.

When loading has been completed, the person in charge of the movement must operate the derailer at the rear of the train and apply half of the wagon handbrakes to secure the train prior to uncoupling the locomotives/s for rounding. When the locomotive/s has/have run round via the rounding loop and prior to being recoupled to the train, the person in charge of the movement must remove the derailer and thereafter, after the locomotive/s has/have been recoupled, release the wagon handbrakes and carry out a brake test. He must then advise the Weighbridge Operator that this operation has been completed prior to rejoining the locomotive.

The Weighbridge Operator will then advise the driver to draw forward over the weighbridge for gross weighing and when this has been satisfactorily completed, the person in charge of the movement must return the radio to the Weighbridge Operator.

Loading on the way out of the loading pad

The Loading Pad Operator will advise the driver when the movement may commence from the weighbridge and at the time must give the driver an assurance that the Depot Access level crossing gates have been closed to road traffic. He will then inform the driver when to stop.

After the weighing has been completed, the person in charge of the movement must operate the derailer at the rear of the train and apply half of the wagon handbrakes to secure the train at the trailing end of the train, prior to uncoupling the locomotive/s for rounding.

The person in charge of the movement must advise the Weighbridge Operator when he has applied the handbrakes on the first seven wagons adjacent to the loading pad. (The Weighbridge Operator will accompany the person in charge of the movement while he applies the first seven handbrakes).

When the locomotive/s is/are running round the train via the rounding loop, the driver must stop short of the loading pad and request the permission of the Loading Pad Operator to travel beyond the loading pad.

The Loading Pad Operator will stop loading before giving the driver permission to proceed beyond the loading pad.

Prior to recoupling the locomotive/s to the train, the person in charge of the movement must remove the Derailer and after the locomotive/s has/have been recoupled, remove the wagon handbrakes and carry out a brake test. During this operation NO LOADING MUST TAKE PLACE. The person in charge of the movement must then advise the Loading Plant Operator that this operation has been completed prior to rejoining the locomotive.

In order to complete the loading of the remaining wagons and the gross weighing of the train, the Loading Plant Operator will instruct the driver to STOP or START as required and this will not require to be acknowledged by the driver. However, the Loading Pad Operator, after instructing the driver to start, must remain in constant communication with the driver by radio until he instructs the driver to stop. Should the transmission cease for any reason, the driver must stop the train immediately.

When the loading and gross weighing has been completed satisfactorily, the person in charge of the movement must return the radio handset to the Weighbridge Operator.

**Chalmerston Coal Terminal is a designated hard hat area.**

**Dated: 02/12/06**

# LIST OF MODULE PAGES AND DATES

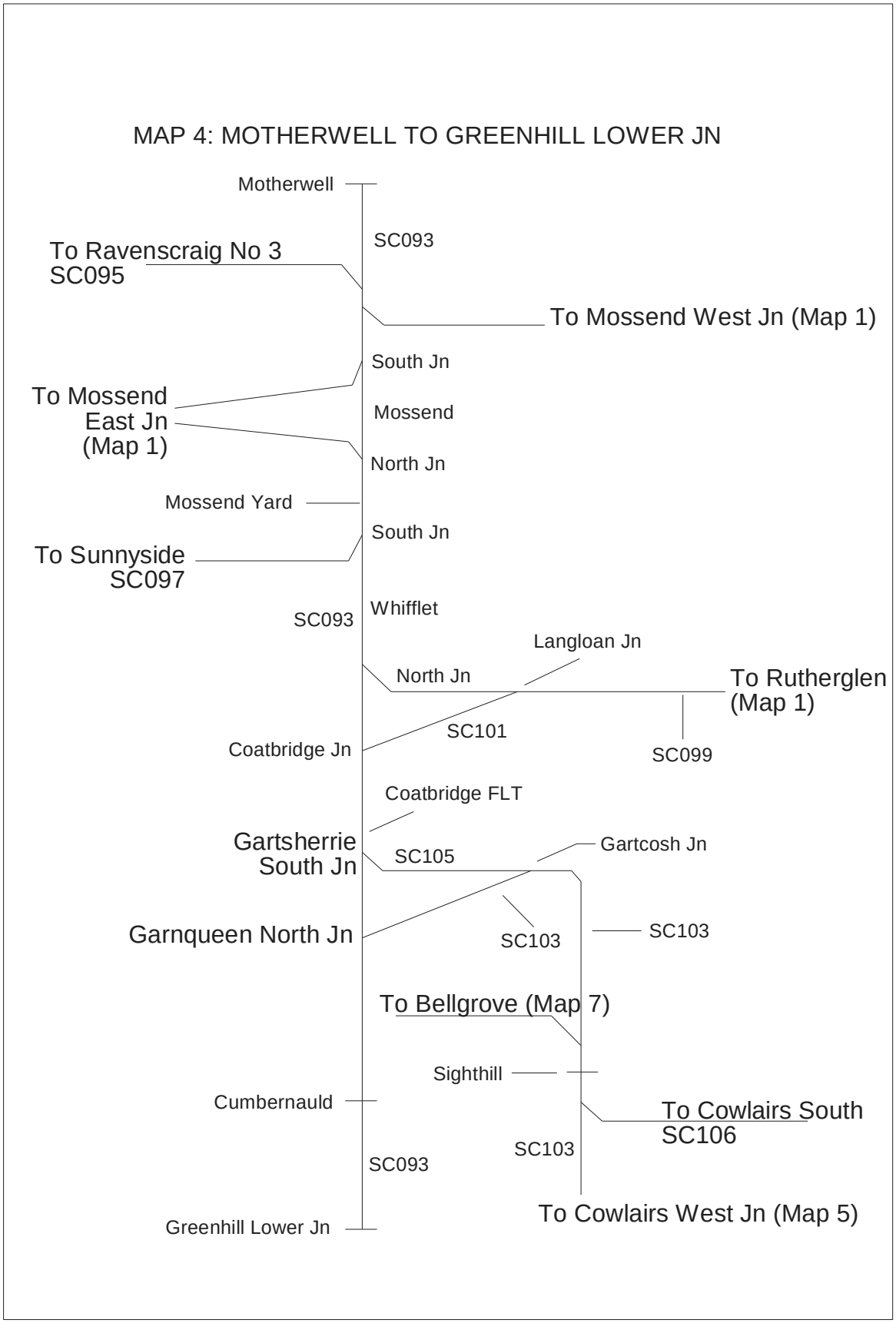
| Page | Date Last Changed |
|---|---|
| **1** | **07 September 2024** |
| **2** | **07 September 2024** |
| 3 | 03 October 2009 |
| 4 | 03 October 2009 |
| 5 | 03 October 2009 |
| 6 | 03 October 2009 |
| 7 | 01 December 2018 |
| 8 | 01 December 2018 |
| 9 | 03 December 2022 |
| 10 | 03 December 2022 |
| 11 | 05 March 2022 |
| 12 | 05 March 2022 |
| 13 | 02 March 2024 |
| 14 | 02 March 2024 |

| Page | Date Last Changed |
|---|---|
| 15 | 03 December 2022 |
| 16 | 03 December 2022 |
| 17 | 01 September 2018 |
| 18 | 01 September 2018 |
| 19 | 02 June 2018 |
| 20 | 02 June 2018 |
| 21 | 04 March 2023 |
| 22 | 04 March 2023 |
| 23 | 02 June 2018 |
| 24 | 02 June 2018 |
| 25 | 01 March 2014 |
| 26 | 01 March 2014 |
| 27 | 02 June 2018 |
| 28 | 02 June 2018 |

# TABLE OF CONTENTS

| | Page |
|---|---|
| Maps | 3 |
| Table A Diagrams | 5 |
| Local Instructions | 25 |

# MAPS


MAP 4: MOTHERWELL TO GREENHILL LOWER JN
Motherwell
SC093
To Ravenscraig No 3
SC095
To Mossend West Jn (Map 1)
South Jn
To Mossend
East Jn
(Map 1)
Mossend
North Jn
Mossend Yard
South Jn
To Sunnyside
SC097
Whifflet
SC093
Langloan Jn
North Jn
To Rutherglen
(Map 1)
SC101
Coatbridge Jn
SC099
Coatbridge FLT
Gartsherrie
South Jn
SC105
Gartcosh Jn
Garnqueen North Jn
SC103
SC103
To Bellgrove (Map 7)
Sighthill
Cumbernauld
To Cowlairs South
SC106
SC103
SC093
To Cowlairs West Jn (Map 5)
Greenhill Lower Jn

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# TABLE A DIAGRAM
## Table of Contents

| | Page |
|---|---|
| SC093- MOTHERWELL TO GREENHILL LOWER JUNCTION | 7 |
| SC097- WHIFFLET SOUTH JUNCTION TO SUNNYSIDE JUNCTION | 15 |
| SC099- WHIFFLET NORTH JUNCTION TO RUTHERGLEN EAST | 16 |
| SC101- COATBRIDGE JN TO LANGLOAN JN | 19 |
| SC103- GARNQUEEN NORTH JN TO COWLAIRS WEST JN | 20 |
| SC105- GARTSHERRIE SOUTH JN TO GARTCOSH JN | 23 |
| SC106- SIGHTHILL WEST JN TO COWLAIRS SOUTH JN (CHORD LINE) | 24 |

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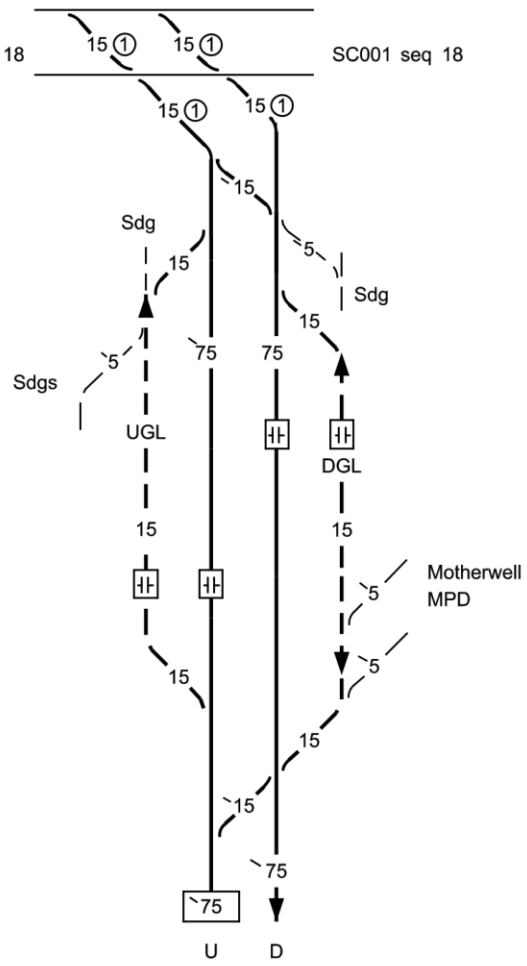
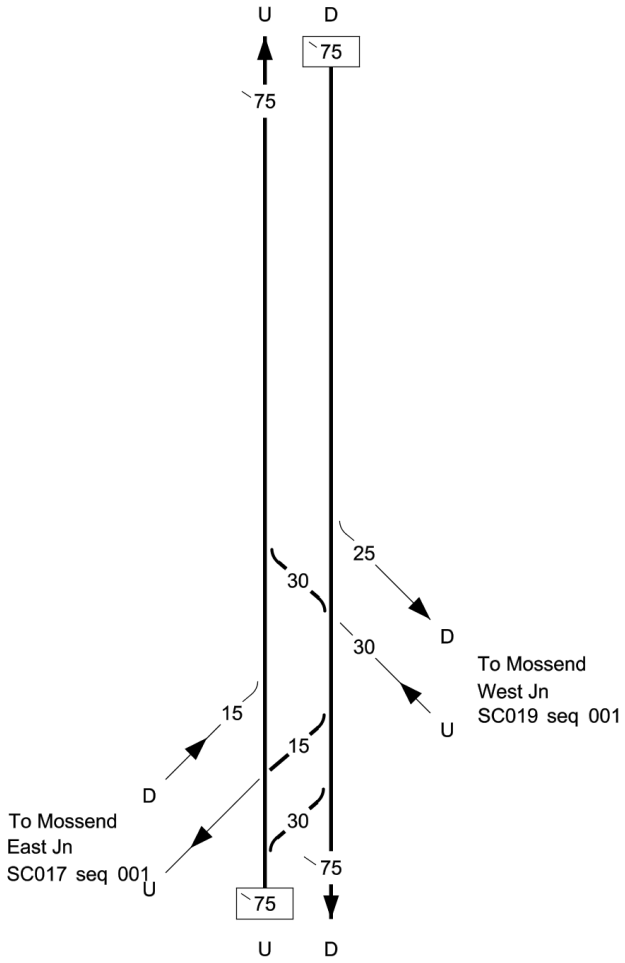
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC093 | 001 | Motherwell to Greenhill Lower Junction | SCM1 | Scotland | 30/08/2018 |

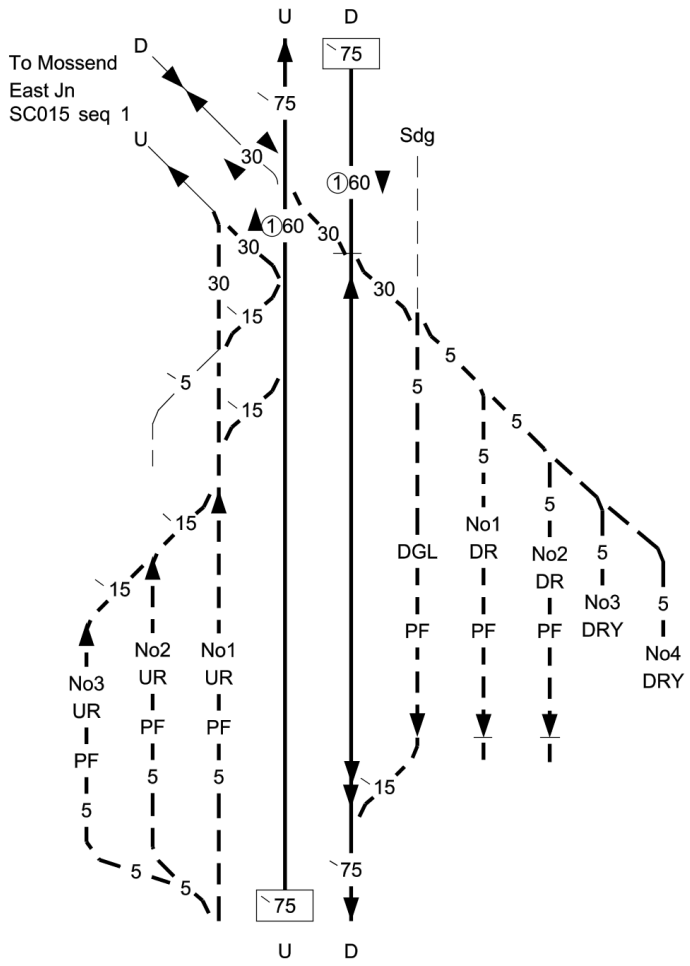
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Motherwell | 89 51 | | TCB West of Scotland SC Motherwell Workstation AC: Cathcart ECR<br>GSM-R |
| DGL entry points | 89 63 | | ① Through all connections between main lines and Coatbridge lines |
| Findlay's GF OOU (Up side) | | Ⓢ | |
| OHNS | 89 77 | | |
| Braidhurst Loops | | | |
| OHNS | 90 06 | | UGL (PF) 1810f (550m) (86 SLU's)<br>DGL (PF) 1410f (430m) (67 SLU's) |
| UGL entry points | 90 17 | | |



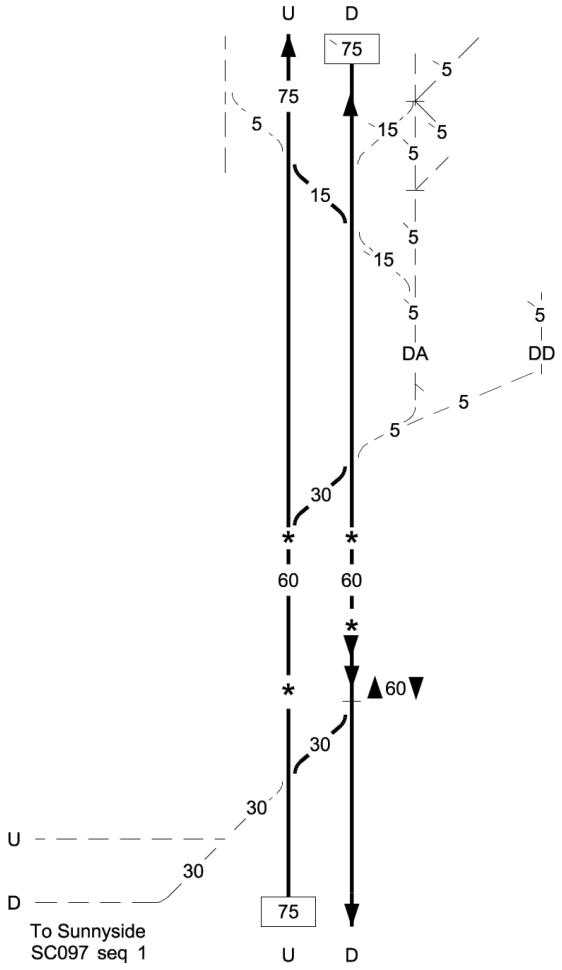
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC093 | 002 | Motherwell to Greenhill Lower Junction | SCM1 SCM2 | Scotland | 03/04/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| (Change of ELR SCM1 to SCM2)<br><br>Mossend South Jn | 91 08<br><br>91 12 |  | TCB West of Scotland SC Whifflet Workstation AC: Cathcart ECR<br>GSM-R |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC093 | 003 | Motherwell to Greenhill Lower Junction | SCM2 | Scotland | 05/05/2018 |

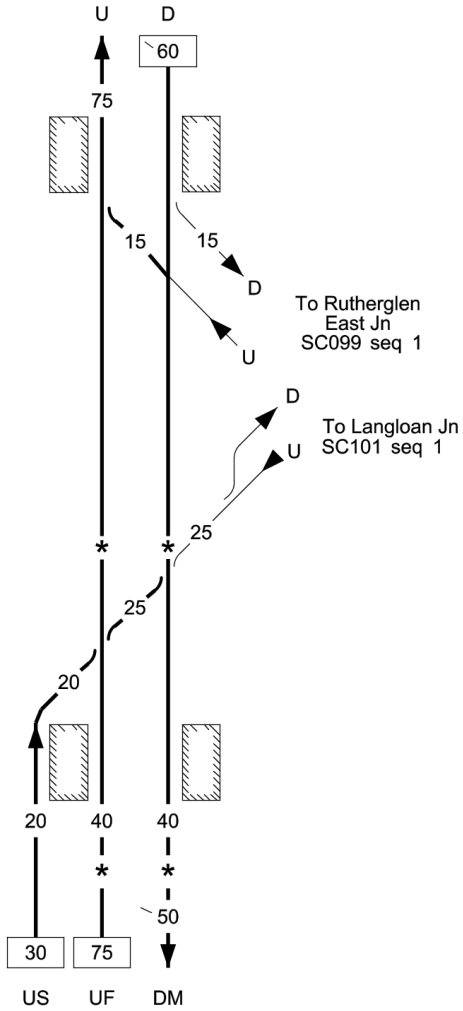
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Mossend North Jn<br><br>Mossend Yard | 91 42 |  | GSM-R<br>TCB West of Scotland SC Whifflet Workstation AC:Cathcart ECR<br><br>(1) = Through Jn<br>UR = Up Reception<br>DR = Down Reception<br>DRY = Down Reception Yard<br><br>DGL 1764f (535m) (84 SLU's)<br><br>No 1 DR 1743f (530m) (83 SLU's)<br><br>No 2 DR 1533f (466m) (73 SLU's)<br><br>No 1 UR 1680f (511m) (80 SLU's)<br><br>No 2 UR 1680f (511m) (80 SLU's)<br><br>No 3 UR 1680f (511m) (80 SLU's) |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC093 | 004 | Motherwell to Greenhill Lower Junction | SCM2 | Scotland | 29/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Burnhouse | 92 12 |  | TCB West of Scotland SC Whifflet Workstation AC: Cathcart ECR<br>GSM-R<br>DD = Down Departure<br>DA=Down Arrival |
| | 93 22 * | | |
| | 93 57 * | | |
| | 93 54 * | | |
| Whifflet South Jn | 93 65 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC093 | 005 | Motherwell to Greenhill Lower Junction | SCM2 SCM3 | Scotland | 05/05/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **WHIFFLET** | 94 02 | | |
| Whifflet North Jn (Change of ELR SCM2 to SCM3) | 94 05<br>94 05 | | |
| Coatbridge Jn | 94 40 * | | |
| **COATBRIDGE CENTRAL** | 94 63 | | |
| | 94 70 * | | |

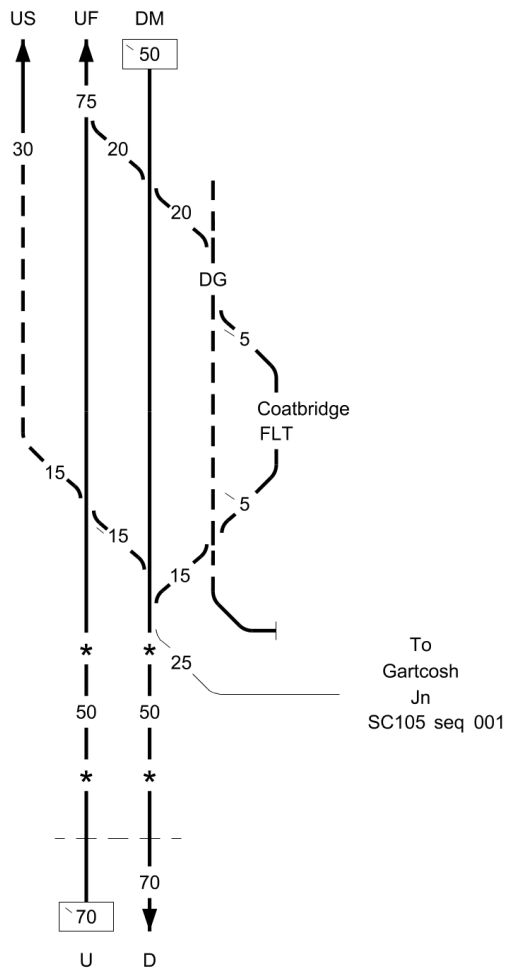



TCB West of Scotland SC
Whifflet Workstaiton
AC: Cathcart ECR

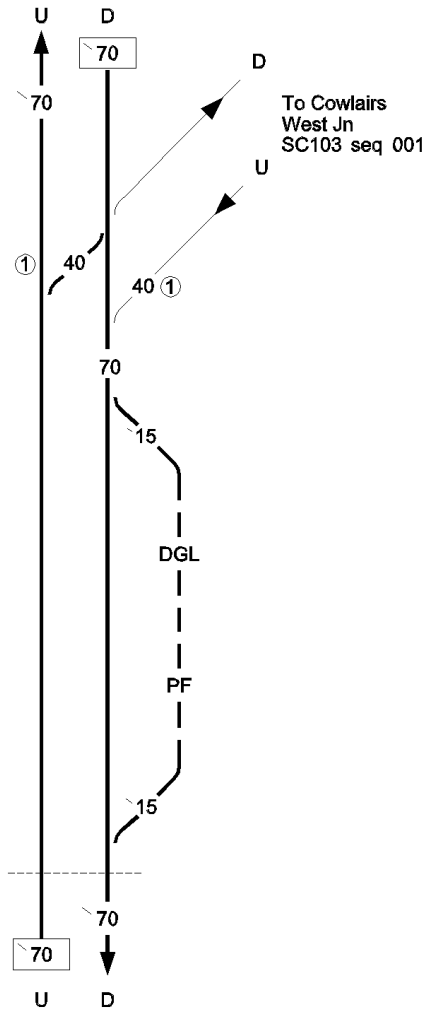
GSM-R

UF = Up Fast
DM = Down Main
US = Up Slow

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC093 | 006 | Motherwell to Greenhill Lower Junction | SCM3 | Scotland | 09/01/2022 |

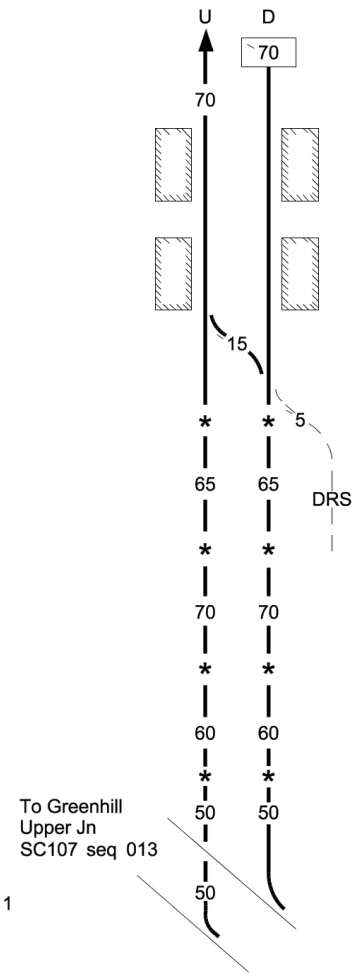
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB West of Scotland SC<br>Whifflet Workstation<br>AC: Cathcart ECR<br><br>DG = 429m, 1407ft, 68 SLU's<br><br>UF = Up Fast<br>US = Up Slow<br>DM = Down Main<br>DG = Down Goods |
| Gartsherrie South Jn | 95 65 * | | |
| | 96 06 * | | |
| Heatherbell LC (CCTV) | 96 17 | | |
| OHNS | 96 45 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC093 | 007 | Motherwell to Greenhill Lower Junction | SCM3 | Scotland | 06/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R Edinburgh SC (CN) AC: Cathcart ECR |
| Garnqueen North Jn | 97 05 | | ①= Through Jn to/from Cowlairs West Jn |
| | 97 22 | | DGL 2130f (650m) (101 SLU's) |
| Greenfoot LC (CCTV) | 97 60 | | |

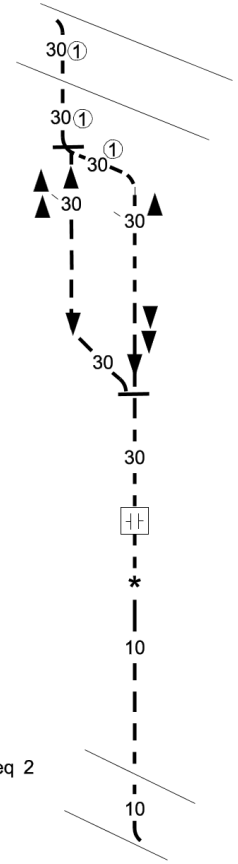
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC093 | 008 | Motherwell to Greenhill Lower Junction | SCM3 | Scotland | 26/12/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | Edinburgh SC (EC,CN)<br>AC: Cathcart ECR<br>GSM-R |
| **GREENFAULDS** | 100 43 | T | |
| **CUMBERNAULD** | 101 18 | | |
| | 102 34 * | | DRS 800f (216m)<br>(38 SLU's) |
| | 103 00 * | | |
| | 106 20 * | | |
| | 106 45 | | |
| | 106 47 * | | |
| Greenhill Lower Jn | 106 63 | SC119 seq 1 | |



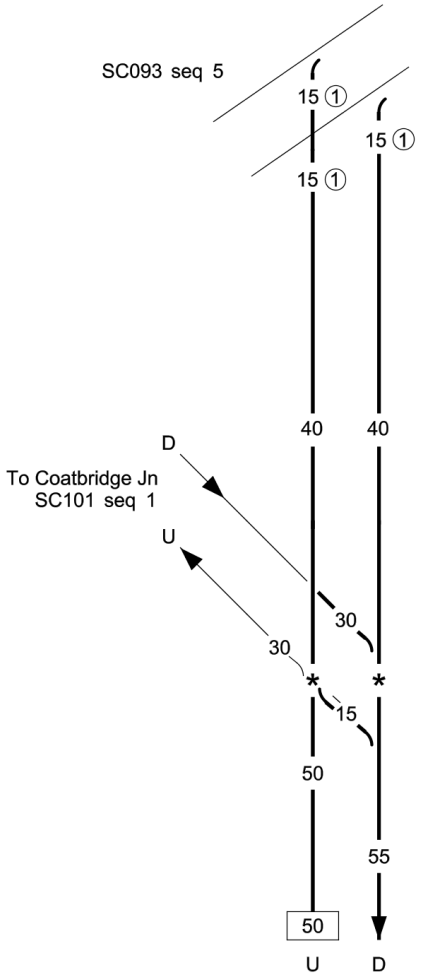
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC097 | 001 | Whifflet South Junction to Sunnyside Junction | SYE | Scotland | 29/08/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R |
| | | | TCB: West of Scotland SC, Whifflet Workstation, AC: Cathcart ECR |
| Whifflet South Jn | 9 63 | SC093 seq 4 | |
| | | | ① = Thro' all connections between Coatbridge lines and Goods lines |
| | | | CW Up 9m 1430y |
| Signals GMW243/GMW245 | 9 14 | | |
| | | | Yoker SC (YS), East Workstation |
| OHNS | 8 78 | | |
| | 8 77 * | | |
| Sunnyside Jn | 8 43 | SC123 seq 2 | |



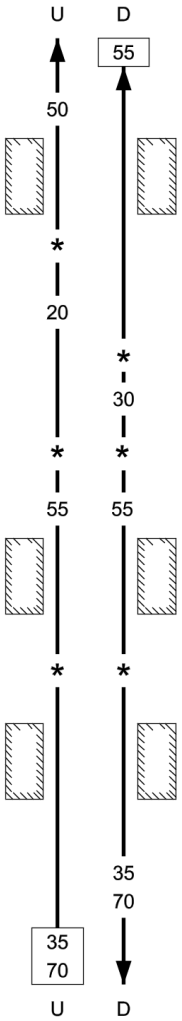
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC099 | 001 | Whifflet North Junction to Rutherglen East Junction | RSL2 RSL1 RCB | Scotland | 03/04/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Whifflet North Jn | 0 00 | | GSM-R<br>TCB West of Scotland SC Whifflet Workstation AC: Cathcart ECR<br>① = Through jn |
| (Change of ELR RSL2 to RSL1) | 6 59 | | |
| OHNS | 6 43 | | CW Up 6m 38ch |
| Langloan Jn<br>(Change of ELR RSL1 to RCB) | 6 34 *<br>6 34 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC099 | 002 | Whifflet North Junction to Rutherglen East Junction | RCB | Scotland | 05/05/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **KIRKWOOD** | 6 04 | | TCB West of Scotland SC Whifflet Workstation AC: Cathcart ECR; GSM-R |
| | 6 17 * | | |
| | 5 40 * | | |
| | 5 19 * | | |
| **BARGEDDIE** | 5 02 | | |
| | 4 22 * | | |
| **BAILLIESTON** | 3 29 | | |

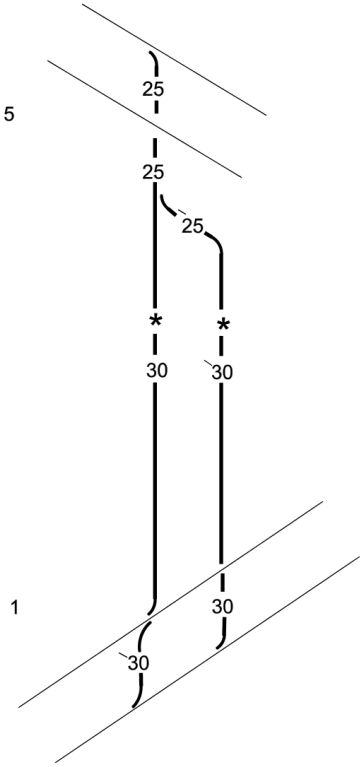


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC099 | 003 | Whifflet North Junction to Rutherglen East Junction | RCB | Scotland | 16/07/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>35 70<br>35 70 | TCB West of Scotland SC Whifflet Workstation AC: Cathcart ECR<br>GSM-R |
| **MOUNT VERNON** | 2 48 | | |
| **CARMYLE** | 1 42 | | |
| | 1 11 * | * *<br>30 50<br>* 55 | West of Scotland SC (GR) Polmadie Workstation |
| Rutherglen East Jn | 0 06 *<br>0 05 * | *<br>SC001 seq 22 *<br>60<br>70<br>US<br>DS | US = Up Slow<br>DS = Down Slow |

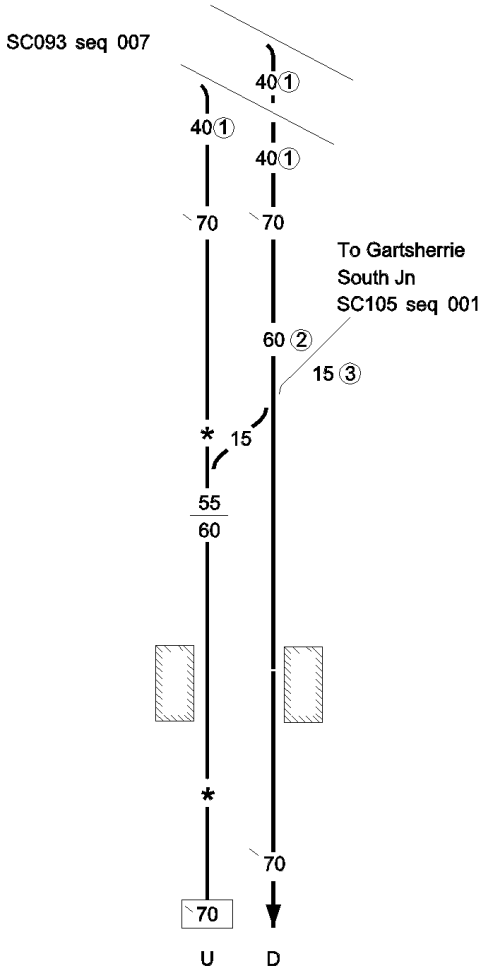
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC101 | 001 | Coatbridge Jn to Langloan Jn | RCB | Scotland | 03/04/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB West of Scotland SC<br>Whifflet Workstation<br>AC: Catchcart ECR |
| Coatbridge Jn | 7 03 | SC093 seq 5 | |
| | 7 00 * | | |
| OHNS | 6 43 | | |
| Langloan Jn | 6 34 | SC099 seq 1 | |



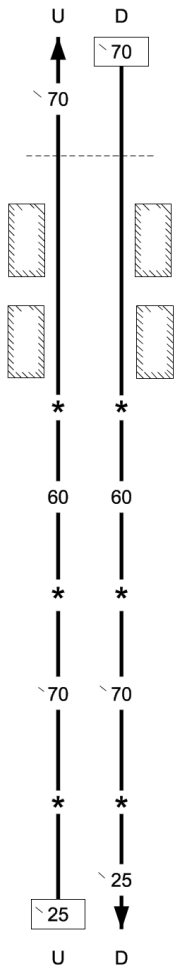
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC103 | 001 | Garnqueen North Jn to Cowlairs West Jn | CBD1 CBD2 | Scotland | 06/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Garnqueen North Jn | 1 33 | | GSM-R<br>Edinburgh SC (CN)<br>AC: Cathcart ECR |
| OHNS | 1 00 | | ① = Thro' jn at Garnqueen North |
| Gartcosh Jn | 0 00 | | |
| (Change of ELR CBD1 to CBD2) | 0 00<br>97 09 * | | ② = Through junction from Garnqueen North Jn<br>③ = Through junction to/from Gartsherrie South Jn |
| **GARTCOSH** | 97 31 | | |
| | 97 40 * | | |



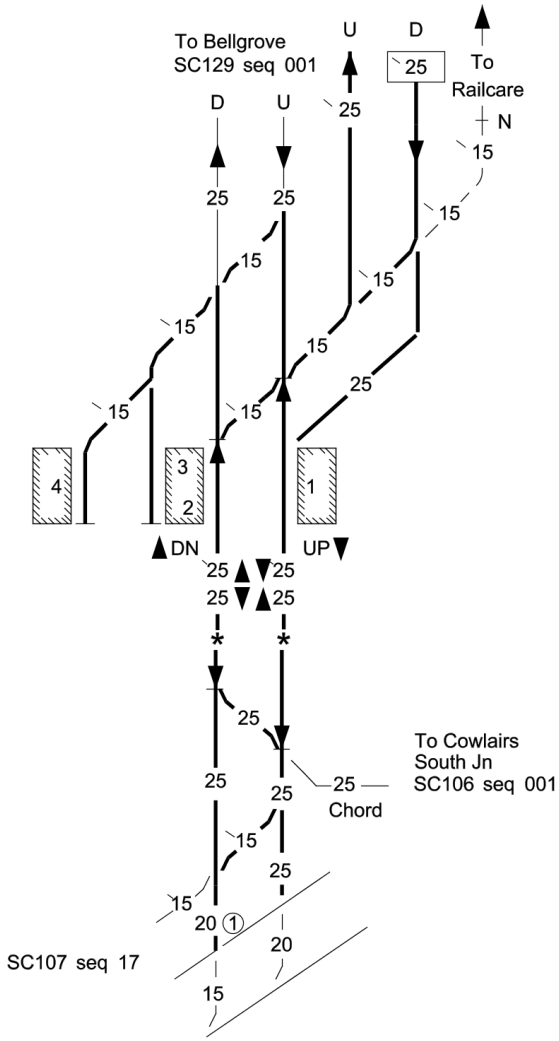
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC103 | 002 | Garnqueen North Jn to Cowlairs West Jn | CBD2 | Scotland | 21/01/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>Edinburgh SC (CN)<br>AC:Cathcart ECR |
| Heathfield LC (UWC) | 98 31 | T | |
| **STEPPS** | 99 64 | T | |
| **Robroyston Station** | 101 07 | | |
| | 101 74 * | | |
| | 102 14 * | | |
| | 103 00 * | | |



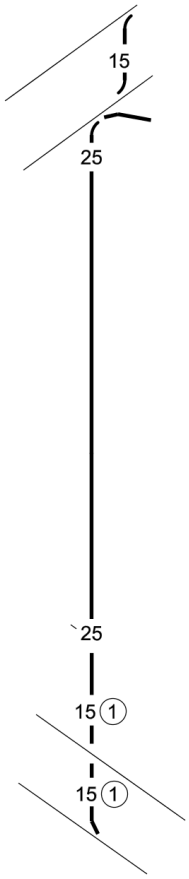
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC103 | 003 | Garnqueen North Jn to Cowlairs West Jn | CBD2 SGN | Scotland | 03/09/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| OHNS | 103 32 | | Edinburgh SC (CC,CS)<br>AC:Cathcart ECR<br>GSM-R |
| (Change of ELR CBD2 to SGN) | 103 41<br>0 61 | | |
| Sighthill East Jn | 0 56 | | N - Notice board (780 yards from Sighthill East Jn)<br><br>NOTE CHANGE OF DIRECTION at Sighthill East Jn |
| **SPRINGBURN** | 0 42 | | Platforms 3 & 4 - PP |
| | 0 40 * | | Additional AWS equipment at SPRINGBURN (Up and Down lines, Up Direction)<br>See General Instructions headed 'Automatic Warning System' |
| Sighthill West Jn | 0 32 | | |
| | -0 01 | | ① = Through jn |
| Cowlairs West Jn | -0 20 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC105 | 001 | Gartsherrie South Jn to Gartcosh Jn | GHE | Scotland | 03/04/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Gartsherrie South Jn | 95 64 | SC093 seq 006 | TCB West of Scotland SC Whifflet Workstation AC Cathcart ECR<br>GSM-R |
| Gartcosh Jn | 97 06 | SC103 seq 001 | Edinburgh SC (CN)<br>(1) = Through jn |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC106 | 001 | Sighthill West Jn to Cowlairs South Jn (Chord line) | PNS | Scotland | 03/09/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | Edinburgh SC (CQ,CS)<br>AC:Cathcart ECR<br>GSM-R |
| Sighthill West Jn | 0 30 | SC103 seq 003<br>25<br>25<br>25 | |
| Cowlairs South Jn | 0 00 | SC107 seq 018<br>20 ①<br>40 | ① = Thro' connections to / from Chord line |

# LOCAL INSTRUCTIONS
## Table of Contents

| | Page |
|---|---|
| **SC093- MOTHERWELL TO GREENHILL LOWER JUNCTION** | |
| MOTHERWELL TO MOSSEND SOUTH JN | 27 |
| MOTHERWELL | 27 |
| MOSSEND YARD | 27 |
| COATBRIDGE JN TO GARTSHERRIE SOUTH JN | 28 |
| CUMBERNAULD | 28 |
| **SC103- GARNQUEEN NORTH JN TO COWLAIRS WEST JN** | |
| SIGHTHILL EAST JN TO RAILCARE (SPRINGBURN SIDINGS) | 28 |
| SPRINGBURN STATION | 28 |

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# SC093 - MOTHERWELL TO GREENHILL LOWER JUNCTION

## Motherwell To Mossend South Jn

### Motherwell TMD

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

1. When required to make a movement into the Shed on No.1, 2, 4, 5, 6, 7 and 8 or Fitting Shop siding, the driver must stop at the Stop Board.
2. Movements past a Stop Board and movements out of the Shed on No.1, 2, 4, 5, 6, 7 and 8 or Fitting Shop siding must not be made until the designated person has personally given the shunter or driver an assurance that it is safe for the movement to commence.

**Motherwell TMD Level Crossing** - Drivers must not bring their locomotives to a stand on the level crossing.

When operating handpoints in the vicinity of the level crossing, drivers must bring their locomotives to a stand clear of the crossing in such a position that will enable them to observe that the crossing is clear before proceeding.

**Fuel point** - Locomotives arriving at the fuel point must stop at the stop board. Movements past the stop board and movements out of the fuelling building must not be made until a member of the maintenance staff located at the fuel point has personally given the driver an assurance that it is safe for the movement to commence.

Movements in the wrong direction towards the fuel point must not be made unless agreement has been reached between the traincrew supervisor (person in charge) and the maintenance shift manager. When agreement has been reached, the driver will then be instructed by the traincrew supervisor (person in charge) to proceed with the movement. In the event that the shift manager is not on duty, the traincrew supervisor (person in charge) will liaise directly with the fuel point staff before the movement is authorised.

**Dated: 02/12/06**

# SC093 - MOTHERWELL TO GREENHILL LOWER JUNCTION

## Motherwell

For the purposes of the Rule Book, Module TW1, Section 26, there are no station limits and authorities are detailed as follows :-

| At or between | Lines | Remarks |
|---|---|---|
| Down Braidhurst loop/ sidings signal M361, M371, M373, M375, M377, M379 and Up Coatbridge Limit of shunt indicator including Down shunt spur. | Up Coatbridge | 445f (135m), or 235f (70m) without brake van. |

**Up Braidhurst goods loop** - Movements to Findlay's sidings must, where practicable, be made to No. 1 siding. All movements to the sidings must be positioned as near to the buffer stops as possible.

**Down Braidhurst goods loop -** Locomotives, and locomotives with brake vans, must not stop on the Down Braidhurst goods loop for traincrew relief purposes but must proceed to the loco depot.

**Dated: 07/12/13**

# SC093 - MOTHERWELL TO GREENHILL LOWER JUNCTION

## Mossend Yard

### Blockage of lines to electric trains

Mossend Yard is specially nominated in accordance with NR/BS/LI/131 3.2.2.b.

**Up Yard headshunt -** The signaller will obtain the permission of the Euroterminal supervisor before a movement is made from the Reception lines to the headshunt.

**Dated: 06/06/09**

# SC093 - MOTHERWELL TO GREENHILL LOWER JUNCTION

### Coatbridge Jn To Gartsherrie South Jn

### COATBRIDGE FREIGHTLINER TERMINAL

The clearing of the inlet signal for a train to proceed into the terminal will indicate to the person in charge of the movement that all crane working has creased and the relative hand points are properly set. The Rule Book, Module SS2 is modified accordingly.

The speed of trains entering and leaving the terminal must not exceed 5 m.p.h., and great care must be exercised when passing under the crane structures.

After an incoming train has been brought to a stand in the respective siding, the person in charge of the movement must, before uncoupling the locomotive, apply one handbrake at the Northern most end of the terminal.

When a train arrives at the Gartsherrie end of the terminal, a member of the terminal staff will meet the train at the North Gate rail entrance, and issue the driver with a radio. The propelling movement of the train into the terminal will be controlled by radio in accordance with Module SS2 of the Rule Book.

The locomotive of a Down arriving freightliner train must be brought to a stand at a point opposite the North end entrance to the terminal in order that a radio can be issued to the driver by the shunter.

When an Up direction train requires to detach vehicles at the terminal, a member of the terminal staff will issue a radio to the driver at signal GMW238 (Up fast) and the propelling movement into the terminal will be controlled by Radio in accordance with Module SS2 of the Rule Book.

The person in charge of a movement requiring to enter these sidings must, before authorising the train to commence the movement from the main line to the sidings, obtain an assurance from the firm's representative that the sidings are clear of obstructions, shunting operations using the road vehicle have ceased and the road vehicle has been set aside clear of the sidings, and all hand points are correctly set. The firm's representative will take up a suitable position inside the terminal to assist in controlling the movement by handsignal. The Rule Book, Module SS2 is modified accordingly.

When a departing train has come to a stand on the Down line and the ground frame has been restored, the person in charge of the movement may, after observing the provisions of the Rule Book, Module SS2, handsignal the driver to commence a set back movement whilst remaining at the ground frame. The locomotive must be stopped at the ground frame to enable the person in charge of the movement to join the train. The Rule Book, Module SS2 is modified accordingly. Staff in the vicinity of Russell's sidings must exercise care and be aware that departing trains will set back on the Down line.

**Dated: 03/04/18**

# SC093 - MOTHERWELL TO GREENHILL LOWER JUNCTION

### CUMBERNAULD

**Down siding -** Trains proceeding to the siding must run to the relevant car stop marker.

Drivers of trains within the siding must advise the Signaller when the train is ready to depart from the siding by operating the Train Ready To Start (TRTS) plunger. A train must not draw forward towards exit signal CN652 unless that signal is exhibiting a proceed aspect or permission has been obtained from the signaller for the movement to be made.

**Dated: 12/10/13**

# SC103 - GARNQUEEN NORTH JN TO COWLAIRS WEST JN

### Sighthill East Jn To Railcare (Springburn Sidings)

Movements between Sighthill East Jn. and the Arrival / Departure headshunt must be drawn in each direction.

If a track circuit fails on the Arrival / Departure line, the person in charge of each movement proceeding to the Works must advise the signaller at Edinburgh IECC Cowlairs Workstation when the train has passed beyond the notice board on the single line, into the yard area, complete with tail lamp. The telephone at signal CS621 must be used for this purpose.

**Dated: 06/10/13**

# SC103 - GARNQUEEN NORTH JN TO COWLAIRS WEST JN

### SPRINGBURN STATION

### Platform one turnback moves

Signal CS405 is located on the Up Springburn at Springburn Station platform 1 and is provided for down direction moves. During perturbed working this signal is utilised for reversing moves. Diesel Multiple Unit formations of 6 vehicles are prohibited from reversing at Springburn platform 1. There are alternative facilities available on platform 2 for reversing moves and these shall be used instead.

This does not affect the proposed introduction of reversing moves for 6 vehicle EMU services in either platform 1 or platform 2 at Springburn following energisation of the new electrification.

**Dated: 12/01/14**

# LIST OF MODULE PAGES AND DATES

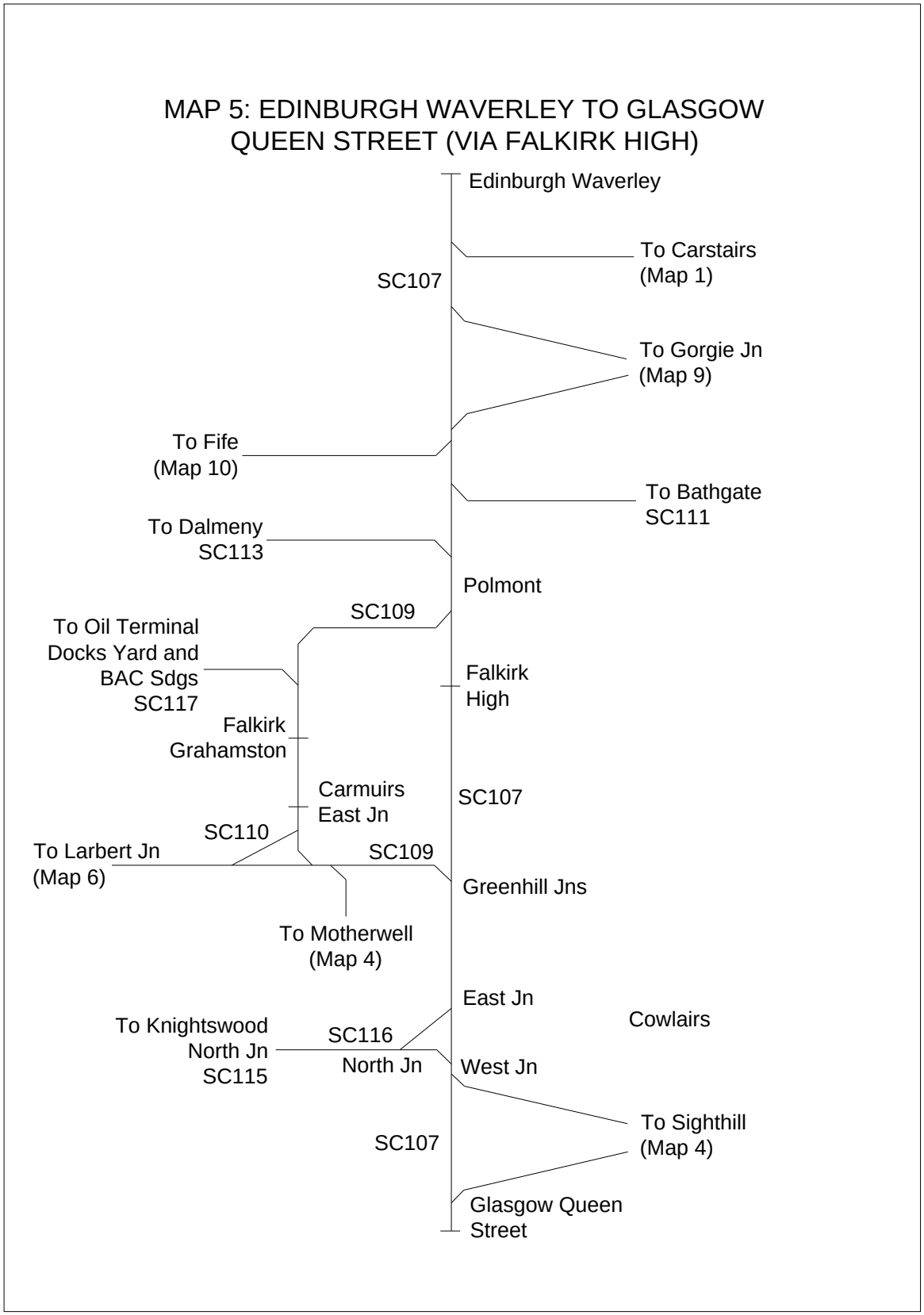
| Page | Date Last Changed |
|---|---|
| **1** | **07 September 2024** |
| **2** | **07 September 2024** |
| 3 | 03 October 2009 |
| 4 | 03 October 2009 |
| 5 | 03 October 2009 |
| 6 | 03 October 2009 |
| 7 | 01 June 2019 |
| 8 | 01 June 21019 |
| 9 | 05 March 2016 |
| 10 | 05 March 2016 |
| 11 | 02 December 2017 |
| 12 | 02 December 2017 |
| 13 | 29 February 2020 |
| 14 | 29 February 2020 |
| 15 | 02 December 2017 |
| 16 | 02 December 2017 |
| 17 | 02 March 2024 |
| 18 | 02 March 2024 |
| 19 | 02 March 2024 |
| 20 | 02 March 2024 |
| 21 | 04 September 2021 |
| 22 | 04 September 2021 |
| 23 | 02 December 2017 |
| 24 | 02 December 2017 |
| 25 | 02 March 2024 |
| 26 | 02 March 2024 |
| 27 | 03 June 2023 |
| 28 | 03 June 2023 |
| 29 | 02 March 2024 |
| 30 | 02 March 2024 |
| 31 | 02 December 2023 |
| 32 | 02 December 2023 |
| 33 | 02 December 2017 |
| 34 | 02 December 2017 |
| 35 | 02 December 2017 |

| Page | Date Last Changed |
|---|---|
| 36 | 02 December 2017 |
| 37 | 02 December 2017 |
| 38 | 02 December 2017 |
| 39 | 03 June 2023 |
| 40 | 03 June 2023 |
| 41 | 03 March 2018 |
| 42 | 03 March 2018 |
| 43 | 03 October 2009 |
| 44 | 03 October 2009 |
| 45 | 03 September 2022 |
| 46 | 03 September 2022 |
| 47 | 02 March 2019 |
| 48 | 02 March 2019 |
| **49** | **07 September 2024** |
| **50** | **07 September 2024** |
| **51** | **07 September 2024** |
| **52** | **07 September 2024** |
| 53 | 03 September 2022 |
| 53A | 03 September 2022 |
| 53B | 03 September 2022 |
| 53C | 03 September 2022 |
| 53D | 03 September 2022 |
| 54 | 03 September 2022 |
| 55 | 03 December 2022 |
| 55A | 03 December 2022 |
| 55B | 03 December 2022 |
| 56 | 03 December 2022 |
| 57 | 29 February 2020 |
| 58 | 29 February 2020 |
| **59** | **07 September 2024** |
| **60** | **07 September 2024** |
| 61 | 04 September 2021 |
| 62 | 04 September 2021 |

# TABLE OF CONTENTS

| | Page |
|---|---|
| Maps | 3 |
| Table A Diagrams | 5 |
| Special Working Arrangement | 43 |
| Local Instructions | 46 |

# MAPS


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

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# TABLE A DIAGRAM
## Table of Contents

| | Page |
|---|---|
| SC107- EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK | 7 |
| SC109- POLMONT JN TO GREENHILL UPPER JN (VIA FALKIRK GRAHAMSTON) | 26 |
| SC110- CARMUIRS EAST JN TO LARBERT JN | 31 |
| SC111- NEWBRIDGE JN TO BATHGATE | 32 |
| SC113- WINCHBURGH JN TO DALMENY JN | 34 |
| SC115- COWLAIRS WEST JN TO KNIGHTWOOD NORTH JN | 35 |
| SC1150- MARYHILL PARK JN TO ANNIESLAND BAY PLATFORM | 37 |
| SC116- COWLAIRS EAST JN TO COWLAIRS NORTH JN | 38 |
| SC117- GRANGEMOUTH JN TO GRANGEMOUTH OIL TERMINAL AND DOCKS | 39 |

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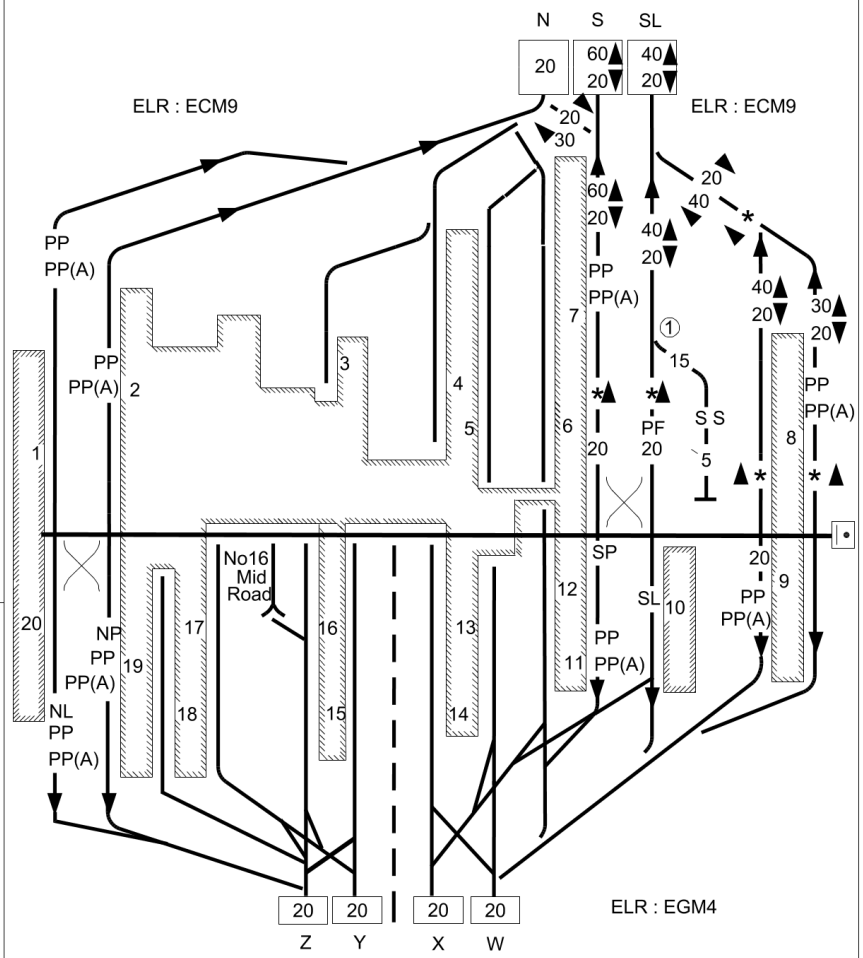
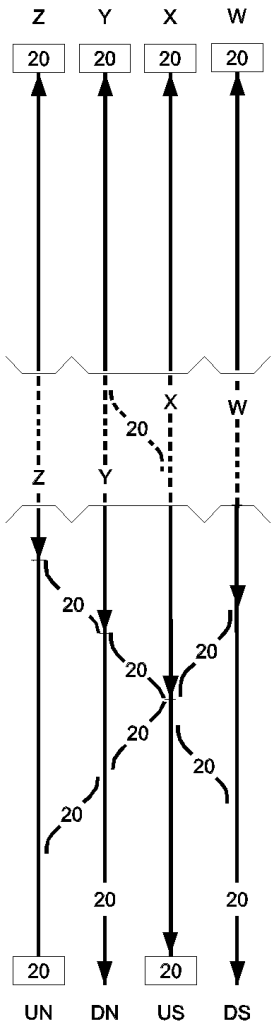
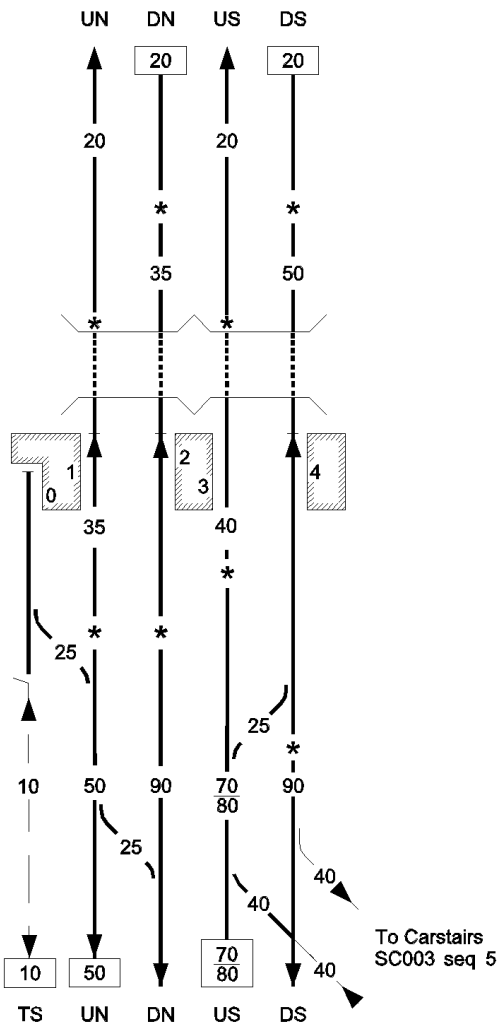
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 001 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | EGM4 | Scotland | 21/04/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Waverley (East End) | 0 21 |   | TCB Edinburgh SC (E) AC: Cathcart ECR<br>GSM-R<br>Axle Counter area |
| | 0 19 * | | N (= North) and S (= South) lines are bi-directional |
| | 0 11 * | | AWS is not provided between Waverley East and West ends<br>Platforms 3-6, 12-18 - PP<br>On platform lines, PP and PP(A) only for booked movements or during periods of significant service disruption |
| | 0 10 * | | |
| Edinburgh SC | 0 07 | | NL = North Loop<br>NP = North Platform<br>SP = South Platform<br>SL = South Platform Loop<br>SS = South Sidings ① |
| **EDINBURGH WAVERLEY** | 0 00 | | |
| | 0 00 | | For details of lockouts in the station area see Local Instructions |
| | | | 20 mph over all bay platforms at East and West End and over through platform and loop lines and intermediate connections except where shown |
| Waverley (West End) | 0 15 | | Z, Y, X and W lines are bi-directional |

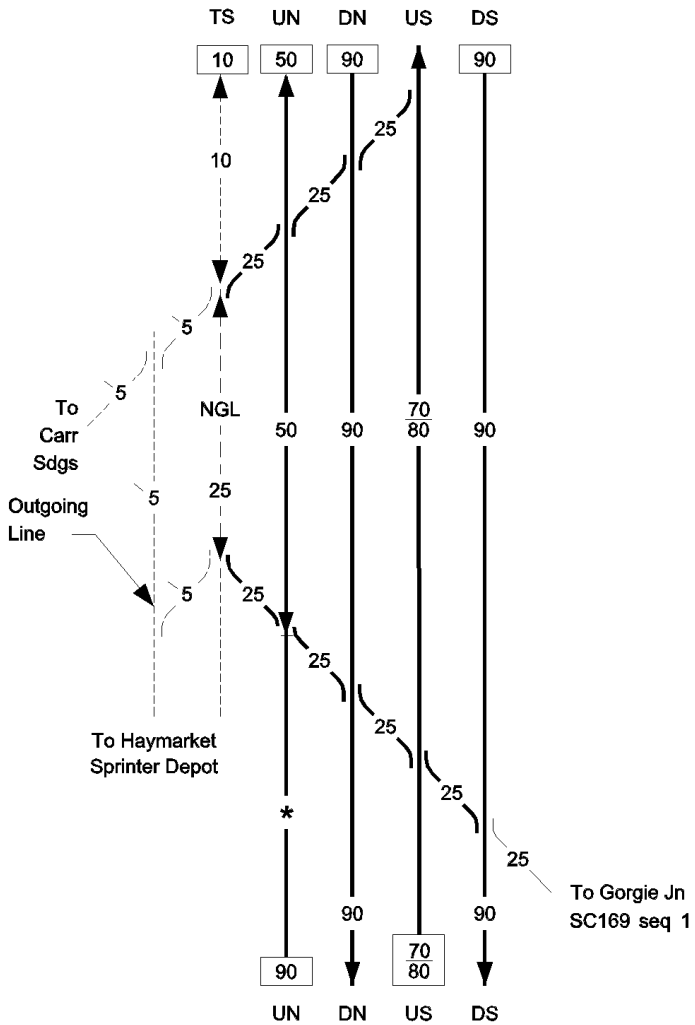
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 002 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | ECN2 EGM3 | Scotland | 06/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Mound Tunnels<br>130 yards | 0 16<br>to<br>0 22 |  | TCB Edinburgh SC (E)<br>AC: Cathcart ECR<br>GSM-R<br>Axle Counter area<br><br>N = North Lines<br>S = South Lines<br><br>AWS is not provided between top of the page and Mound Tunnels (excl.)<br><br>For details of lockouts in this area see Local Instructions<br><br>ELR - ECN2 = North Lines<br>EGM3 = South Lines |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 003 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | ECN2 EGM3 EGM2 | Scotland | 06/02/2016 |

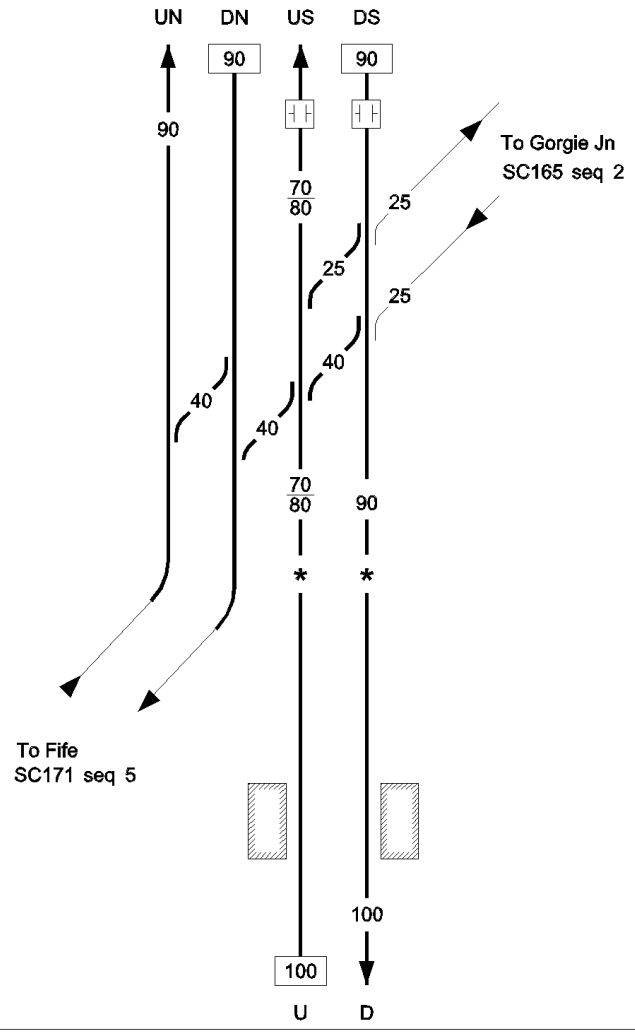
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB Edinburgh SC (EH) AC: Cathcart ECR<br>GSM-R<br><br>N = North Lines<br>S = South Lines<br>TS = Through Siding<br><br>North lines' mileages differ from South lines' mileages between Haymarket Station and the bottom of the page<br><br>North Lines' mileages are shown in brackets [ ]<br>Mileage change on South lines only<br>Platform 0 - PP<br>ELR - ECN2 = North lines<br>EGM3 = South lines to Haymarket Stn.<br>EGM2 = South lines and beyond Haymarket Stn.<br><br>For details of tunnel lockouts see Local Instructions |
| | 0 33 * | | |
| Haymarket North & South Tunnels<br>1040 Yards | 0 47 *<br>to<br>1 14 | | |
| **HAYMARKET** | 1 19 | | |
| | 46 02 | | |
| | 45 78 * | | |
| | [1 27] * | | |
| | 45 73 * | | |
| Haymarket East Jn | 45 72<br>[1 29] | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 004 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | ECN2 EGM2 | Scotland | 06/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB Edinburgh SC (EH) AC: Cathcart ECR<br>GSM-R<br>OLE on South Lines only<br>N = North Lines<br>S = South Lines<br>TS = Through Siding<br>North lines' mileages differ from South lines' mileages on this page<br>North Lines' mileages are shown in brackets [ ]<br>ELR - ECN2 = North Lines<br>EGM2 = South Lines |
| | [1 63 ]* | | |
| Haymarket Central Jn | 45 35 | | |
| | [1 66 ] | | |

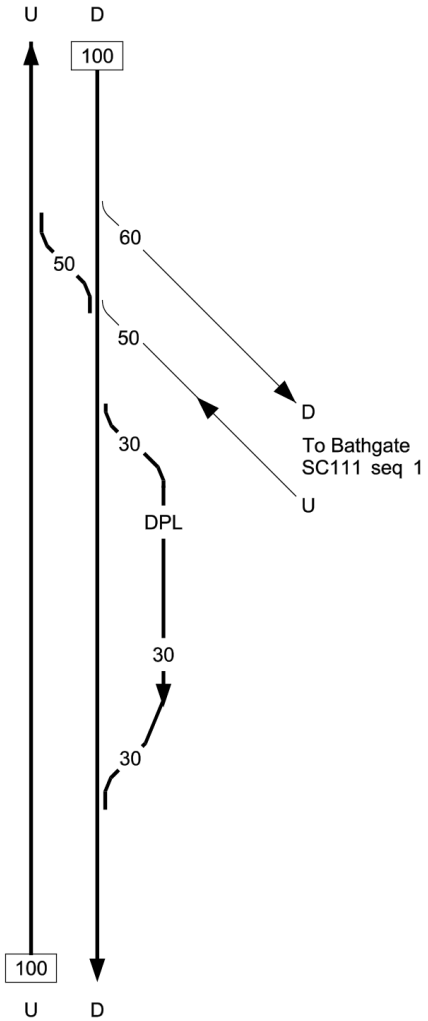
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 005 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | ECN2 EGM2 EGM1 | Scotland | 06/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| OHNS | 45 05 | | TCB Edinburgh SC (EH) AC: Cathcart ECR<br>GSM-R<br>OLE on South Lines only |
| Haymarket West Jn | 44 73<br>[2 28 ]<br>44 60 * | | N = North Lines<br>S = South Lines<br>North lines' mileages differ from South lines' mileages between the top of the page and Haymarket West Jn<br>North Lines' mileages are shown in brackets [ ]<br>ELR - ECN2 = North lines<br>EGM2 = South lines to Haymarket West Jn.<br>EGM1 = Main lines to Haymarket West Jn. |
| **EDINBURGH PARK** | 42 34 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 006 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | EGM1 | Scotland | 03/09/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB Edinburgh SC (EN)<br>AC: Cathcart ECR<br>OLE on Up and Down Lines only as far as Newbridge Jn / DPL (part) |
| Newbridge Jn | 38 71 | | |
| | | | DPL 1225f (374m)<br>(58 SLU's) |
| | 38 18 | | OHNS |



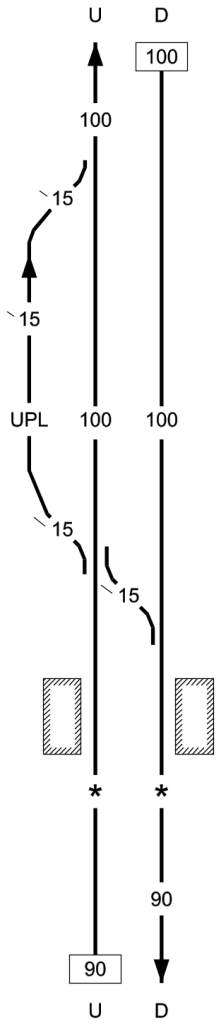
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 007 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | EGM1 | Scotland | 16/12/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>100 100 | TCB Edinburgh SC (EN & EW)<br>AC: Cathcart ECR<br>GSM-R |
| | 38 02 * | * * | |
| 36 Arch Viaduct | to | ① 80/SP90 80/SP90 ① | ① Class 380 and 385 EMUs may also run at the higher speed |
| | 37 24 * | * * | |
| | | 90 90 | |
| | 35 48 | T | |
| Winchburgh Tunnel<br>360 yards | to | | |
| | 35 32 | T | |
| | | 90<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 008 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | EGM1 | Scotland | 16/12/2019 |

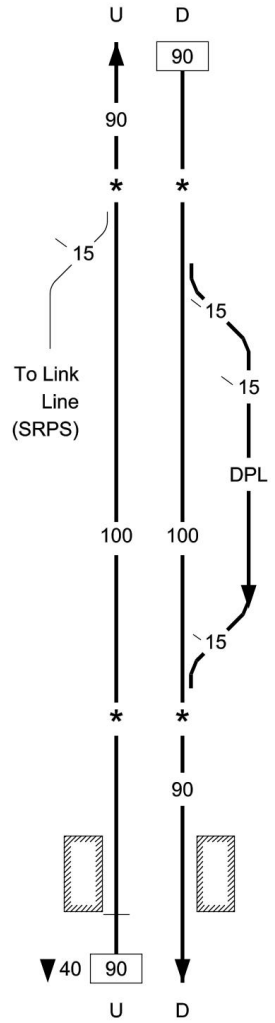
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EW) AC: Cathcart ECR GSM-R |
| Winchburgh Jn | 34 54 | U D 90 90 U To Dalmeny SC113 seq 1 30 D 30 30 | |
| | 34 45 * | * * 100 100 U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 009 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | EGM1 | Scotland | 03/09/2017 |

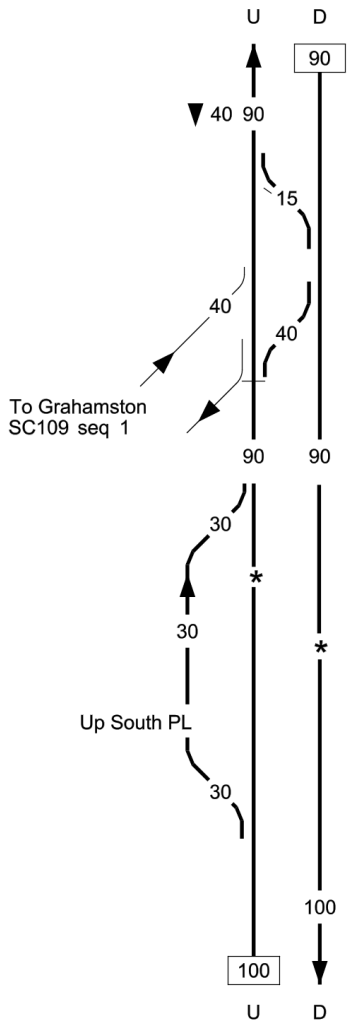
| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | |   | GSM-R<br>TCB Edinburgh SC (EL)<br>AC: Cathcart ECR<br><br>UPL 1357f (415m)<br>(64 SLU's) |
| **LINLITHGOW** | 29 | 56 | | |
| | 29 | 33 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 010 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | EGM1 | Scotland | 03/09/2017 |

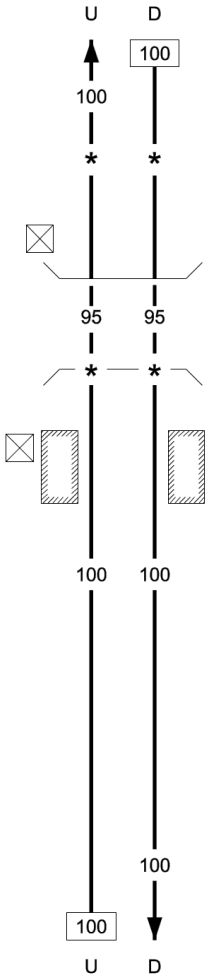
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB Edinburgh SC (EPB & EPJ)<br>AC: Cathcart ECR |
| | 28 00 * | | |
| Bo'ness GF | 27 46 | Ⓢ | |
| Bo'ness | 27 18 | | DPL 970f (295m)<br>(46 SLU's) |
| | 25 65 * | | |
| **POLMONT** | 25 00 | | |



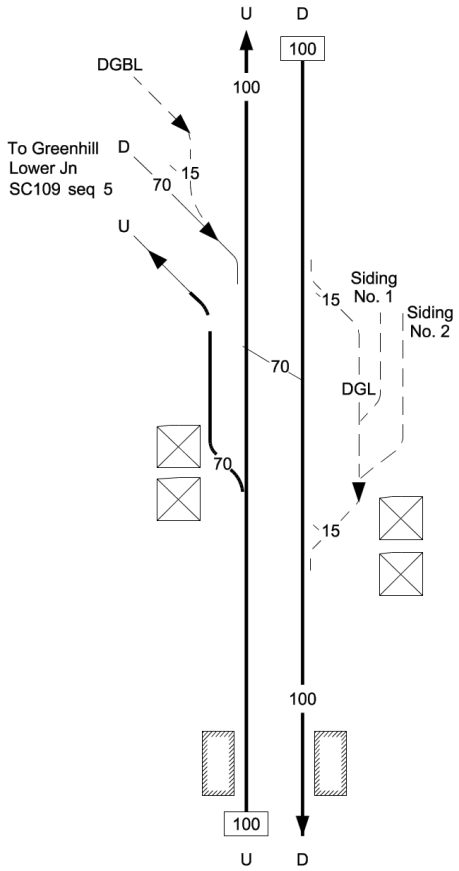
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 011 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | EGM1 | Scotland | 03/09/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Polmont Jn | 24 60 |   | TCB Edinburgh SC (EPJ) AC: Cathcart ECR GSM-R |
| | 24 40 * | | |
| | 24 36 * | | UPL 1795f (600m) (South) (85 SLU's) |

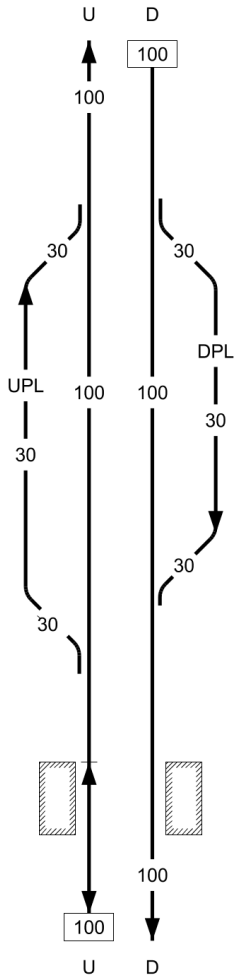
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 012 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | EGM1 | Scotland | 02/01/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Edinburgh SC (EGJ, EPJ) AC: Cathcart ECR<br>GSM-R |
| | 22 60 * | | |
| | 22 35 | | LOD(T)<br>See Local Instructions for details of LOD |
| Falkirk Tunnel<br>860 yards | to | | |
| | 21 75 * | | |
| **FALKIRK HIGH** | 21 63 | | LOD(T)<br>See Local Instructions for details of LOD |

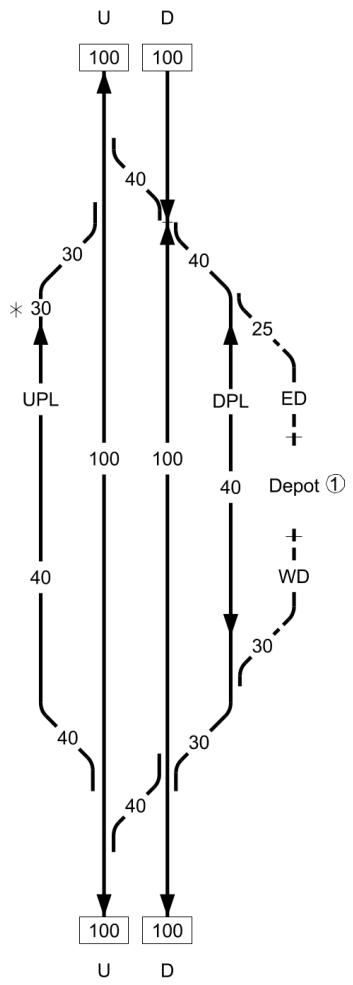
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 013 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | EGM1 | Scotland | 02/01/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Edinburgh SC (CG, EGJ, ECL)<br>AC: Cathcart ECR<br><br>DGBL - Down Greenhill Branch Loop<br><br>DGL 1450f (440m)<br>(69 SLU's)<br><br>LOD(T) See Local Instructions for details of LOD |
| Greenhill Upper Jn and SB | 17 29 | | |
| **CROY** | 11 40 | | |

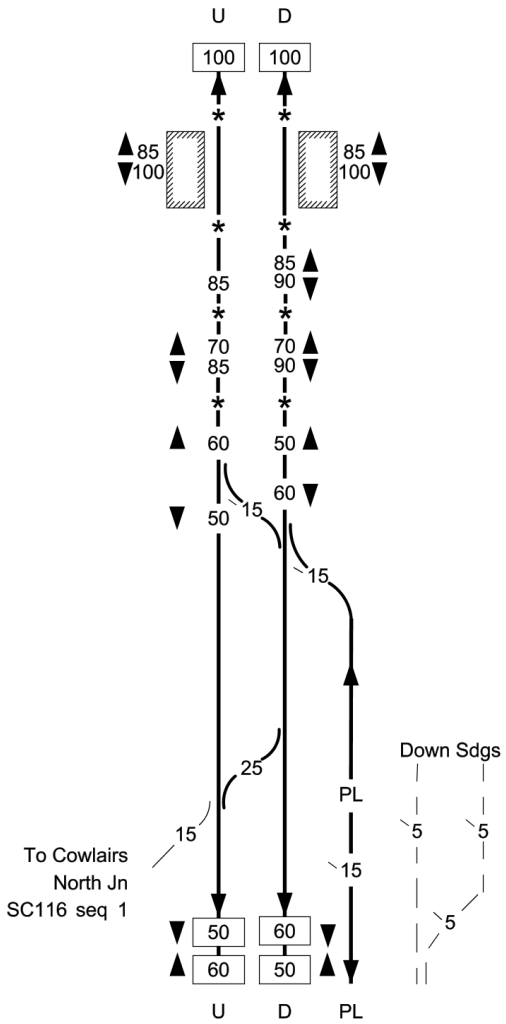
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 014 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | EGM1 | Scotland | 12/07/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Gartshore | 10 25 |   | TCB Edinburgh SC (CG) AC: Cathcart ECR<br>GSM-R<br>DPL 960f (292m) (45 SLU's)<br>UPL 1740f (530m) (82 SLU's) |
| **LENZIE** | 6 20 | | |

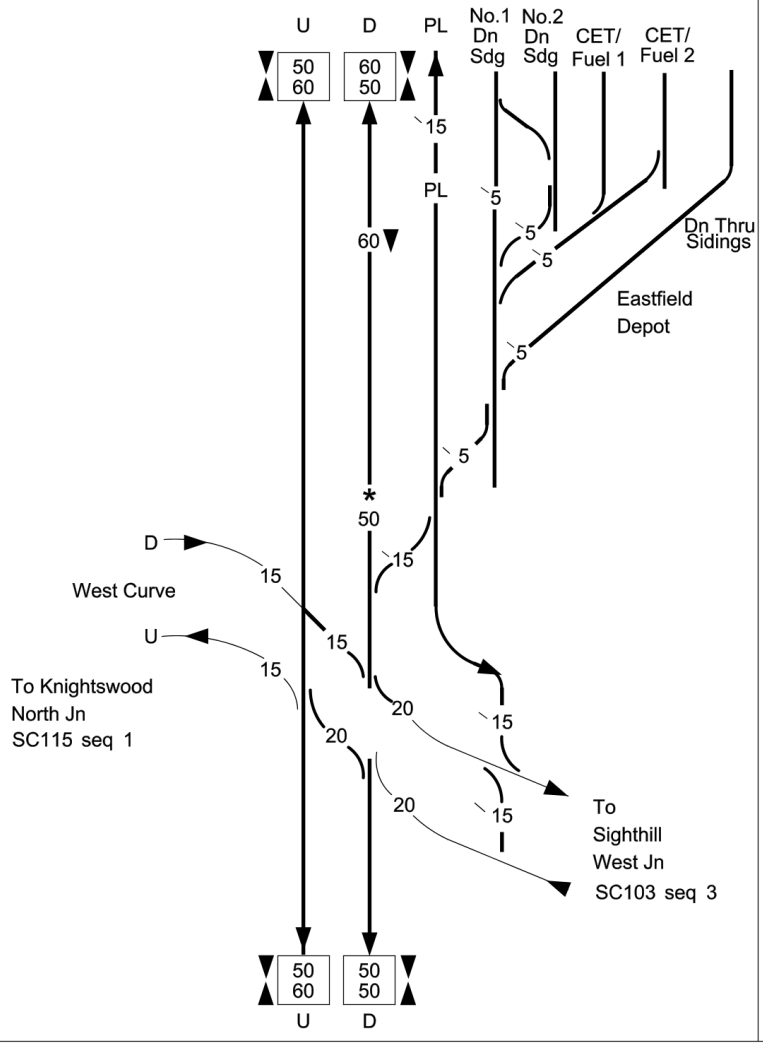
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 015 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | EGM1 | Scotland | 12/07/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Cadder (East end) | 5 34 |  | TCB Edinburgh SC (CG, CE) AC: Cathcart ECR<br>GSM-R |
| | 5 20 * | | UPL 3150f (959m) (150 SLU's)<br>ED = East Departure<br>DPL (Down) 3100f (944m) (147 SLU's)<br>DPL (Up) 2900f (910m) (142 SLU's)<br>WD = West Departure<br>① Depot not entering into service until 19/09/2021. |
| Cadder (West end) | 4 46 | | |

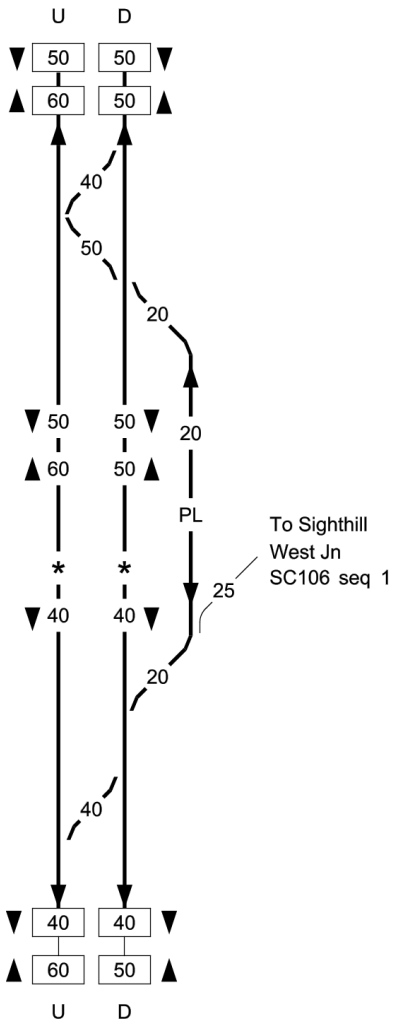
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 016 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | EGM1 | Scotland | 03/09/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB Edinburgh SC (CE) AC: Cathcart ECR<br>GSM-R |
| **BISHOPBRIGGS** | 3 28<br>3 19<br>3 13 *<br>2 44 *<br>2 23 * | | |
| Cowlairs East Jn | 2 12 | | PL (Eastfield) 1035f (315m)<br>(49 SLU's) |

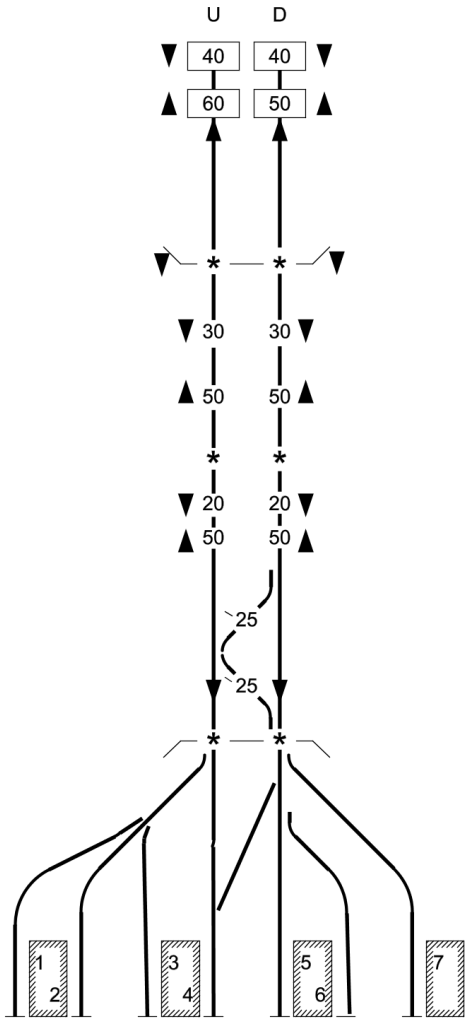
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 017 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | EGM1 | Scotland | 03/09/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Cowlairs West Jn | 1 72 * |  | GSM-R<br>TCB Edinburgh SC (CC & CE)<br>AC: Cathcart ECR<br><br>PL (Eastfield) 1035f (315m)<br>(49 SLU's) |
| | 1 67 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 018 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | EGM1 | Scotland | 03/09/2017 |

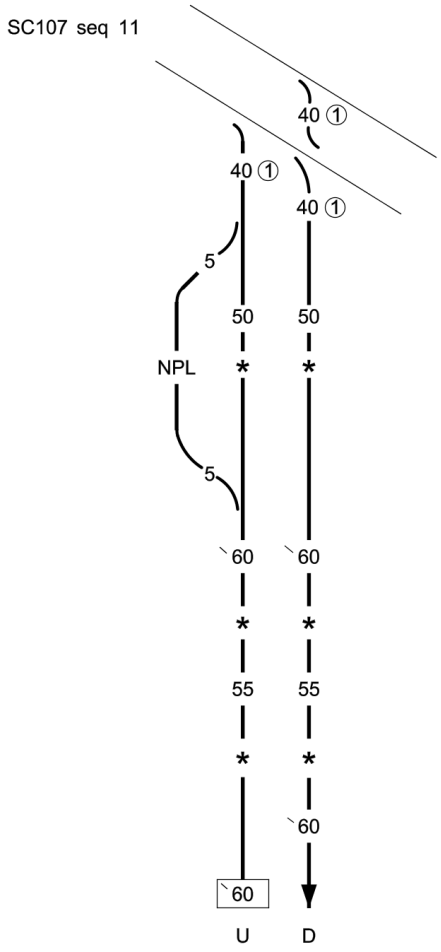
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R<br>Edinburgh SC (CC & CQ)<br>AC: Cathcart ECR |
| | 1 34 * | | PL (Cowlairs) 545f (166m)<br>(25 SLU's) |
| Cowlairs South Jn | 1 25 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC107 | 019 | Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) | EGM1 | Scotland | 07/05/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | Edinburgh SC (CQ) AC: Cathcart ECR GSM-R |
| | 0 60 * | | |
| | 0 30 * | | |
| Queen St High Level Tunnel 990 yards | | | |
| | 0 15 * | | 15 mph restriction until the front of train is in line with the signal. 20mph - Platform 1 25mph - Platforms 2 to 7 |
| **QUEEN ST HIGH LEVEL** | 0 00 | | 15 mph through all crossover roads (Dn Direction only) Platforms 1-7 - PP |

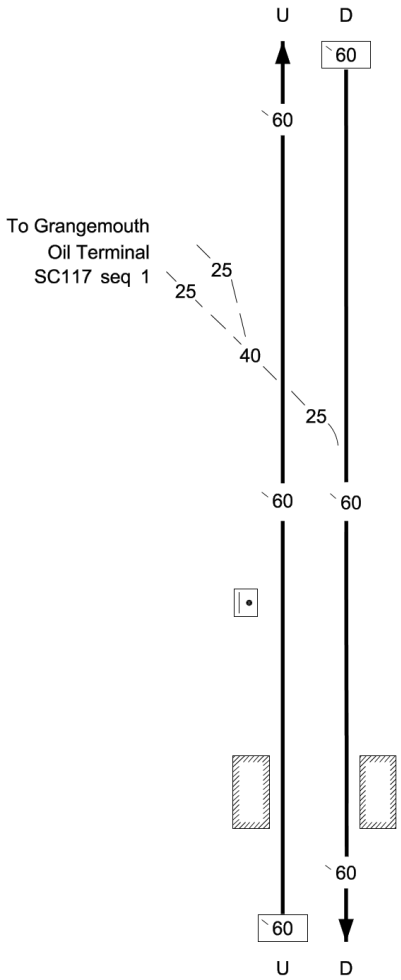
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC109 | 001 | Polmont Jn to Greenhill Upper Jn (via Falkirk Grahamston) | PMT | Scotland | 01/05/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB Edinburgh SC (ECL, EPJ)<br>AC: Cathcart ECR |
| Polmont Jn | 21 20 | | ① = Through jn |
| | 21 40 * | | NPL = North Passenger Loop<br>1285f (390m)<br>(61 SLU's) |
| | 21 67 | | |
| | 22 24 * | | |
| | 22 55 * | | |

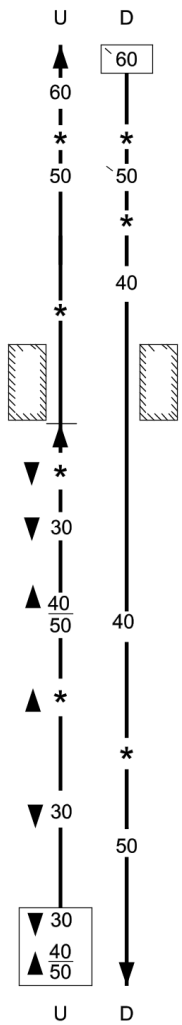


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC109 | 002 | Polmont Jn to Greenhill Upper Jn (via Falkirk Grahamston) | PMT | Scotland | 01/03/2023 |

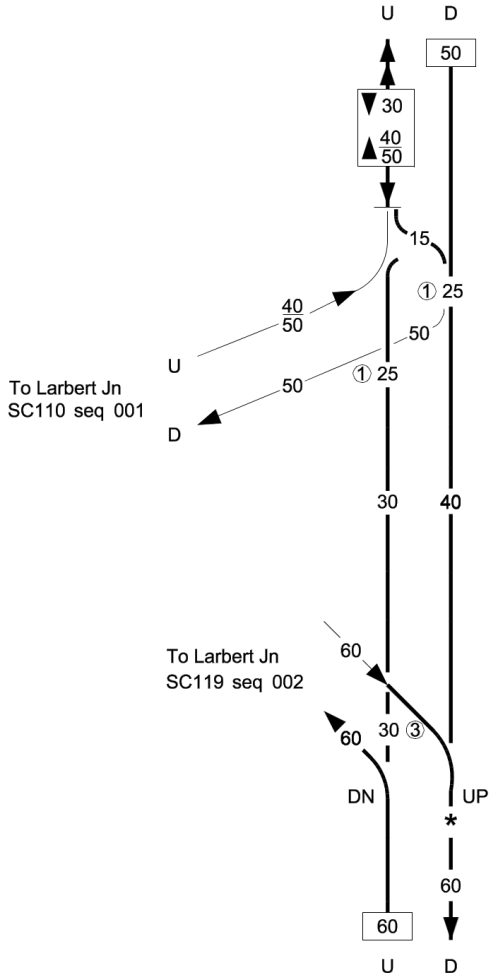
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (ECL) GSM-R |
| Jn points | 23 71 | | TOWS installed between 23m 71ch and 23m 80ch |
| Grangemouth Jn SB | 23 75 | | |
| **FALKIRK GRAHAMSTON** | 24 20 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC109 | 003 | Polmont Jn to Greenhill Upper Jn (via Falkirk Grahamston) | PMT | Scotland | 01/05/2018 |

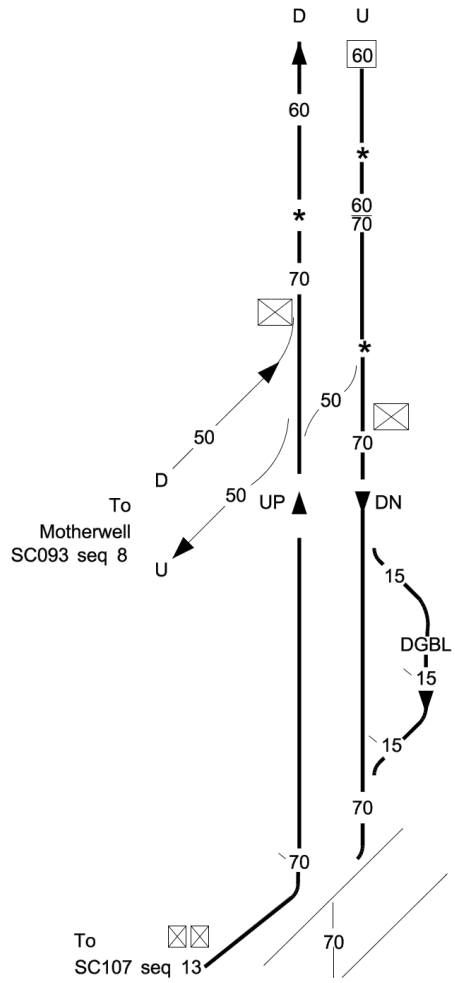
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **CAMELON** | 24 51 *<br>25 18 *<br>25 36<br>25 43<br>25 49 *<br>25 58 *<br>25 61 * |  | TCB Edinburgh SC (ECL)<br>AC: Cathcart ECR<br>GSM-R |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC109 | 004 | Polmont Jn to Greenhill Upper Jn (via Falkirk Grahamston) | PMT CMS SCM3 | Scotland | 26/12/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| (Change of ELR PMT to CMS) Carmuirs East Jn | 25 79<br>25 79<br>0 40 |  | TCB Edinburgh SC (ECL) AC: Cathcart ECR<br>GSM-R<br>TOWS fitted between 25m 75ch and 0m 3ch<br>① = Through junction to and from Carmuirs West Jn |
| (Change of ELR CMS to SCM3) Carmuirs West Jn | -0 02<br>0 40<br>108 74<br>108 75 * | | TOWS fitted between 108m 73ch and 0m 6ch<br>③ Through junction to Carmuirs East Jn<br>NOTE change of direction at Carmuirs West Jn |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC109 | 005 | Polmont Jn to Greenhill Upper Jn (via Falkirk Grahamston) | SCM3 GHL | Scotland | 02/01/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB Edinburgh SC (ECL,EGJ)<br>AC: Cathcart ECR |
| | 108 02 * | | NOTE from top of this page to Greenhill Lower Jn is the UP direction |
| | 108 18 * | | LOD(T) See local instruction for details of LOD |
| (Change of ELR SCM3 to GHL)<br>Greenhill Lower Jn | 106 55 * | | NOTE change of direction at Greenhill Lower Jn |
| | 0 48 | | |
| | | | DGBL - Down Greenhill Branch Loop<br>Loop<br>1312f (400m)<br>(62 SLU's) |
| Greenhill Upper Jn | 0 0 1 | | LOD(T) See Local instruction for details of LOD |



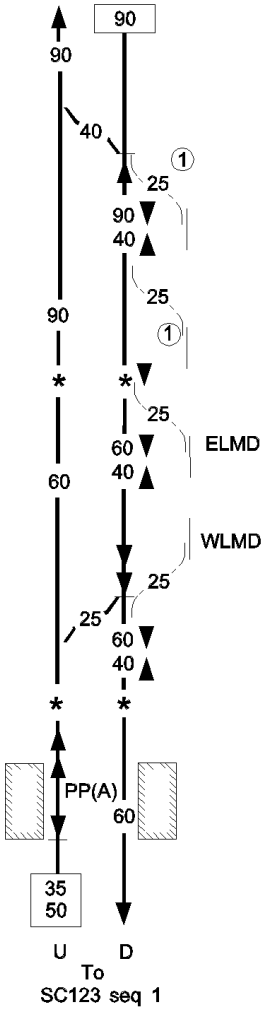
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC110 | 001 | Carmuirs East Jn to Larbert Jn | PMT | Scotland | 01/03/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (ECL) AC: Cathcart ECR GSM-R |
| | | SC109 seq 4 | |
| Carmuirs East Jn | 25 79 | 40/50 50 | TOWS installed between 25m 75ch and 26m 3ch |
| | | 40/50 | |
| | 26 18 * | * 50 | |
| | | 40 ① | TOWS installed between 26m 30ch and 109m 53ch (SC119) |
| Larbert Jn | 26 35 | SC119 seq 2 50 ① 40 ① 15 | ① = Through Jn |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC111 | 001 | Newbridge Jn to Bathgate | NBE | Scotland | 08/10/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EN) AC: Cathcart ECR; GSM-R |
| Newbridge Jn | 35 21 | SC107 seq 6; 50; 50; 60 | |
| | 35 13 * | * | |
| | 35 06 * | 75; * | |
| | 34 24 * | * 75 | |
| OHNS | 34 78 | | |
| | 33 51 * | * | |
| **UPHALL** | 31 07 | | |
| | | 90 90 | |
| **LIVINGSTON NORTH** | 29 03 | | |
| | | 90 U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC111 | 002 | Newbridge Jn to Bathgate | NBE | Scotland | 06/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Edinburgh SC (EN) AC: Cathcart ECR GSM-R |
| Bathgate East Jn | 26 58 | | ① Not in use |
| | 25 73 * | | |
| ELMD Notice Board | 25 54 | | ELMD - East LMD line |
| WLMD Notice Board | 25 46 | | WLMD - West LMD line |
| | 25 28 * | | |
| **BATHGATE** | 25 18 | | PP (A) - attaching, detaching for timetabled movements and during periods of significant service disruption |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC113 | 001 | Winchburgh Jn to Dalmeny Jn | DMY | Scotland | 03/09/2017 |

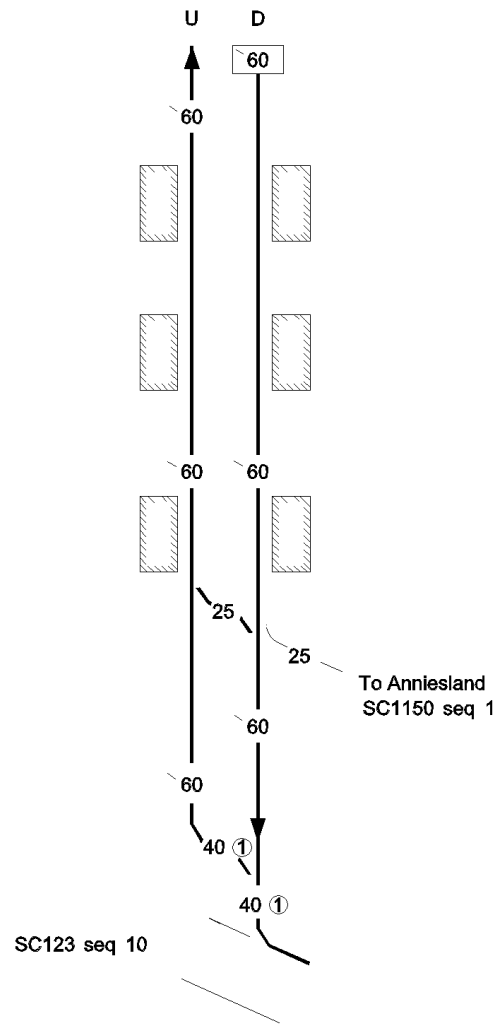
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Winchburgh Jn | 34 54 | SC107 seq 8 | TCB Edinburgh SC (EW & EY) AC: Cathcart ECR; GSM-R |
| | 34 61 * | UP 30 30 30 30 30 DN; * * | Limit of OLE<br>CW Down line 34m 61ch |
| | 34 74 * | 40 40; * * | |
| | 36 20 | 50 50 | |
| | 36 55 | | |
| | 38 60 * | * * 40 40 | |
| | 38 75 * | * * 30 30 30 30 | |
| Dalmeny Jn | 39 03 | SC171 seq 8 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC115 | 001 | Cowlairs West Jn to Knightwood North Jn | MRL1 | Scotland | 03/09/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>Edinburgh SC (CE)<br>AC: Cathcart ECR |
| Cowlairs West Jn | 8 26 | SC107 seq 17 15 | |
| | 8 25 | | Limit of OLE |
| | | To Cowlairs East Jn SC116 seq 1 15 15 DN UP 15 | |
| Cowlairs North Jn | 8 08 | 15 15 | NOTE change of direction at Cowlairs North Jn |
| | 8 07 * | * * UP DN | |
| **ASHFIELD** | 7 76 | | |
| | | 60 60 | |
| **POSSILPARK AND PARKHOUSE** | 7 46 | | |
| | | 60 U D | |

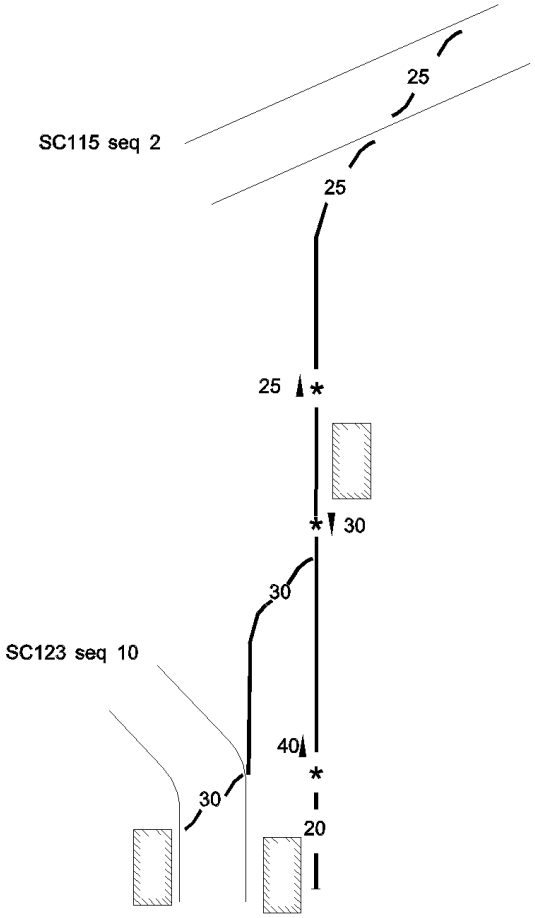
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC115 | 002 | Cowlairs West Jn to Knightwood North Jn | MRL1 MRL2 | Scotland | 06/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R |
| | | | Edinburgh SC (CE) |
| **GILSHOCHILL** | 6 37 | | |
| **SUMMERSTON** | 6 04 | | |
| **MARYHILL** | 5 57 | | |
| (Change of ELR MRL1 to MRL2) | 5 51 | | |
| Maryhill Park Jn | 5 51 | | |
| | 4 40 | | |
| | | | Yoker SC (YH) |
| | | | ① = Through jn |
| Knightswood North Jn | 5 67 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC1150 | 001 | Maryhill Park Jn to Anniesland Bay Platform | MLA | Scotland | 27/02/2016 |

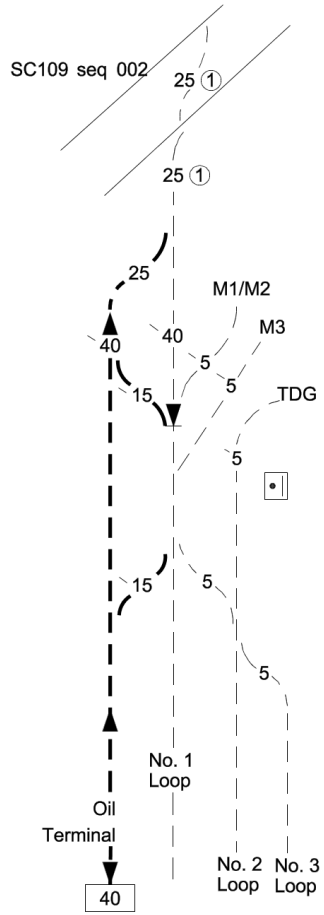
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | Edinburgh SC (CE)<br>AC : Cathcart ECR<br>GSM-R |
| Maryhill Park Jn | 0 00 | SC115 seq 2 | |
| | 0 20 * | | |
| **KELVINDALE** | 0 26 | | |
| | 0 30 * | | |
| Dawsholm Jn | 0 43 | | |
| Limit of Electrification | 0 55 | SC123 seq 10 | |
| | 0 64 * | | |
| **ANNIESLAND** | 0 70 | | |



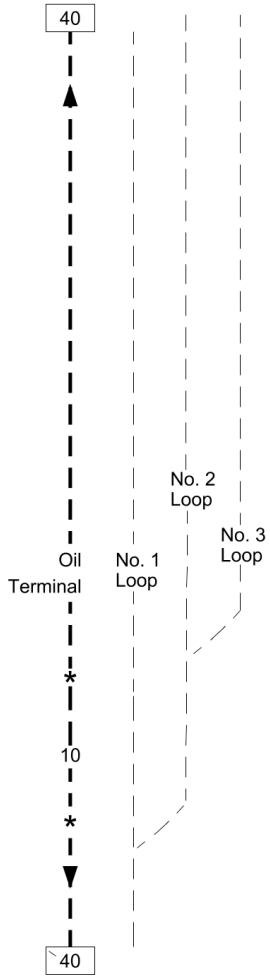
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC116 | 001 | Cowlairs East Jn to Cowlairs North Jn | CSN | Scotland | 03/09/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | Edinburgh SC (CE)<br>AC: Cathcart ECR<br>GSM-R |
| Cowlairs East Jn | 0 00 | SC107 seq 16<br>25<br>15 | |
| | 0 09 | | Limit of OLE seq |
| Cowlairs East LC (UWC) | 0 14 | T | |
| Cowlairs North Jn | 0 21 | 15<br>SC115 seq 1<br>15 | |

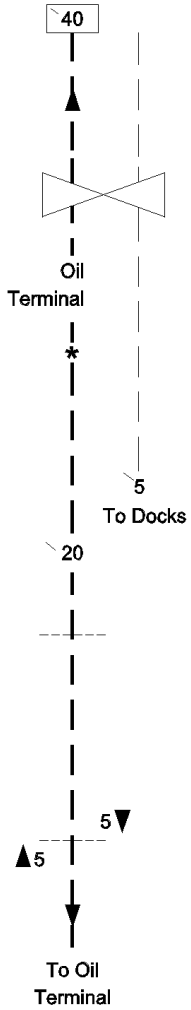
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC117 | 001 | Grangemouth Jn to Grangemouth Oil Terminal and Docks Yard (goods line) | GMH | Scotland | 01/03/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Grangemouth Jn | 0 00 |   | TCB Edinburgh SC (ECL)<br>AC: Cathcart ECR<br>GSM-R<br><br>TOWS installed between 0m 8ch and 0m 15ch<br><br>① = Through Jn |
| Fouldubs Jn SB | 1 51 | | TCB Fouldubs Jn SB<br>AC: Cathcart ECR |
| | 1 52 * | | Up and Down goods line - AB<br>Oil Terminal single line - TCB |
| | 1 61 | | |
| | 1 63 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC117 | 002 | Grangemouth Jn to Grangemouth Oil Terminal and Docks Yard (goods line) | GMH | Scotland | 10/02/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R<br>TCB Fouldubs Jn SB<br>AC: Cathcart ECR<br>Oil Terminal single line - TCB<br>Oil Terminal = Freight line |
| | 2 23 * | | |
| | 2 51<br>2 56 * | | Limit of OLE |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC117 | 003 | Grangemouth Jn to Grangemouth Oil Terminal and Docks Yard (goods line) | GMH | Scotland | 06/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Fouldubs Jn SB<br>GSM-R<br>Oil Terminal single line - TCB |
| Network Rail and FPA Boundary | 2 60 | | Security Gate over both Oil Terminal line and yard line to Docks at 2m 60ch (See Local Instructions)<br>See Local Instructions for working on line to Docks |
| | 2 67 * | | |
| Grangemouth Tongues LC (AOCL) | 3 44 | | |
| Oil Terminal LC (AOCL) | 3 67 | | |

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# SPECIAL WORKING ARRANGEMENT

## Table of Contents

| | Page |
|---|---|
| SC107- EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA | 45 |
| SC109- POLMONT JN TO GREENHILL UPPER JN (VIA FALKIRK | 45 |

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

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 26 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

Trains may be assisted in rear between the places listed below in accordance with the Rule Book, Module TW1, Section 15. The assisting locomotive must be coupled to the train. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where indicated.

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

**Dated: 07/12/13**

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

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 26 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

Trains may be assisted in rear between the places listed below in accordance with the Rule Book, Module TW1, Section 15. The assisting locomotive must be coupled to the train. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where indicated.

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

**Dated: 07/12/13**

# LOCAL INSTRUCTIONS
## Table of Contents

| | Page |
|---|---|
| **SC107- EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)** | |
| EDINBURGH WAVERLEY | 48 |
| EDINBURGH WAVERLEY TO HAYMARKET | 49 |
| HAYMARKET EAST JN TO HAYMARKET CENTRAL JN | 53 |
| CADDER DEPOT | 53B |
| BO NESS GF | 54 |
| BETWEEN EDINBURGH PARK STATION AND HAYMARKET STATION | 54 |
| LENZIE | 55 |
| BISHOPBRIGGS | 55 |
| COWLAIRS EAST JN TO COWLAIRS WEST JN | 55 |
| COWLAIRS SC TO QUEEN ST HIGH LEVEL | 56 |
| QUEEN ST HIGH LEVEL | 58 |
| **SC109- POLMONT JN TO GREENHILL UPPER JN (VIA FALKIRK GRAHAMSTON)** | |
| ENTIRE LINE OF ROUTE | 59 |
| **SC111- NEWBRIDGE JN TO BATHGATE** | |
| BATHGATE | 59 |
| **SC115- COWLAIRS WEST JN TO KNIGHTWOOD NORTH JN** | |
| ENTIRE LINE OF ROUTE | 60 |
| **SC1150- MARYHILL PARK JN TO ANNIESLAND BAY PLATFORM** | |
| ANNIESLAND BRANCH | 60 |
| ENTIRE LINE OF ROUTE | 60 |
| **SC117- GRANGEMOUTH JN TO GRANGEMOUTH OIL TERMINAL AND DOCKS YARD (GOODS LINE)** | |
| BP OIL TERMINAL | 60 |
| GRANGEMOUTH DOCKS | 61 |
| FOULDUBS | 62 |

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

## EDINBURGH WAVERLEY

**Electrical Isolation of Overhead Line Equipment on platform 4 line** - When platform 4 line at Waverley station requires to be isolated, this must be in accordance with the instructions contained in RT/E/S/29987 (Local Isolation and Earthing of 25 kV AC. Overhead Line Equipment).

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

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

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

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

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

**South siding -** Trains proceeding to the siding must run to the buffer stop when the siding is clear throughout.

Drivers of trains within the siding must advise the signaller when the train is ready to depart. A train must not draw forward towards exit signal E816 unless that signal has been cleared or permission has been obtained from the signaller for the movement to be made.

Drivers must not alight from, or join, a train within this siding unless the train is at the buffer stop and must only use the driving cab at the buffer stop end for this purpose.

**No.16 Mid siding** - Trains proceeding to the siding must run to the buffer stop when the siding is clear throughout.

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

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

**Platform 9** - Freight trains are prohibited from working through the station via platform 9 line due to track alignment and potential structure damage resulting from vibration.

**Sprinter Multiple Units** - Platform 9 stop car marker boards - Trains travelling in the **Up** direction must stop at either the 2/4 or the 3/6 stop car marker board. Trains travelling in the **Down** direction must stop at the 2/3/4 stop car marker board.

Attaching - Drivers must bring their train to stand at the stop car markers shown above. Due to the curvature of platform 9, the central (54 yards) section and East and West ends (which are straight) must be used for attaching. If the 2 vehicles to be attached are not within the areas above, the permission of the signaller must be requested to move the vehicles to the straight section.

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

### Through platforms additional TPWS equipment

Additional TPWS train stop equipment (TSS-2) is provided to protect against any potential start-away SPAD in the following through platforms:

| Platform | Platform starting signal | TSS-2 distance from signal |
|---|---|---|
| 2 | E444 | 110m on approach |
| 11 | E471 | 18m on approach |
| 19 | E489 | 40m on approach |

Each TSS-2 is energised when the platform starting signal to which it applies is at danger and no route has been set up to it. To prevent false TPWS brake demands being caused by this equipment during attaching and detaching movements when the platform starting signal is at danger, the following instructions apply for platforms 2, 11 and 19 **only**:

### Multiple unit trains drawing up –

If a movement will pass over the TSS-2, after receiving permission to draw up the platform from the signaller the driver must use the TPWS train stop override in the driving cab immediately before starting the movement. If a TPWS brake demand occurs during the movement, the driver must immediately contact the signaller, explain what has happened and not make any further movement until the signaller gives permission.

### Caledonian Sleeper trains –

When a Caledonian Sleeper train requires to draw up platform 19 during shunting operations, the driver must stop the leading driving cab of the movement at the stop marker provided.

**Dated: 23/11/19**

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

## EDINBURGH WAVERLEY To HAYMARKET

### LOCKOUTS

**Protection of staff by lockout -** Lockouts are provided throughout this area as follows :-

| Location | Lockout Cabinet | Telephone | Protects |
|---|---|---|---|
| | | | |
| Waverley Plat. 2 | Adjacent to signal E444 | At cabinet | Plat. 1 between E400 and E459 ; Plat. 2 between E444 and E457 |
| Waverley Plat. 3 | Buffer end | At cabinet | Plat. 3 from buffer to E428 |
| Waverley Plat. 4 | Buffer end | Shared with TRTS telephone | Plat. 4 from buffer to E436 |
| Waverley Plat. 5/6 | Buffer end | At cabinet | Plat. 5 from buffer to E450; Plat. 6 from buffer to E452 |
| Waverley Plat. 7 | Adjacent to E432 | Shared with E432 SPT | Plat. 7 between E455 and E432 ; South Plat. Loop between E454 and E821 |
| Waverley Plat. 11 | Adjacent to E471 | Shared with E471 SPT | Plat. 11 between E456 and E471 ; Plat. 10 between E454 and E467 |
| Waverley plats. 12/13 | Buffer end Plat. 12 | Shared withTRTS telephone for 12/13 | Plat. 12 from buffer to E473 ; Plat 13 from buffer to E475 |
| Waverley plats. 14/15 | Buffer end Plat. 14 | Shared withTRTS telephone for 14/15 | Plat. 14 from buffer to E477 ; Plat 15 from buffer to E479 |
| Waverley plats. 16/17 ; 16 Mid Road * | Buffer end Plat. 16 | Shared withTRTS telephone for Plat. 16 | Plat. 16 from buffer to E481 ; 16 Mid Road ; Plat 17 from buffer to E485 |
| Waverley plat. 18 * | Buffer end | Shared with TRTS telephone | Plat. 18 from buffer to E487 |
| Waverley Plat. 19 | Adjacent to E489 | Shared with E489 SPT | Plat. 19 between E458 and E489 ; Platform 20 between E462 and E491 |
| Waverley plat. 9 | Top of ramp, Berwick end | At cabinet | Plat. 9 between E448 and E465 |
| Waverley plat. 8 | Top of ramp, east end | At cabinet | Plat. 8 between E446 and E463 |
| South siding | Top of ramp, east end of plat. 10 | At cabinet | South siding ; South platform loop between E454 and E821 |

| | | | |
|---|---|---|---|
| Line W Mound Tunnel | (1) Bottom of ramp plats. 20 / 21, west end ; (2) adjacent to E493, west end of tunnel | (1) Shared with E463 SPT ; (2) at Gardens East access point | Line W between E482 and E493 |
| Lines X and Y Mound Tunnel | (1) Adjacent to E481 plat.16 ; (2) adjacent to E493, west end of tunnel | (1) Shared with E481 SPT ; (2) at Gardens East access point | Line X between E484 and E495 ; Line Y between E486 and E497 |
| Line Z Mound Tunnel | (1) Adjacent to E489 plat.19 ; (2) adjacent to E493, west end of tunnel | (1) Shared with E489 SPT ; (2) at Gardens East access point | Line Z between E488 and E499 |
| Down South Princes St. Gardens | Gardens West access point | Wall mounted at West access point | Down South **only** between E493 and E503 |
| Up South Princes St. Gardens | Gardens West access point | Wall mounted at West access point | Up South **only** between E495 and E502 |
| Down North Princes St. Gardens | Gardens West access point | Wall mounted at West access point | Down North **only** between E497 and E505 |
| Up North Princes St. Gardens | Gardens West access point | Wall mounted at West access point | Up North **only** between E499 and E504 |
| Down South Haymarket Tunnel | (1) Gardens West access point ; (2) east end plats. 2/3 Haymarket | (1) Wall mounted at West access point ; (2) Shared with EH510 SPT | Down South **only** between tunnel portals |
| Up South Haymarket Tunnel | (1) Gardens West access point ; (2) east end plats. 2/3 Haymarket | (1) Wall mounted at West access point ; (2) Shared with EH510 SPT | Up South **only** between tunnel portals |
| Down North Haymarket Tunnel | (1) Gardens West access point ; (2) east end plats. 2/3 Haymarket | (1) Wall mounted at West access point ; (2) Shared with EH510 SPT | Down North **only** between tunnel portals |
| Up North Haymarket Tunnel | (1) Gardens West access point ; (2) east end plats. 2/3 Haymarket | (1) Wall mounted at West access point ; (2) Shared with EH510 SPT | Up North **only** between tunnel portals |
| Haymarket Plat. 0 | At buffer end | Shared with TRTS telephone | Plat. 0 from buffer to EH519 |

***** Lockout temporarily out of use.

**Edinburgh Waverley and Haymarket platform lockouts - alternative procedure -** Where a platform lockout is to be used under the alternative arrangements detailed in the General Instructions under the heading **"Protection of Staff on or about the line by Lockout"**, for the type of work specified, the procedure detailed below is additional to the requirements of the Rule Book, Module T10.

The General Instructions headed "CLEANING TRACK AREAS IN STATIONS" do not apply.

## POLMONT JN TO GREENHILL UPPER JN AND GREENHILL UPPER JN TO GREENHILL LOWER JN

| Lockout Number | Cabinet Location | Telephone | Protects |
|---|---|---|---|
| 801 | 801(1) at 17m 609yds adjacent to Down Greenhill Goods Loop | Inside Cabinet | Down E&G and Down Greenhill Goods Loop over 127, 121 and 122A points |
| | 801(2) at 17m 469yds adjacent to Up Greenhill Branch Line | Inside Cabinet | |
| 802 | 802(1) at 17m 609yds adjacent to Down Greenhill Goods Loop | Inside Cabinet | Up E&G, Up Greenhill Branch and Down Greenhill Branch over 120, 122B, 125 and 126 points |
| | 802(2) at 17m 469yds adjacent to Up Greenhill Branch Line | Inside Cabinet | |
| 805 | 805(1) at 22m 1020yds adjacent to Up E&G | Inside Cabinet | Up E&G and Down E&G lines through Falkirk Tunnel |
| | 805(2) at 21m 1466yds on Platform 1 Falkirk High Station | Inside Cabinet | |

**General**

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

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

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

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

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

When work is to take place on a train, or a train is standing in a platform line(s) to be protected by the lockout, the person requiring the blockage must arrange to provide protection on the train / vehicles as shown in Rule Book, Module T10.

**Method of Protection**

**Imposing the blockage**

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

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

(b) The person requiring the blockage must:

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

The signaller will record this detail.

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

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

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

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

**Method of Protection**

**During the work**

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

**When work is completed**

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

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

## PRINCES STREET GARDENS

The procedure for the use of a lockout to afford staff protection may require to be applied for each intervening track in this multi-track area to allow access to/egress from the portion of line where work requires to be carried out. Lockout protection must be taken of all necessary intervening tracks before staff are permitted to proceed to the line concerned and must not be given up until all staff are safely located at the site of work. When work is completed, this procedure must again be applied before staff are permitted to proceed to the agreed exit point from the railway.

## HAYMARKET TUNNELS

The tunnel lockouts are of the ‘key enabled’ type. To activate any of these lockouts, the COSS must obtain the appropriate key from the lockfast cabinet at the Waverley end of platforms 2 and 3 at Haymarket station.

## POLMONT JN TO GREENHILL UPPER JN AND GREENHILL UPPER JN TO GREENHILL LOWER JN

The lockouts are of the “key enabled” type. To activate any of these lockouts, the COSS must obtain the appropriate key from Larbert Maintenance Delivery Unit.

## HAYMARKET SOUTH TUNNEL

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

1. The Rule Book, Module TS1, regulation 13
2. The Rule Book, Module T3
3. In emergency, the Rule Book, Module TW1, Section 46

## HAYMARKET

**Haymarket Station** - The OFF indicators and TRTS buttons on platforms 1 and 3 apply only for Down direction (westbound) trains starting from these platforms under the control of signals EH515 and EH905, respectively.

**Dated: 06/07/24**

**(Item continued on next page)**

# 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

Rail vehicles leave Haymarket Depot via signal EH918

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.

There are 16 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.

| Road/Siding | Use |
|---|---|
| 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 and Stabling (Carriage Sidings) |
| 7 Rd | Maintenance Shed and Stabling (Carriage Sidings) |
| 8 Rd | Maintenance Shed and Stabling (Carriage Sidings) |
| 9 Rd | Heavy Maintenance and Stabling (Carriage Sidings) |
| 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) |

**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**

L1-4 work is undertaken in 6 Rd, 7 Rd, 8 Rd, A Rd and B Rd.

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.

DP panel, flashing lights automatic derailer’s.

**Level 5 Maintenance Facilities**

1. L5 work is undertaken in 9 Rd, 10 Rd and C Rd.
2. 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.
3. DP panel, flashing lights automatic derailer’s.

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- **Fuelling and Servicing Facilities**
  1. Fuelling and Servicing work is undertaken in the Slip Fuel Rd, 3 Rd, 4 Rd and 5 Rd.
  2. Persons working on a road within facilities where fuelling and servicing is undertaken must apply their personal issue padlock to the DP panel for the road concerned.
  3. DP panel, flashing lights manual derailer's and stop boards.
- **Carriage Wash Facilities**
  1. The carriage wash is situated on "The Washplant" Rd.
  2. No work is undertaken on the exterior of rail vehicles in the carriage wash area.
- **Underframe Wash Facilities**
  1. Underframe wash work is undertaken in 1 Rd.
  2. Persons undertaking underframe wash work must apply their personal issue padlock to the DP Panel
  3. DP panel, flashing lights automatic derailer's.

**Overhead Line Equipment (OLE)**

1. There is **no** OLE within the boundaries of Haymarket Depot.
2. There is 25KV ac railway OLE infrastructure immediately adjacent to the south boundary of the depot.
3. 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 and 5 to 10 Rds approaching from the East end
- 1 Rd and 5 to 8 Rds approaching from the West end.
- A, Rd B Rd and C Rd
  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 shunter 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 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 shunter must request the Designated Person to remove the protection. When this has been done, the shunter 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.
  4. 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 Clause 7 have been met. A movement must only proceed as far as the line is clear. These instructions also apply when the whole of the train is not within the Maintenance Building in which case the shunter is responsible for advising the driver when the Maintenance Building exit signal concerned is showing a proceed aspect.
  5. No vehicle or part of a vehicle must be allowed to pass a signal showing a stop aspect except during failure and then only under direct supervision of the Designated Person.
  6. The passing of a red signal will be treated in the same way as a signal passed at danger.
  7. However, 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 shunter that protection has been removed and the stop aspect signal may be passed.

The following instructions apply to the maintenance facilities on;

- 3 Rd
- 4 Rd
- Fuel Rd approaching from the East end
  8. When required to make a move into the maintenance facility or Fuel Rd, the driver must stop at the Stop Board.
  9. 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.

**Dated: 18/06/22**

# 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.

| Road/Siding | Use |
|---|---|
| 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 to far into the Headshunt, will active 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 check, 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**

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

## LENZIE

### Platform One Turnback Moves

Signal CG207 is located on the Up E&G and is provided for down direction moves. During perturbed working this signal is utilised for reversing moves.

Formations of more than 6 vehicles either Diesel or electric and HST 5+2 services are prohibited from reversing at Lenzie Platform One. There are alternative facilities provided at Cadder for reversing moves and these shall be used instead.

**Dated: 10/12/17**

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

## BISHOPBRIGGS

### Platform One Turnback Moves

Signal CE223 is located on the Up E&G and is provided for Down direction moves. During perturbed working this signal is utilised for reversing moves.

Formations of more than 6 vehicles either Diesel or electric and 5+2 HST services are prohibited from reversing at Bishopbriggs Platform Two. There are alternative facilities provided in the down Cadder loop for reversing moves and these shall be used instead.

### Platform Two Turnback Move

Signal CE222 is located on the Down E&G and is provided for Up direction moves. During perturbed working this signal is utilised for reversing moves.

Formations of more than 6 vehicles either Diesel or electric and 5+2 HST services are prohibited from reversing at Bishopbriggs Platform Two. There are alternative facilities provided in the down Cadder loop for reversing moves and these shall be used instead.

**Dated: 10/12/17**

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

## Cowlairs East Jn to Cowlairs West Jn

## EASTFIELD DEPOT

Rail vehicles enter Eastfield Depot from the Mainline controlled by signal CC532
Rail vehicles leave Eastfield Depot via signal CC529

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

All rail vehicle movements within the boundary of Eastfield 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 Eastfield 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.
There are 16 Roads within Eastfield Depot Boundary. Additionally, two Network Rail controlled Roads (No1 and No2 Network Rail Sidings) immediately adjacent to the West boundary of Eastfield Depot are utilised for Train Presentation activities on HST's.

## Rail Vehicle Roads

Eastfield Depot has the following Roads.

| Road/Siding | Use |
|---|---|
| No1 Network Rail Siding | HST Train Presentation. Road under Network Rail control. |
| No2 Network Rail Siding | HST Train Presentation. Road under Network Rail control. |
| No1 CET/Fuel Rd | CET, Fuelling, Servicing |
| No2 CET/Fuel Rd | CET, Fuelling, Servicing |
| 1 Rd | Stabling with platform level access, Train Presentation |
| 2 Rd | Stabling with platform level access, Train Presentation |
| 3 Rd | Stabling with platform level access, Train Presentation |
| 4 Rd | Stabling with platform level access, Train Presentation |
| 5 Rd | Stabling, Train Presentation |
| 6 Rd | Stabling, Train Presentation |
| 7 Rd | Stabling, Train Presentation |
| 8 Rd | Stabling, Train Presentation |
| 9 Rd | Stabling, Train Presentation |
| 10 Rd | Stabling, Train Presentation |
| 11 Rd | Stabling with platform level access, Train Presentation |
| 12 Rd | Stabling with platform level access, Train Presentation |
| 13 Rd | Stabling with platform level access, Train Presentation |
| 14 Rd | Stabling with platform level access, Train Presentation |

All roads at Eastfield Depot are electrified.

Platforms at Eastfield Depot are of differing lengths.
Eastfield Depot has authorised walking routes and platforms throughout, which are to be used when traversing Eastfield Depot.

## Facilities

The person responsible for protection for Eastfield Depot including the servicing Building is the Yard Co-Ordinator.

**Servicing Building**

1. The Servicing Building is situated on CET/ Fuel roads 1 and 2
2. Persons working on a rail vehicle within Maintenance Building 1 apply their Depot Protection to the NTBM board on the rail vehicle.
3. Work requiring the operator's feet to be above cab floor level on the outside of a rail vehicle, i.e. pantograph inspection, will be undertaken in the Servicing Building. Prior to the work being undertaken a local OLE isolation will be applied by a certificated Nominated Person.

**Carriage Wash**

1. The Carriage Wash is situated to the North of the Servicing Building on the CET/ Fuel Roads.
2. Work requiring the operator's feet to be above cab floor level on the outside of a rail vehicle, i.e. maintenance on the carriage wash, will only commence after a local OLE isolation has been applied by a certificated Nominated Person.

**Yard Coordinators Bothy**

1. The Yard Coordinators Bothy is situated at the South of the depot.
2. The Facilities Building has offices, meeting rooms, training rooms, messing and hygiene facilities.

**Facilities Building**

1. The Facilities Building is situated at the East of the depot.
2. The Facilities Building has offices, meeting rooms, training rooms, messing and hygiene facilities.

## Overhead Line Equipment (OLE)

1. All roads within the boundaries of Eastfield Depot are supplied with OLE.
2. The OLE on No1 and No2 CET/Fuel Roads can be isolated.
3. A local isolation must be taken if the feet of a person working in the area will be above cab floor level on the exterior of a rail vehicle.
4. The isolation for work undertaken within the Servicing Building is undertaken by a local Nominated Person

## Rail Vehicles Arriving at Eastfield Depot

1. The signaller at East of Scotland Signalling Centre will activate a slot request to the Yard Coordinator for a train to enter the depot.

2. Such a release must not be given unless the Yard Coordinator is satisfied that:

   It is safe to do so
   And
   No conflicting move has been authorised.
3. The Yard Coordinator will release a slot for either CET/Fuel road number 1 or CET/Fuel road number 2 or for the Through Sidings.
4. Drivers routed to CET Fuel roads numbers 1 or 2 must proceed to the CET/Fuel road stopping at the “STOP and check line ahead is clear before proceeding” board, sound the low tone on the horn and drive directly to the far end of the shed or 2 metres from any train already occupying the line.
5. Drivers routed to Through sidings must stop at the “Stop and telephone for instructions board” and contact the Yard Coordinator who will advise which siding the train must then proceed to.
6. Where an arriving train cannot enter the Depot the Signaller will, where practicable, route the train into Network Rail Sidings number 1 or 2. Driver must proceed to the buffer end.

## Rail Vehicles Departing from Eastfield Depot

Movement towards the main departure signal, CC531 (which is preceded by CC529 for departures from sidings, preceded by CC527 for departures from No1 Shed or preceded by CC533 for departures from No2 Shed) must not commence until authorised by the YC.

1. Drivers must contact the YC for departure instructions.
2. The YC must ensure that the entire route is set for any movement towards the depot exit and must physically check all points are correctly set.
3. Prior to authorising the departure movement, the YC must contact the Signaller to ensure no inward movements are signalled towards the inward Drivers Instructions Board. Once confirmed, the YC must request the Signallers’ permission to allow the departure movement to proceed.
4. The departure movement can only proceed when the Driver has been signalled by, or received verbal authorisation from, the Shunter.

## Rail Vehicles Departing from Eastfield Depot via CET/Fuel Roads Number 1 & 2

1. The Yard Coordinator will advise Cowlairs Signaller when a train is to depart either CET/Fuel roads number 1 or 2.
2. Drivers of departing trains must only move towards the exit signal (CC527 CET/Fuel number 1 or CC533 CET/Fuel road number 2) when instructed by the Yard Coordinator

## Rail Vehicle Movements Into/ Out of The Servicing Building

## General

This details the procedures to ensure safety of staff when rail vehicles are attending Eastfield Depot for Servicing.

1. Servicing activities at Eastfield Depot are mainly undertaken in the Fuel Shed.
2. The Fuel Shed is situated on Fuel Roads 1 and 2.
3. The Servicer is made aware of which units/vehicles will present for fuelling and servicing by the Yard Coordinator (YC), who in turn is informed by Control prior to arrivals
4. No units will present at Eastfield Depot for servicing without prior notification being given to the Yard Co-ordinator.

**Dated: 27/08/22**

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

## Cowlairs SC To QUEEN ST HIGH LEVEL

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

Section 1.1 of the Rule Book, Module S4, *Trains or shunting movements detained, or vehicles left, on running lines*, is modified accordingly.

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

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

The driver of the train permitted to enter the tunnel on the opposite line need not subsequently contact the signaller provided he has advised the driver of the failed train in accordance with the above. The Rule Book, Module TW1, Section 12 is modified accordingly.

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

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

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

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

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

**DESCENDING**

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

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

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

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

High Speed Trains comprising of five or less trailer vehicles may be routed into any platform sufficient to accommodate all vehicles.

**ASCENDING**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Dated: 02/12/17**

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

**Length of trains** – Passenger trains composed of power operated door stock working into or out of Queen Street must meet the platform requirements listed below:

- Platform 1 – max 4 coaches (98 metres)
- Platform 2 – max 7 coaches (171 metres)
- Platform 3 – max 8 coaches (196 metres)
- Platform 4 – max 8 coaches (196 metres)
- Platform 5 – max 7 coaches (171 metres)
- Platform 6 – max 6 coaches (147 metres)
- Platform 7 – max 8 coaches (196 metres)

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

**Platform markers** – **For diesel traction only** Stop markers are provided on the immediate approach to the buffer stops as under :-

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

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

**Starting with assisting locomotive in rear of train** - The Rule Book, Module SS1, Section 3 and Module TW1, Section 15 do not apply at Queen Street (High Level) and traincrews concerned must act as follows.

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

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

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

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

**Protection of staff by lockout –** Lockouts are provided as follows :-

Platform 1; Platforms 2/3 ; Platforms 4/5 ; Platforms 6/7

The lockout cabinets are located at the buffer end of the platform(s) concerned.

When operated, the lockout will block the platform line(s) between the buffer stops and the corresponding platform ends.

**Queen Street (High Level) platform lockouts - alternative procedure**

Where a platform lockout is to be used under the alternative arrangements detailed in the General Instructions under the heading **"Protection of Staff on or about the line by Lockout"**, for the type of work specified, the procedure detailed below is additional to the requirements of the Rule Book, Module T10.

The General Instructions headed "CLEANING TRACK AREAS IN STATIONS" do not apply.

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

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

### Method of Protection

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

a) Before work commences, the permission of the ScotRail Station Duty Manager must be obtained by the person requiring the blockage. The ScotRail Station Duty Manager must be satisfied that the working of the station will not be unduly disrupted during the blockage and speak with the signaller at Cowlairs Workstation 1 (Edinburgh IECC) to agree what arrangements will be necessary during this period to maintain the train service.

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

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

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

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

### During the work

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

### When work is completed

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

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

### Tunnel Lighting

Tunnel lighting is provide within the Queen Street Tunnel and can be switched on at either end by means of a switch on the portal end.

Tunnel lighting shall not be activated during normal operation of trains.

**Dated: 16/11/19**

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

### Entire Line Of Route

**Protection of staff by lockout -** Lockouts are provided throughout this area as follows:

| Lockout No. | Location | Lockout Cabinet | Telephone | Protects area |
|---|---|---|---|---|
| 942 | Carmuirs East Junction | Adjacent to points | At Cabinet | Junction area (Up and Down Grahamston lines) over 7210, 7211 and 7212 points |
| 940 | Grangemouth Junction | Adjacent to points | At Cabinet | Junction area (Up and Down Grahamston lines and Grangemouth Branch lines) over 7200, 7201, 7202 and 7203 points |

**Dated: 27/12/17**

### GREENHILL UPPER JN AND GREENHILL LOWER JN

| Lockout Number | Cabinet Location | Telephone | Protects |
|---|---|---|---|
| 804 | 804(1) at 0m 1081yds adjacent to Down Greenhill Branch | Inside Cabinet | Down Perth, Up Perth, Down Greenhill Branch and Up Greenhill Branch over 154, 155, 156 and 153 points |
| | 804(2) at 106m 1102yds adjacent to Down Perth | Inside Cabinet | |

Lockouts are the key enabled type for which keys can be obtained from Larbert Maintenance Delivery Unit

**Dated: 06/07/24**

## SC111 - NEWBRIDGE JN TO BATHGATE

### BATHGATE

Stabling of trains or vehicles in the headshunt (within signal EN2042) is prohibited.

**Dated: 18/10/08**

## SC115 - COWLAIRS WEST JN TO KNIGHTWOOD NORTH JN

### Entire Line Of Route

**Protection of staff by lockout -** Lockouts are provided as follows :-

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

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

**Dated: 27/12/06**

## SC1150 – MARYHILL PARK JN TO ANNIESLAND BAY PLATFORM

### ANNIESLAND BRANCH

790 points installed on the Anniesland Branch are secured out of use until commissioning on 25th December, 2015.
Signaller should be aware that the detection is cut through 2756 track circuit.

**Dated: 19/09/15**

## SC1150 - MARYHILL PARK JN TO ANNIESLAND BAY PLATFORM

### Entire Line Of Route

**Protection of staff by lockout** - A lockout cabinet is located at the Maryhill end of No. 3 bay platform at Anniesland. When operated, the lockout will block the branch line between Maryhill Park Jn (excl) and Anniesland station and also the new Anniesland Single line up to the overlap of YH522 signal.

**Dated: 27/12/15**

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

### BP Oil Terminal

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

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

This assurance can be obtained from the Security Office, telephone no. 01324 668466 or 01324 668479.

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

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

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

07 30 to 08 15

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

15 30 to 17 15

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

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

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

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

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

**Dated: 26/05/07**

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

### Working of Yard between Fouldubs Jn. and Grangemouth Docks

Movements proceeding on the Docks line, other than for shunting movements between Nos. 1, 2 or 3 loops at the Docks end, must:

- be drawn, propelling is prohibited
- be accompanied by the Person in charge of the train movement

Drivers of trains from the Docks to Fouldubs Jn. must stop at the STOP Board positioned at the exit gate and contact the Signaller for authority to pass the STOP Board.

### Grangemouth Docks

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

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

This assurance can be obtained from the Security Office, telephone no. 01324 668466 or 01324 668479.

**Dated: 15/08/10**

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

### Fouldubs

**Fouldubs Stabling of Electric Trains M3 Siding, TDG Headshunt, Loops No1, No2, No3**
**Rule Book Module TW1 section 36**
Drivers of electric trains on arrival at Fouldubs booked to stable in M3 Siding, TDG Headshunt, Loops No1, No2, No3 must lower their Pantographs on arrival at any of the above listed locations.
The Driver must advise the signaller Fouldubs when the Pantograph has been lowered. The pantograph may only be re-raised when permission from the signaller has been obtained.
**Stabled Trains entering service Fouldubs Stabling of Electric Trains M3 Siding, TDG Headshunt, Loops No1, No2, No3**
Drivers of any stabled electric trains at any of the above locations must contact the signaller Fouldubs and obtain permission to raise their pantograph before entering service.
The signaller Fouldubs will only give the Driver permission when there are no Blocked to Electric Tractions imposed and it is safe to do so.
**Shunting Movements: TDG Headshunt, Loops No1, No2, No3**
Drivers must not pass STOP Boards at the ends of Loops No2 and No3 without first obtaining permission from the signaller.

**Dated: 16/02/19**

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# LIST OF MODULE PAGES AND DATES

| Page | Date Last Changed |
|---|---|
| **1** | **07 September 2024** |
| **2** | **07 September 2024** |
| 3 | 03 October 2009 |
| 4 | 03 October 2009 |
| 5 | 03 October 2009 |
| 6 | 03 October 2009 |
| 7 | 02 March 2024 |
| 8 | 02 March 2024 |
| 9 | 03 June 2023 |
| 10 | 03 June 2023 |
| 11 | 01 June 2019 |
| 12 | 01 June 2019 |
| 13 | 02 March 2024 |
| 14 | 02 March 2024 |
| 15 | 02 March 2024 |
| 16 | 02 March 2024 |
| 17 | 03 September 2022 |
| 18 | 03 September 2022 |
| 19 | 03 March 2018 |

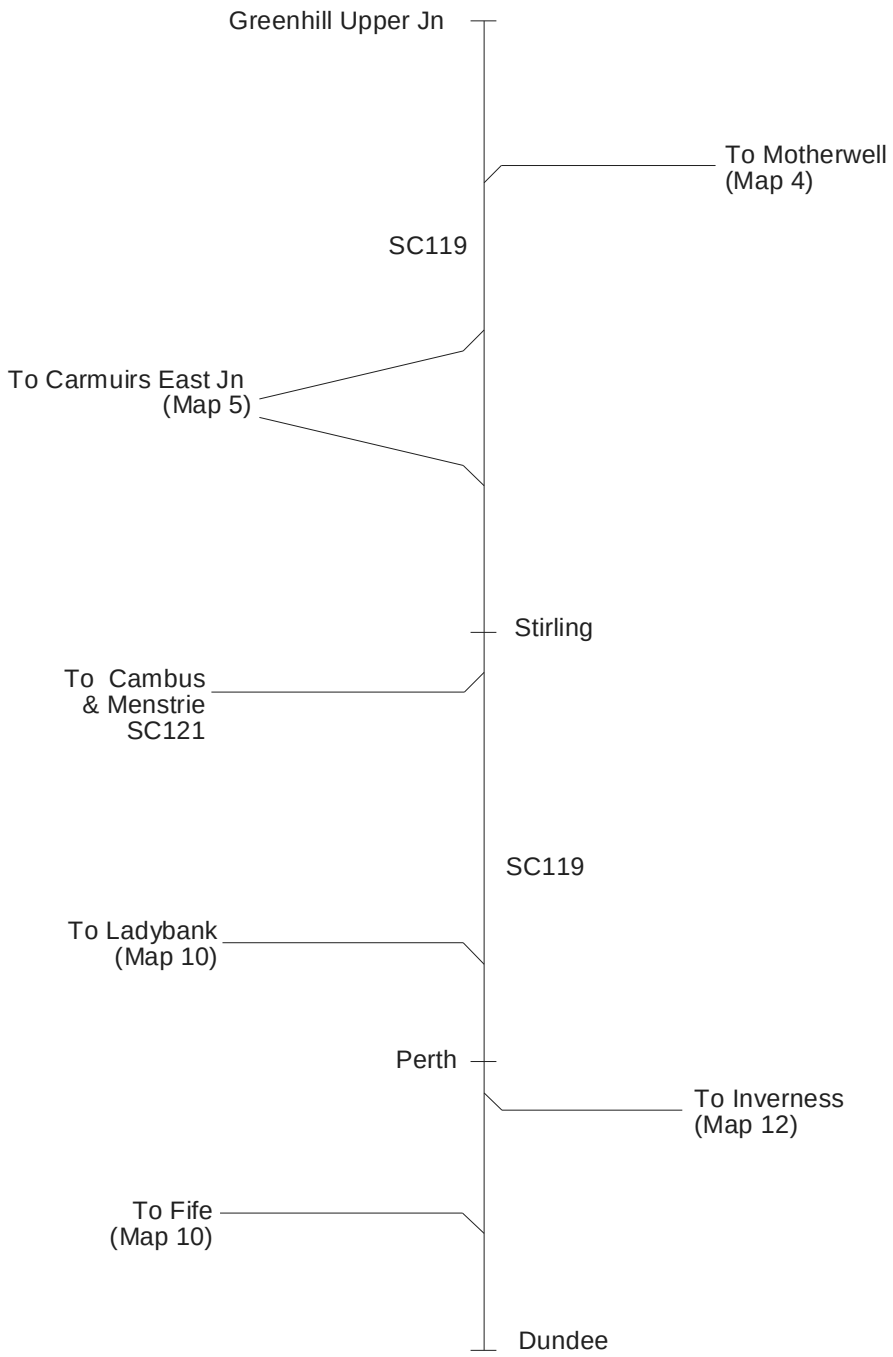
| Page | Date Last Changed |
|---|---|
| 20 | 03 March 2018 |
| 21 | 05 March 2016 |
| 22 | 05 March 2016 |
| 23 | 01 June 2024 |
| 24 | 01 June 2024 |
| 25 | 04 September 2021 |
| 26 | 04 September 2021 |
| 27 | 04 June 2016 |
| 28 | 04 June 2016 |
| 29 | 05 March 2016 |
| 30 | 05 March 2016 |
| 31 | 03 March 2018 |
| 32 | 31 August 2019 |
| 33 | 30 November 2019 |
| 34 | 30 November 2019 |
| **35** | **07 September 2024** |
| **36** | **07 September 2024** |

# TABLE OF CONTENTS

| | Page |
|---|---|
| Maps | 3 |
| Table A Diagrams | 5 |
| Local Instructions | 31 |

# MAPS

## MAP 6: GREENHILL UPPER JN TO DUNDEE



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# TABLE A DIAGRAM
## Table of Contents

| | Page |
|---|---|
| SC119- GREENHILL UPPER JN TO DUNDEE | 7 |

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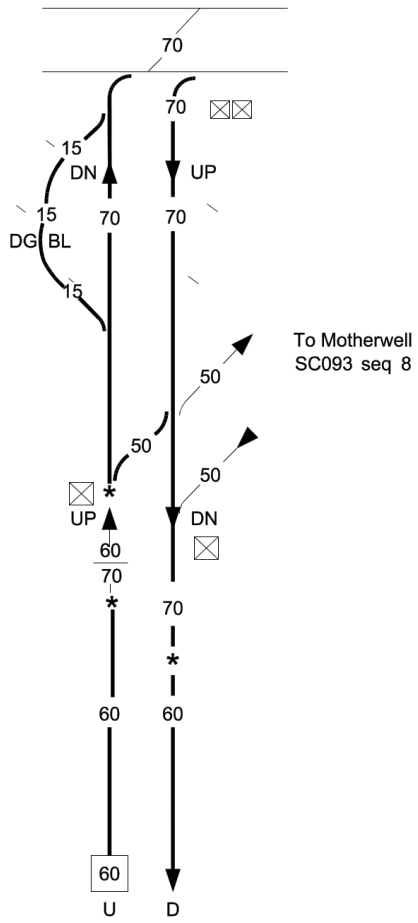
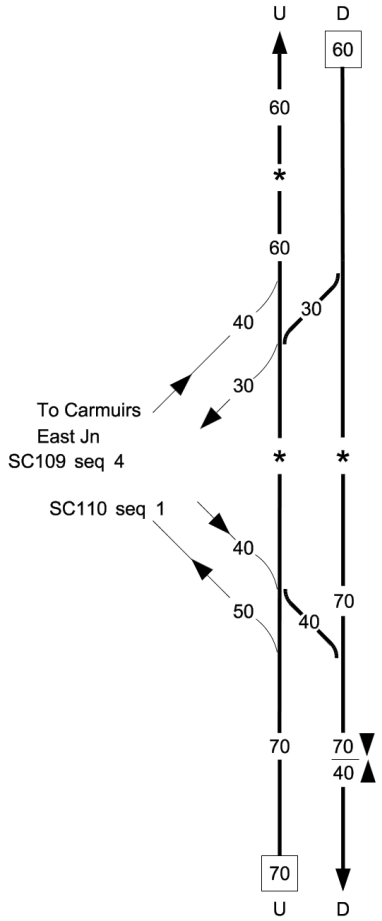
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 001 | Greenhill Upper Jn to Dundee | GHL SCM3 | Scotland | 02/01/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Greenhill Upper Jn | 0 01 | SC107 seq 13 | TCB Edinburgh SC (ECL, EGJ ) AC: Cathcart ECR<br>GSM-R<br>LOD(T) See Local instructions for details of LOD |
| (Change of ELR GHL to SCM3) | 0 56 | | LOD(T) See Local instructions for details of LOD |
| Greenhill Lower Jn | 0 56 | | |
| | 106 63 * | | NOTE change of direction at Greenhill Lower Jn<br>DGBL - Down Greenhill Branch Loop 1312f (400m) (62 SLU's) |
| | 106 02 * | | |
| | 106 18 * | | |

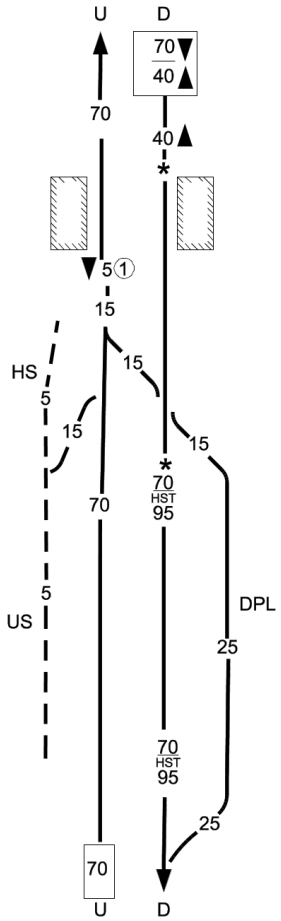


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 002 | Greenhill Upper Jn to Dundee | SCM3 | Scotland | 26/12/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (ECL) AC: Cathcart ECR<br>GSM-R |
| | 108 75 * | | TOWS fitted between 108m 73ch and 109m 1ch |
| Carmuirs West Jn | 108 76 | | For details of Lockouts in this area see Local Instructions |
| | 109 10 * | | |
| | 109 38 | | OHNS |
| Larbert Jn | | | TOWS fitted between 109m 40ch and 109m 53ch<br>TOWS fitted between 109m 53ch and 26m 30ch (SC110) |

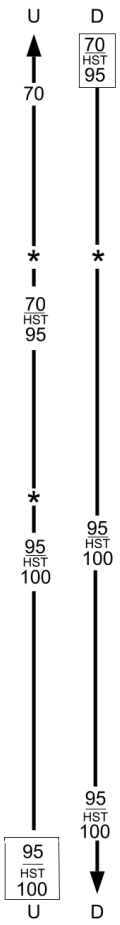


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 003 | Greenhill Upper Jn to Dundee | SCM3 | Scotland | 18/03/2023 |

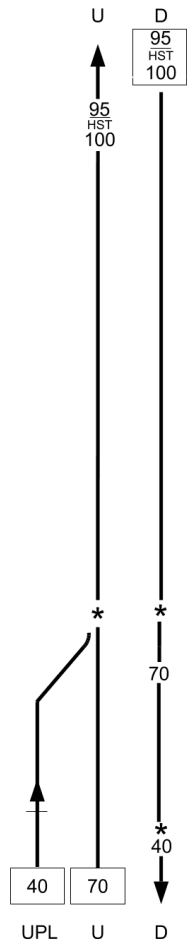
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **LARBERT** | 110 12 *<br>110 17<br>110 22<br>110 38 * |  | TCB Edinburgh SC (ECL)<br>AC: Cathcart ECR<br>GSM-R<br><br>For Details of Lockouts in this area see Local Instructions.<br>1 from platform end to toe of points into US<br><br>HS - Headshunt<br>11 SLU's (72m) 239f<br>US - Up Siding<br>32 SLU's (207m) 687f<br>DPL - Down Passenger Loop<br>42 SLU's (269m) 893f<br><br>TOWS fitted between 110m 27ch and 110m 35ch inc DPL<br>TOWS fitted between 110m 27ch and 110m 39ch (US)<br>TOWS fitted between 110m 54ch and 110m 62ch |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 004 | Greenhill Upper Jn to Dundee | SCM3 | Scotland | 27/04/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (ECL)<br>AC: Cathcart ECR<br>GSM-R |
| | 110 64 * | | |
| | 110 76 * | | |

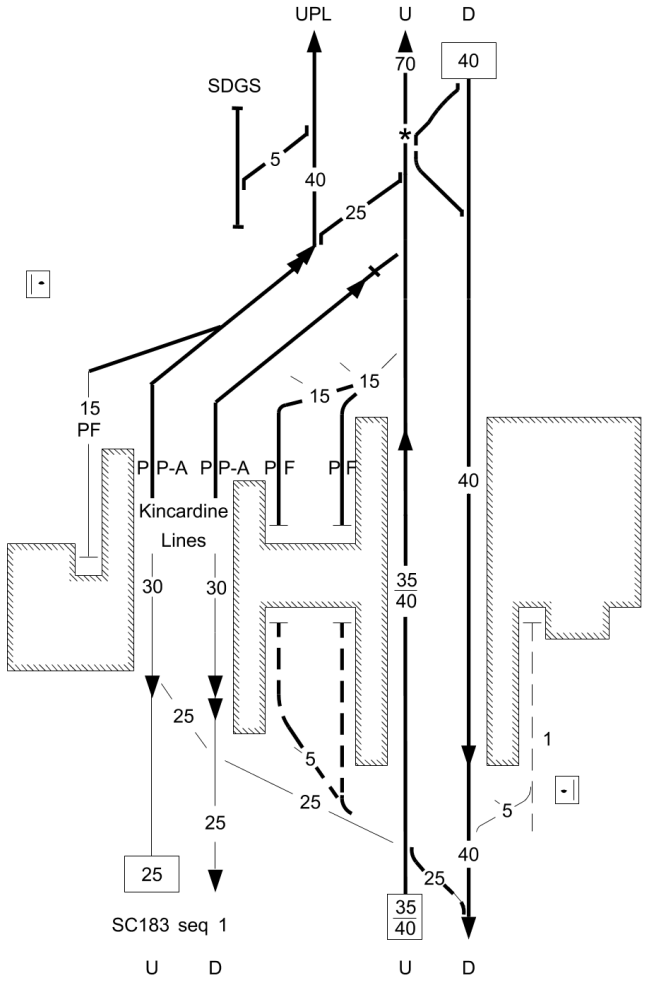


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 005 | Greenhill Upper Jn to Dundee | SCM3 | Scotland | 27/04/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Stirling Middle SB (SM)<br>AC: Cathcart ECR<br>GSM-R |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 006 | Greenhill Upper Jn to Dundee | SCM3 | Scotland | 04/11/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R |
| | 117 80 * | | TCB Stirling Middle SB (SM) AC: Cathcart ECR |
| Stirling Middle SB | 118 08 * | | AB Stirling Middle SB (SM) AC: Cathcart ECR |
| Platform 10 | | | PP-A detaching, only during periods of significant service disruption |
| **STIRLING** | 118 24 | | |
| | | | 1 - Siding not wired |
| Stirling North SB | 118 38 | | Stirling North SB (SN) AC: Cathcart ECR |



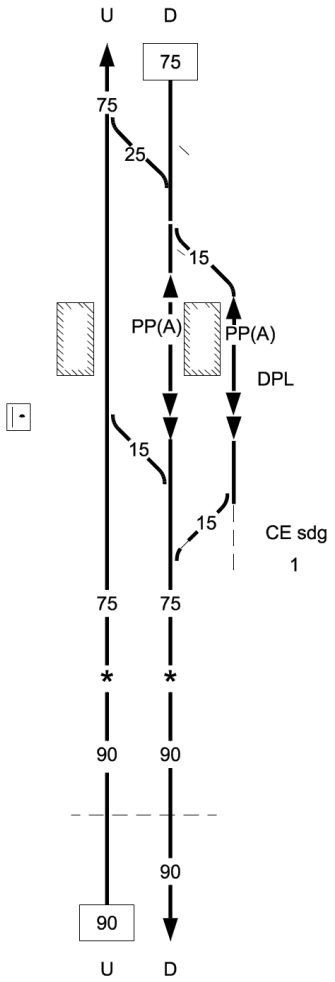
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 007 | Greenhill Upper Jn to Dundee | SCM3 | Scotland | 05/02/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>40<br>35/40 | TCB Stirling North SB (SN)<br>AC: Cathcart ECR<br>GSM-R |
| | 118 47 * | * * | |
| | 118 79 | 40/65 65 | OHNS |
| | 119 40 * | * | |
| | 119 48 * | * | |
| Cornton No 2 Footpath LC (R/G-X) | 119 60 | X50 X50 | |
| Cornton LC MCB-OD | 120 10 | | |
| APCO Zone commencement (selective) | 120 29 | | = Automatic Power Change Over - Pantograph Lower |
| | | 70<br>70<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 008 | Greenhill Upper Jn to Dundee | SCM3 | Scotland | 05/02/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>70<br>70 | TCB Stirling North SB (SN)<br>AC: Cathcart ECR<br>GSM-R |
| **BRIDGE OF ALLAN** | 121 10 | | |
| | 121 20 * | * * | |
| APCO Zone commencement (Selective) | 122 19 | | = Automatic Power Change Over - Pantograph Raise |
| Kippenross Tunnel<br>610 Yards | 122 38<br>to<br>122 66 | | |
| | | 75<br>75<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 009 | Greenhill Upper Jn to Dundee | SCM3 SCM4 | Scotland | 05/02/2024 |

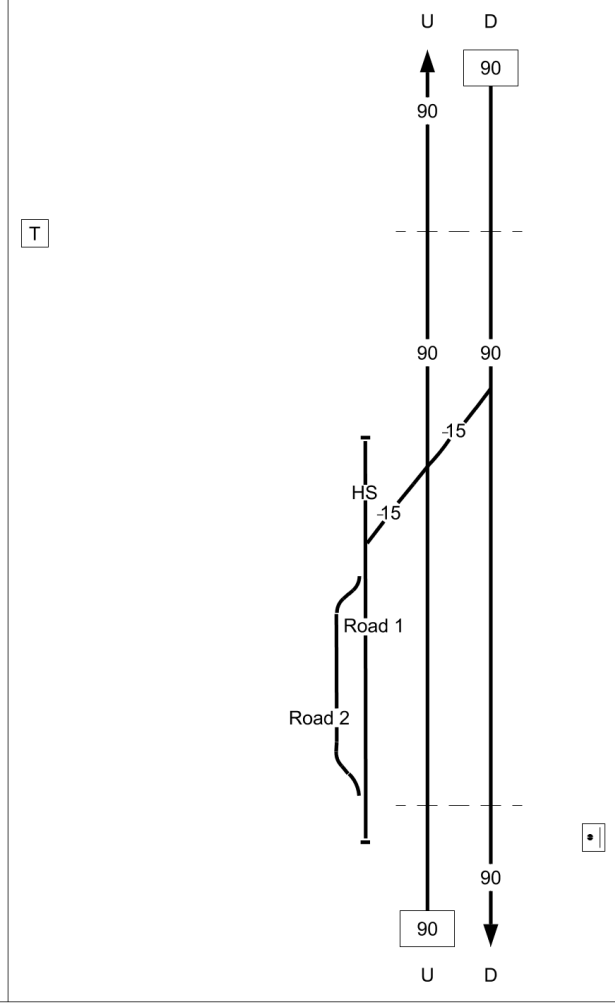
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R<br>TCB Stirling North SB (SN)<br>AC: Cathcart ECR |
| | | | DPL 1030f (310m)<br>(49 SLU's) |
| **DUNBLANE** | 123 19 | | AB Dunblane SB (DB)<br>AC: Cathcart ECR |
| Dunblane SB | 123 29 | | |
| | | | 1 CE Sdg not wired<br>Limit of OLE |
| | 123 33 | | |
| (Change of ELR<br>SCM3 to SCM4) | 123 40 | | |
| | 125 16 * | | |
| Drumallan LC (UWC) | 126 27 | T | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 010 | Greenhill Upper Jn to Dundee | SCM4 | Scotland | 04/10/2022 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | U D<br>90 90 | AB Dunblane SB (DB) GSM-R |
| Quoiggs No 1 LC (UWC) | 128 | 01 | T | |
| Greenloaning SB | 129 | 17 | •\| | Greenloaning SB (GL) |
| Carsebreck LC (UWC) | 131 | 07 | T<br>90 90<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 011 | Greenhill Upper Jn to Dundee | SCM4 | Scotland | 16/07/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>AB Greenloaning SB (GL) |
| Boreland Farm LC (UWC) | 132 20 | | |
| Blackford Highland Spring Yard | 132 72 | | HS - Headshunt<br>Road 1 - 1283f (391m). (61 SLU's)<br>Road 2 - 1283f (391m). (61 SLU's) |
| Blackford SB & LC (MCB) | 133 28 | | Blackford SB (BK) |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 012 | Greenhill Upper Jn to Dundee | SCM4 | Scotland | 06/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>90<br>90<br>90 90<br>15<br>90<br>90<br>U D | GSM-R<br>AB Blackford SB (BK) |
| **GLENEAGLES** | 135 50 | | |
| | | | DRS 645f (196m)<br>(30 SLU's)<br><br>URS 1145f (349m)<br>(54 SLU's) |
| Auchterarder SB | 137 41 | T | TCB Auchterarder SB (AR) |

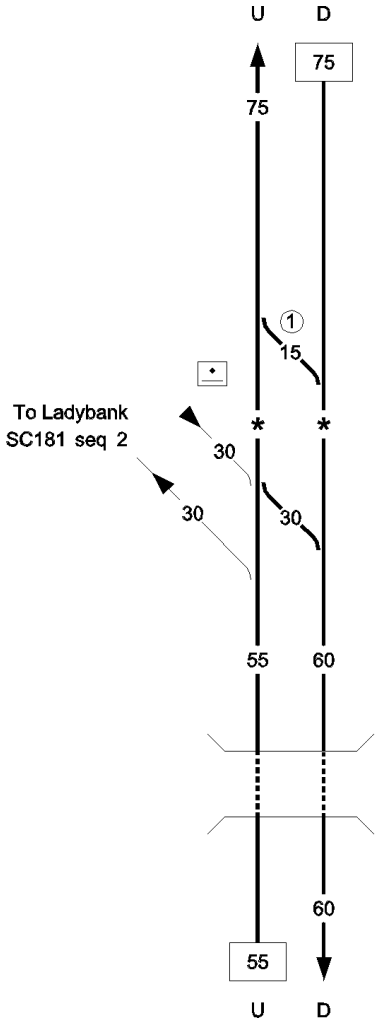
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 013 | Greenhill Upper Jn to Dundee | SCM4 | Scotland | 28/06/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>90 90 | TCB Auchterarder SB (AR)<br>GSM-R |
| Whitemoss LC (AHBC-X) | 140 24 | X40 X40 | |
| | 140 40 * | * * 100 100 | |
| Easter Balgour LC (UWC) | 142 36 | T | |
| Baldinnies No1 LC (UWC) | 142 70 | T 100 100 U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 014 | Greenhill Upper Jn to Dundee | SCM4 | Scotland | 06/01/2018 |

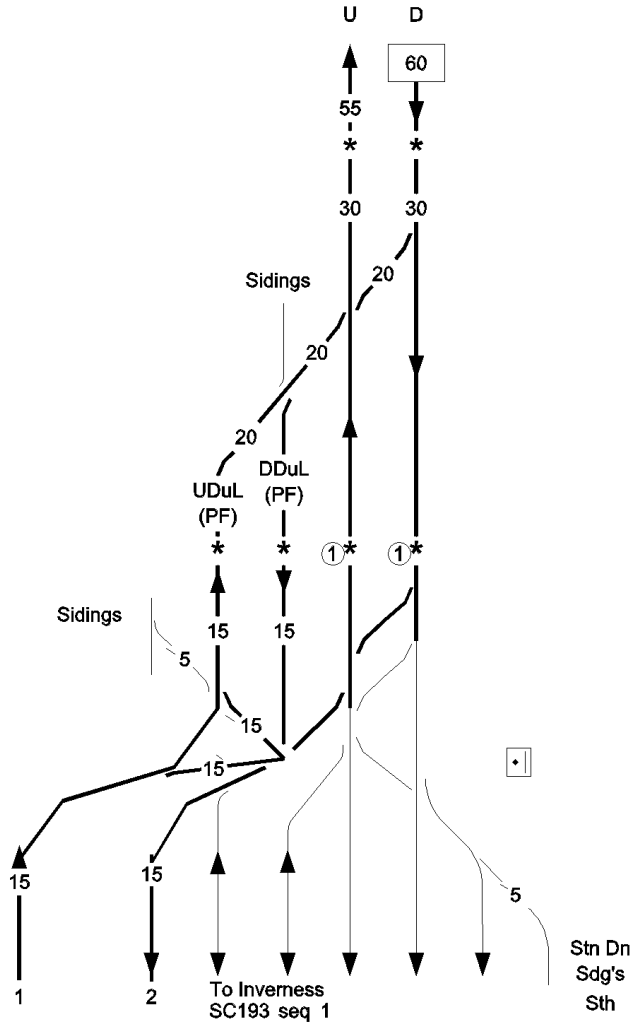
| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | U D | GSM-R |
| | | | 100 | TCB Auchterarder SB (AR) |
| | | | 100 | |
| Forteviot LC (AHBC-X) | 144 | 44 | X50 X50 | |
| Forteviot Farm LC (UWC) | 145 | 13 | T | |
| Broombarns LC (UWC) | 146 | 31 | T | |
| | | | 100 100 | |
| Forgandenny Ford LC (UWC) | 147 | 39 | T | |
| | 147 | 40 * | * * | |
| Kirkton of Mailer No2 LC (UWC) | 148 | 66 | T | |
| | | | 75 75 | |
| | | | 75 | |
| | | | U D | |

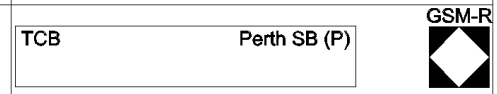
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 015 | Greenhill Upper Jn to Dundee | SCM4 | Scotland | 06/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Hilton Jn SB | 149 17 * |   | GSM-R<br>TCB Auchterarder SB (AR)<br>1 The trailing crossover must only be used in accordance with instructions issued locally<br>AB Hilton Jn SB (HJ) |
| Moncrieffe Tunnel 1210 Yards | 149 29 to 150 04 | | |

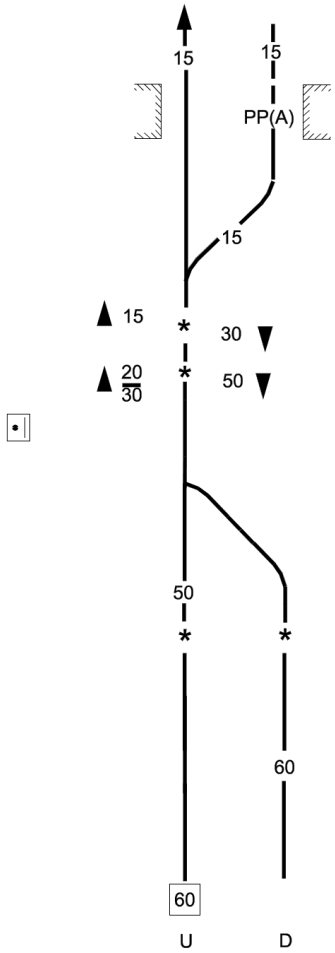
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 016 | Greenhill Upper Jn to Dundee | SCM4 SCM5 HGL1 | Scotland | 06/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Down main signal P29 | 150 50 * | | |
| Perth South Jn (Change of ELR SCM4 to SCM5) | 150 61<br>150 61 | | |
| Down Fast signal P61 and up Fast signal P64 and Down Dundee loop signal P65 | 151 00 * | | UDuL = Up Dundee loop<br>DDuL = Down Dundee loop<br>(1) 15mph over all lines and connections between 151m 00y and 151m 52ch (Inverness lines) |
| | 151 03<br>21 01 | | |
| Perth Central Jn & SB | 151 05 (2) | | (2) Inverness lines mileage<br>ELR - SCM5 from 150m 61ch to Dundee Loop lines<br>HGL1 from 150m 61ch to Main lines |



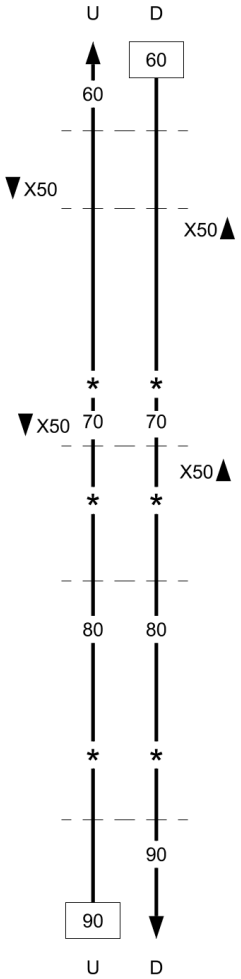



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 017 | Greenhill Upper Jn to Dundee | SCM5 | Scotland | 25/04/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Perth | 20 64 |   | TCB Perth SB (P) GSM-R |
| | 20 48 * | | |
| | 19 78 * | | On platform lines, PP(A) only for booked movements or during periods of significant service disruption |
| Barnhill Signal Box | | | |
| | 19 52 * | | TCB (SC) Perth SB (SC)<br>TCB (SC) Barnhill SB (SC)<br><br>AB Barnhill SB (SC) |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 018 | Greenhill Upper Jn to Dundee | SCM5 | Scotland | 31/07/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | AB Barnhill SB (BH) GSM-R |
| Walnut Grove LC (UWC) | 18 51 | T | |
| Pye Road LC (R/G-X) | 18 09 | T | |
| | 17 40 | T | |
| | 17 20 * | | |
| Seggieden West (R/G-X) | 16 77 | T | |
| | 16 10 * | | |
| Tofthill LC (UWC) | 15 74 | T | |
| | 14 76 * | | |
| Pitcoag LC (UWC) | 14 21 | | |



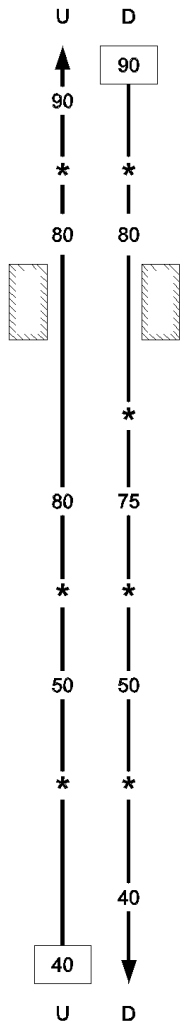
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 019 | Greenhill Upper Jn to Dundee | SCM5 | Scotland | 09/03/2020 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | U D<br>90 90 | AB Barnhill SB (BH) GSM-R |
| Murie LC (AHBC-X) | 12 | 35 | X50 X50 | |
| Inchoonans LC (AHBC-X) | 11 | 55 | X50 X50<br>90 90 | |
| Errol SB & LC (MCB) | 10 | 45 | 15 | Errol SB (ER) |
| Grange LC (AHBC-X) | 9 | 17 | X40 X40<br>90<br>90<br>U D | |

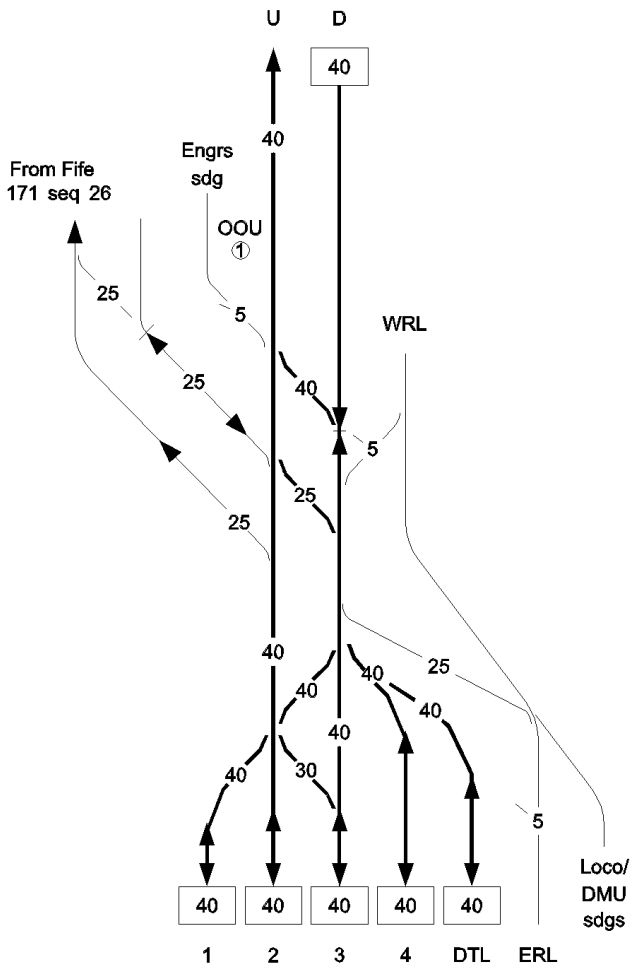
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 020 | Greenhill Upper Jn to Dundee | SCM5 | Scotland | 29/07/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>90 90 | AB Errol SB (ER)<br>GSM-R |
| Inchture LC (AHBC-X) | 8 11 | X50 X50 | |
| Kingston LC (R/G-X) | 7 21 | T X50 X50 | |
| Templehall LC (AHBC-X) | 6 02 | X40 X40 | |
| Longforgan SB & LC (MCB) | 5 55 | | TCB Longforgan SB (LF)<br>Dundee SC (D) |
| Pilmore West LC | 5 10 | T<br>90 90<br>U D | |

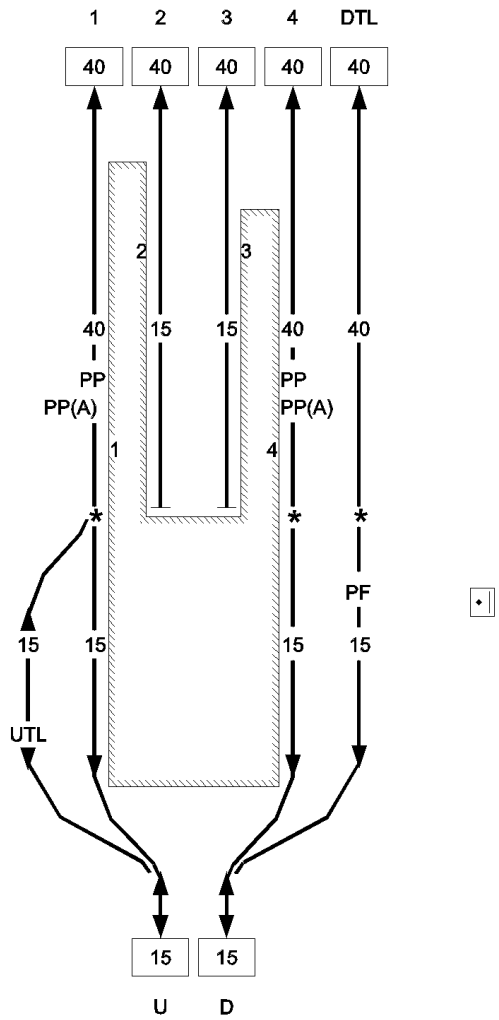
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 021 | Greenhill Upper Jn to Dundee | SCM5 | Scotland | 06/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **INVERGOWRIE** | 4 78 *<br>3 50<br>2 31 *<br>1 39 *<br>0 45 * |  | TCB Dundee SC (D)<br>GSM-R |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 022 | Greenhill Upper Jn to Dundee | ECN2 | Scotland | 06/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Dundee Central Jn | 0 36<br>58 69 |  | TCB Dundee SC (D)<br>GSM-R<br><br>① Temporarily taken out of use<br><br>WRL = West Reception Line<br><br>DTL = Down Through line<br><br>ERL = East Reception line |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC119 | 023 | Greenhill Upper Jn to Dundee | ECN2 | Scotland | 06/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **DUNDEE** | 59 14 |  | TCB Dundee SC (D) GSM-R<br><br>DTL = Down Through line<br><br>Platforms 2 & 3 - PP<br><br>On platform lines 1 and 4 in both directions, PP only during periods of significant service disruption ; PP(A) only for booked movements or during periods of significant service disruption<br><br>UTL = Up Through line |
| | 59 15 * | | |
| Dundee SC | 59 17 | | |

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# LOCAL INSTRUCTIONS
## Table of Contents

| | Page |
|---|---|
| **SC119- GREENHILL UPPER JN TO DUNDEE** | |
| LARBERT | 33 |
| STIRLING NORTH SB TO DUNBLANE | 33 |
| STIRLING | 33 |
| DUNBLANE | 33 |
| AUCHTERARDER SB TO HILTON JN SB | 34 |
| HILTON JN SB TO PERTH | 35 |
| DUNDEE | 36 |
| ENTIRE LINE OF ROUTE | 36 |

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# SC119 - GREENHILL UPPER JN TO DUNDEE

## LARBERT

**Larbert station -** A telephone giving communication with Cumbernauld Workstation (Edinburgh IECC) is provided on the Down platform, adjacent to the platform entrance, to facilitate train working.

**Dated: 27/10/19**

# SC119 - GREENHILL UPPER JN TO DUNDEE

## Stirling North SB To DUNBLANE

**Kippenross Tunnel -** A high tension electric power cable passes through this tunnel on the Down side about five feet above ground level.

**Dated: 27/10/19**

# SC119 - GREENHILL UPPER JN TO DUNDEE

## STIRLING

**Shunting movements reversing on Up Main Line** - There is no position of safety for drivers of trains changing ends at signal SM61 on the Up Main Line. Except in an emergency, shunting movements reversing at this signal must only be made up of vehicles or multiple units with direct access between either driving cab.

If it is necessary in an emergency to reverse a train which does not have direct access between the driving cabs at signal SM61, the driver must arrange with the signaller at Stirling Middle for the passage of trains on the adjacent line to be stopped before alighting, as shown in Rule Book Module TW1 section 46.

**Dated: 17/11/18**

# SC119 - GREENHILL UPPER JN TO DUNDEE

## DUNBLANE

**CE's siding -** This siding must only be used by engineers' 'on track' machines.

The derailer provided at the exit from the siding is operated by the signaller and before a movement from the siding commences, the person in charge of the movement must ascertain that the derailer has been removed.

**Dated: 27/10/19**

# SC119 - GREENHILL UPPER JN TO DUNDEE

## Auchterarder SB To Hilton Jn SB

In connection with the restriction imposed by the Zone Structures Engineer in association with Underbridge No 88, (Earn Viaduct between 147 miles 1220 yards and 147 miles 1420 yards), the following arrangements must be observed :-

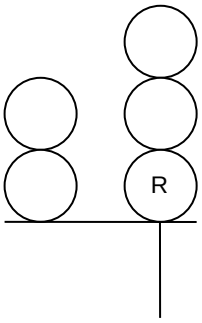
1. Where the Engineer takes possession of this portion of route and an Engineer's train requires to work within the possession, a double line possession must be taken.

**Dated: 03/12/11**

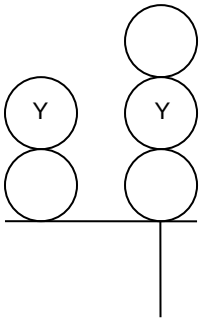
# SC119 - GREENHILL UPPER JN TO DUNDEE

## Hilton Jn SB To PERTH

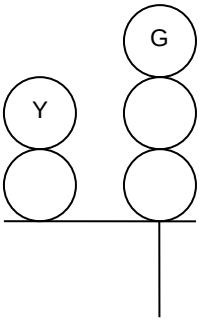
Perth Up main colour light section signal, plated P6, is combined with Hilton Jn Up main splitting distant signal. Drivers must understand the meaning of the aspects associated with this signal as follows (the Rule Book, Handbook RS/521, Section 2 is modified accordingly):-



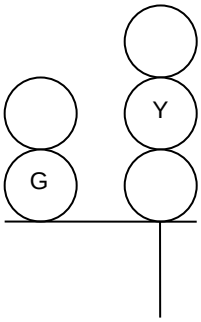

Stop




Be prepared to stop at Hilton Jn Up home signals




All associated stop signals worked from Hilton Jn box are clear with the facing junction points set for the main (Stirling) line




All associated stop signals worked from Hilton Jn box are clear with the facing junction points set for the branch (Ladybank) line

(The yellow and green aspects of the above signal are repeated by a ground mounted signal within Moncrieffe tunnel.)

**Dated: 07/12/13**

# SC119 - GREENHILL UPPER JN TO DUNDEE

## DUNDEE

**Dundee station** - Authority is given to propel empty DMU trains from the Down through or Down platform lines at the East end of the station to the Down main line for shunting movements which come to a stand on the Camperdown side of signal D758 before proceeding to the Down through or Down platform lines, and from the Up through or Up platform lines to the Up main for shunting movements which come to a stand on the Camperdown side of signal D762 before proceeding to the Up through or Up platform lines.

**East reception line** - The stabling of vehicles in the headshunt of the East reception line beyond the connection with the loco release line is prohibited. Vehicles capable of movement under their own power must not be left unattended in the headshunt.

**Diesel Multiple Units** - Coupling and uncoupling operations involving diesel multiple units in platforms 2 and 3 is authorised as follows:

Permission is given to detach from a single class 15x unit or between two class 170 units in platforms 2 and 3 at Dundee, provided this takes place between the two units nearest the buffer stops only.

Coupling is permitted between two class 15x units or a class 15x unit and a class 170 unit, provided this takes place at the buffer stop end. Coupling of two class 170 units is not permitted in platforms 2 and 3.

**Dated: 04/11/13**

# SC119 - GREENHILL UPPER JN TO DUNDEE

## Entire Line Of Route

**Protection of staff by lockout -** Lockouts are provided throughout this area as follows:

| Lockout No. | Location | Lockout Cabinet | Telephone | Protects area |
|---|---|---|---|---|
| 952 | Bellsdyke Junction | Adjacent to points | At Cabinet | Junction area (Up and Down Perth Lines) over 7232 points |
| 950 | Larbert North Junction | Adjacent to points | At Cabinet | Junction area (Up and Down Perth, Larbert Loop and Up Siding) over 7226, 7227 and 7231 points |
| 935 | Carmuirs West Junction | Adjacent to points | At Cabinet | Junction area (Up and Down Perth) over 7213, 7214 and 7215 points |
| 945 | Larbert Junction | Adjacent to points | At Cabinet | Junction area (Up and Down Perth) over 7218, 7219 and 7220 points |

**Dated: 27/12/17**

## GREENHILL UPPER JN AND GREENHILL LOWER JN

| | | | |
|---|---|---|---|
| 804 | 804(1) at 0m 1081yds adjacent to Down Greenhill Branch | Inside Cabinet | Down Perth, Up Perth, Down Greenhill Branch and Up Greenhill Branch over 154, 155, 156 and 153 points |
| | 804(2) at 106m 1102yds adjacent to Down Perth | Inside Cabinet | |

Lockouts are the key enabled type for which keys can be obtained from Larbert Maintenance Delivery Unit

**Dated: 06/07/24**

# LIST OF MODULE PAGES AND DATES

| Page | Date Last Changed |
|---|---|
| **1** | **07 September 2024** |
| **2** | **07 September 2024** |
| 3 | 03 October 2009 |
| 4 | 03 October 2009 |
| 5 | 05 December 2009 |
| 6 | 05 December 2009 |
| 7 | 05 December 2009 |
| 8 | 05 December 2009 |
| 9 | 03 October 2009 |
| 10 | 03 October 2009 |
| 11 | 04 June 2016 |
| 12 | 04 June 2016 |
| 13 | 04 June 2016 |
| 14 | 04 June 2016 |
| 15 | 04 June 2016 |
| 16 | 04 June 2016 |
| 17 | 04 June 2016 |
| 18 | 04 June 2016 |
| 19 | 04 June 2016 |
| 20 | 04 June 2016 |
| 21 | 04 June 2016 |
| 22 | 04 June 2016 |
| 23 | 04 June 2022 |
| 24 | 04 June 2022 |

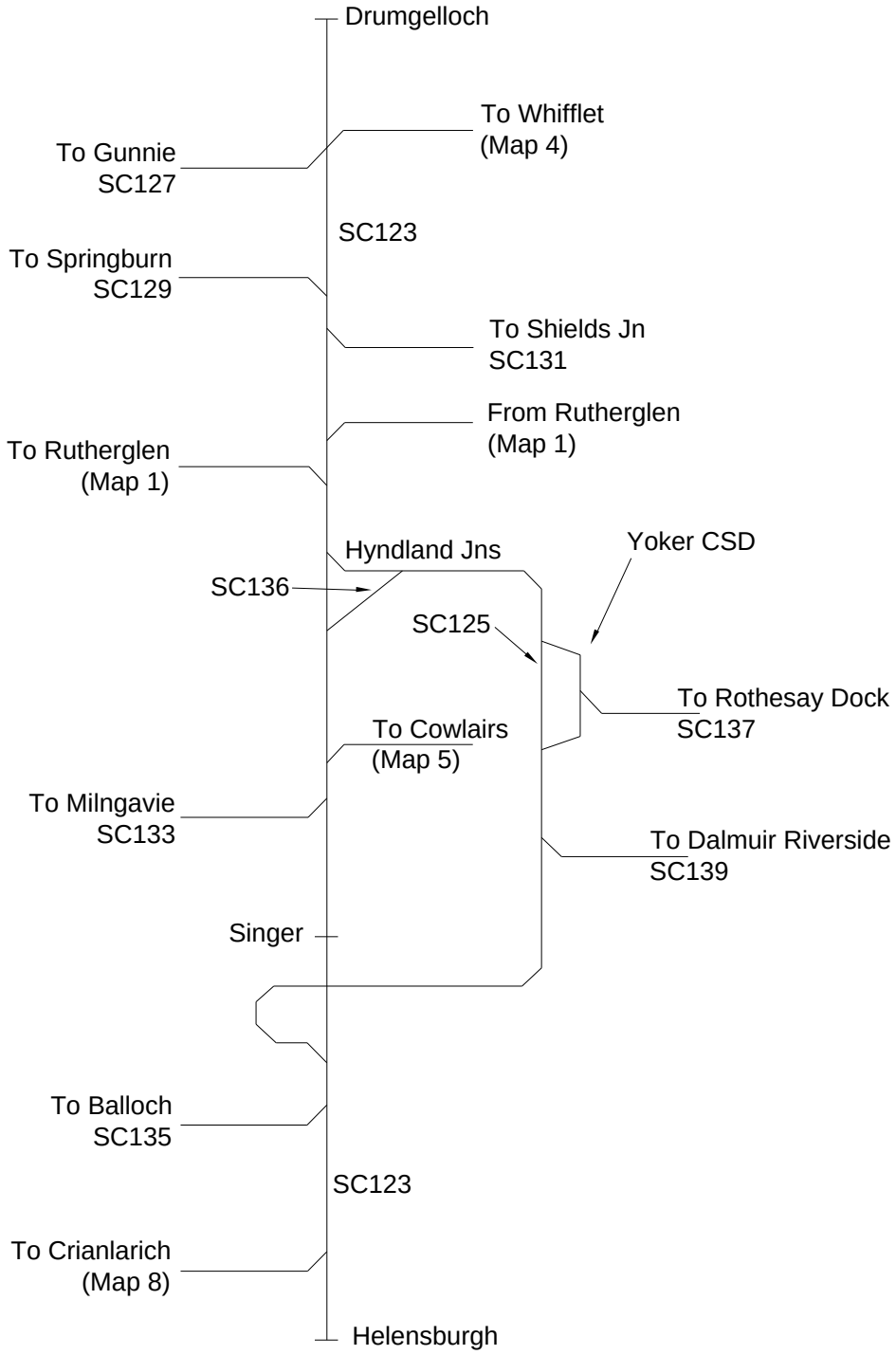
| Page | Date Last Changed |
|---|---|
| 25 | 01 December 2018 |
| 26 | 01 December 2018 |
| 27 | 02 March 2024 |
| 28 | 02 March 2024 |
| 28A | 04 June 2016 |
| 28B | 04 June 2016 |
| 29 | 04 June 2016 |
| 30 | 04 June 2016 |
| 31 | 04 June 2016 |
| 32 | 04 June 2016 |
| 33 | 04 June 2016 |
| 34 | 04 June 2016 |
| 35 | 27 February 2021 |
| 36 | 27 February 2021 |
| 37 | 04 June 2016 |
| 38 | 04 June 2016 |
| 39 | 04 June 2016 |
| 40 | 04 June 2016 |
| 41 | 05 March 2016 |
| 42 | 05 March 2016 |
| 43 | 07 December 2013 |
| 44 | 07 December 2013 |
| 45 | 04 June 2011 |
| 46 | 04 June 2011 |

# TABLE OF CONTENTS

| | Page |
|---|---|
| Maps | 3 |
| Exceptionally Poor Rail Adhesion | 5 |
| Table A Diagrams | 9 |
| Local Instructions | 41 |

# MAPS

## MAP 7: DRUMGELLOCH TO HELENSBURGH (VIA SINGER)



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# EXCEPTIONALLY POOR RAIL ADHESION
## Table of Contents

**There are no Exceptionally Poor Rail Adhesion sites listed in this Module**

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# TABLE A DIAGRAM
## Table of Contents

| | Page |
|---|---|
| SC123- DRUMGELLOCH TO HELENSBURGH (VIA SINGER) | 11 |
| SC125- HYNDLAND EAST JN TO DALMUIR (VIA YOKER) | 28B |
| SC127- SUNNYSIDE JN TO GUNNIE (GOODS LINE) (OOU) | 32 |
| SC129- SPRINGBURN TO BELLGROVE JN | 33 |
| SC131- HIGH STREET JN TO SHIELDS JN | 35 |
| SC133- WESTERTON JN TO MILNGAVIE | 36 |
| SC135- DALREOCH JN TO BALLOCH | 37 |
| SC136- HYNDLAND NORTH JN TO HYNDLAND WEST JN | 38 |
| SC137- YOKER CSD TO ROTHESAY DOCK (GOODS LINE) | 39 |
| SC139- CLYDEBANK JN TO DALMUIR RIVERSIDE (GOODS LINE) (OOU) | 40 |

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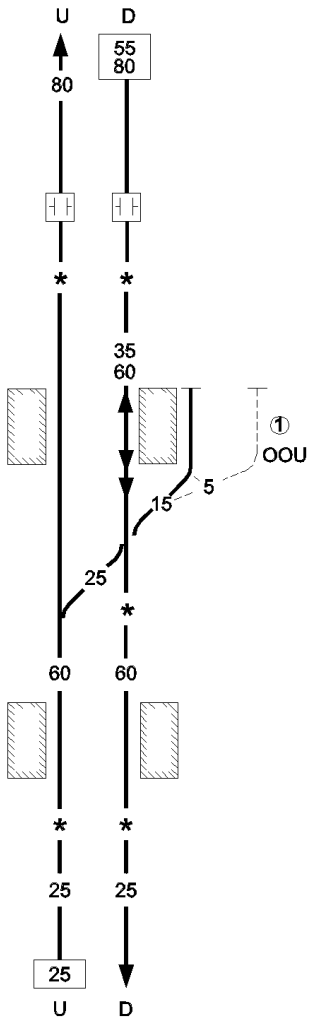
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 001 | Bathgate to Helensburgh (Via Singer) | NBE NEM1 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | To SC111 seq 2<br>U D<br>60 | TCB Edinburgh SC (EN)<br>AC: Cathcart ECR<br>GSM-R |
| **BATHGATE** | 25 18 | PP(A) | PP(A) attaching, detaching for timetabled movements and duuing periods of significant service disruption |
| | 25 15 * | * | |
| (Change of ELR NBE to NEM1) | 25 00 | 35<br>50 50 | |
| | 24 63 * | * * | |
| | | 60 60 | |
| | 24 40 * | * * | |
| | | 80 80 | |
| OHNS | 23 47 | | |
| | 23 18 * | * * | |
| | | 75 75 | |
| **ARMADALE** | 22 55 | | |
| | | 75<br>U D | |

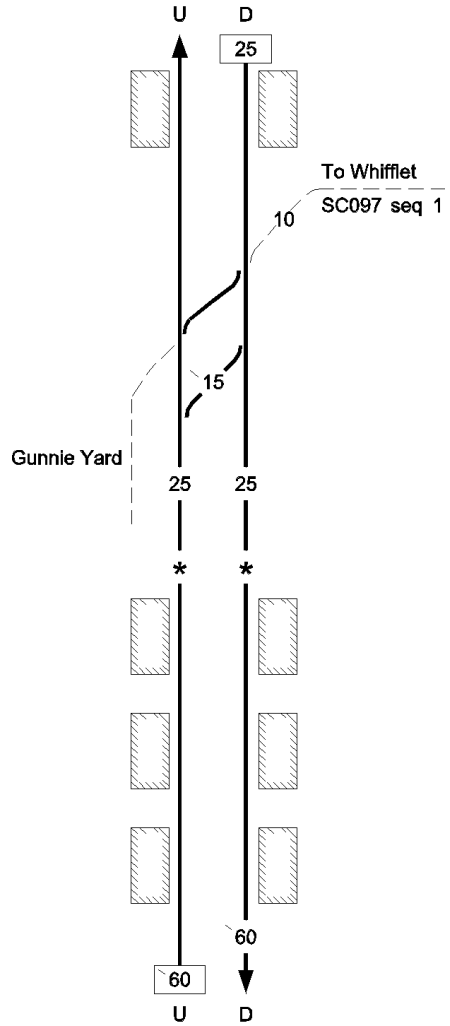
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 002 | Bathgate to Helensburgh (Via Singer) | NEM1 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>75 | TCB Edinburgh SC (EN)<br>AC: Cathcart ECR<br>GSM-R |
| | | 75 | |
| | 21 48 * | * | |
| | 21 45 * | * | |
| | | 80 80 | |
| **BLACKRIDGE** | 20 29 | | |
| | 19 53 * | * * | |
| Holmes Summit | 16 60 | 85 85 | |
| | 15 28 * | * * | |
| | | 80 80 | |
| **CALDERCRUIX** | 14 60 | | |
| | 13 54 | 25 | |
| | 12 62 * | * | |
| | | 55<br>80 | |
| **DRUMGELLOCH** | 11 70 | | |
| | | 80<br>U D | |

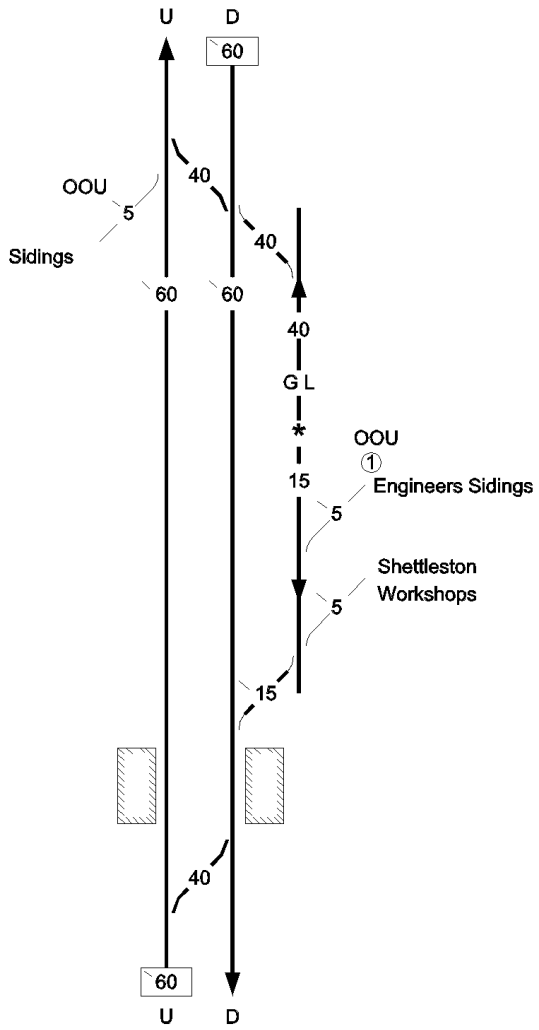
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 003 | Bathgate to Helensburgh (Via Singer) | NEM1 NEM2 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Yoker SC (YS) AC: Cathcart ECR GSM-R |
| (Change of ELR NEM1 to NEM2) | 11 60 | | |
| OHNS | 11 56 | | |
| | 10 46 * | | |
| **AIRDRIE** | 10 38 | | Platform 1 - PP<br>① Temporarily taken out of use |
| | 10 26 * | | |
| **COATDYKE** | 9 50 | | |
| | 8 65 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 004 | Bathgate to Helensburgh (Via Singer) | NEM2 GNE | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **COATBRIDGE SUNNYSIDE** | 8 51 |   | GSM-R TCB Yoker SC (YS) AC: Cathcart ECR |
| Sunnyside Jn | 8 43 | | |
| Gunnie Yard<br>Change of ELR to GNE | | | |
| | 8 25 * | | |
| **BLAIRHILL** | 7 75 | | |
| **EASTERHOUSE** | 5 30 | | |
| **GARROWHILL** | 4 30 | | |

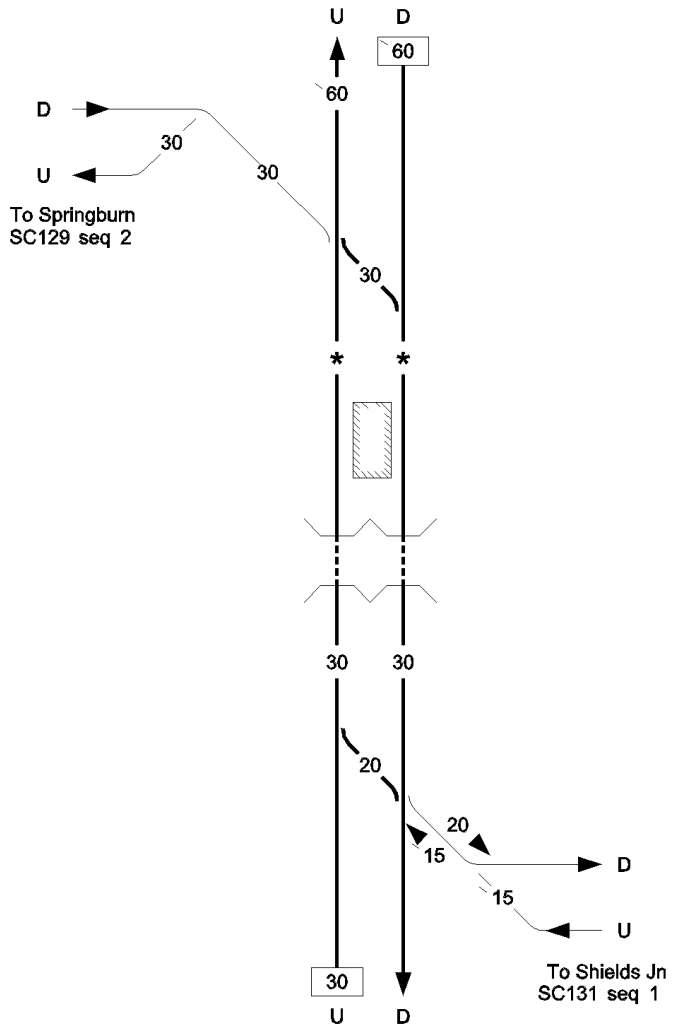
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 005 | Bathgate to Helensburgh (Via Singer) | NEM2 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Yoker SC (YS) AC: Cathcart ECR<br>GSM-R<br>GL 2030f (620m) (96 SLU's)<br>① Temporarily taken out of use |
| | 3 35 * | | |
| **SHETTLESTON** | 3 17 | | |

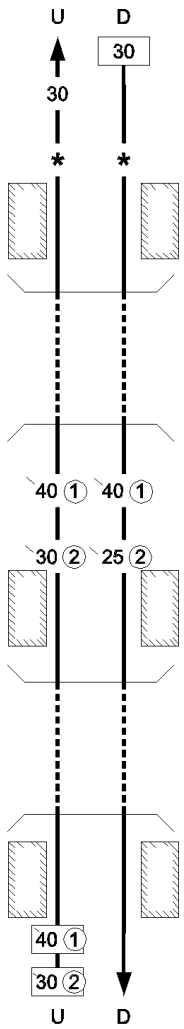
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 006 | Bathgate to Helensburgh (Via Singer) | NEM2 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>60 | TCB Yoker SC (YS)<br>AC: Cathcart ECR<br>GSM-R |
| | | 60 60 | |
| **CARNTYNE** | 2 36 | | |
| OHNS | 1 63 | | |
| | 1 40 * | * * | |
| | | 50 50 | |
| | 1 20 * | * * | |
| | | 60 | |
| | | 60<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 007 | Bathgate to Helensburgh (Via Singer) | NEM2 | Scotland | 20/02/2016 |

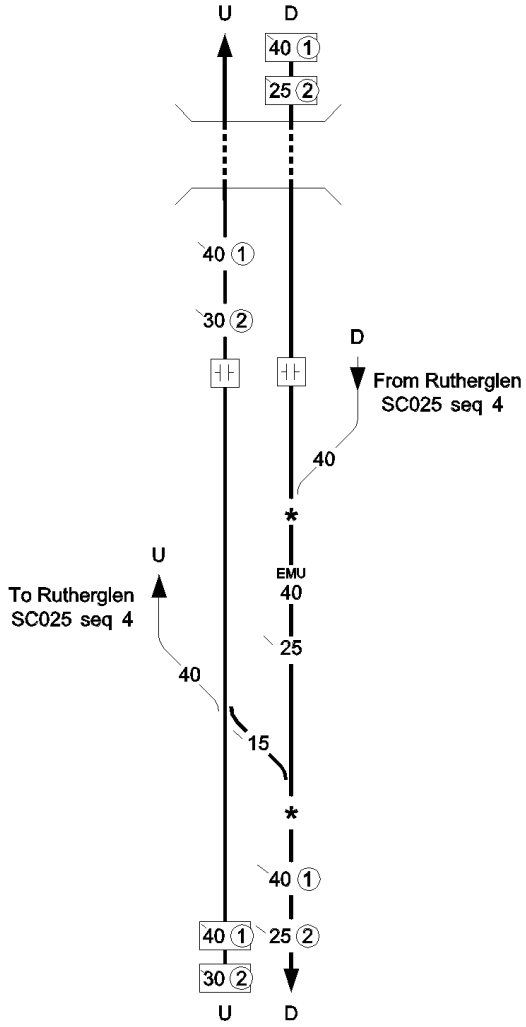
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Bellgrove Jn | 0 69 |   | TCB Yoker SC (YS & YF) AC: Cathcart ECR<br>GSM-R |
| | 0 60 * | | Additional AWS equipment at Bellgrove (Up). See General Instructions "Automatic Warning System" |
| **BELLGROVE** | 0 55 | | SPAD indicator at Bellgrove (Up). See General Instructions "Rule Book Module S1, Section 4.5 - Spad Indicators" |
| Bellgrove Tunnel 200 yards | 0 49 to 0 40 | | |
| High St Jn | 0 28 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 008 | Bathgate to Helensburgh (Via Singer) | NEM2 NEM3 | Scotland | 20/02/2016 |

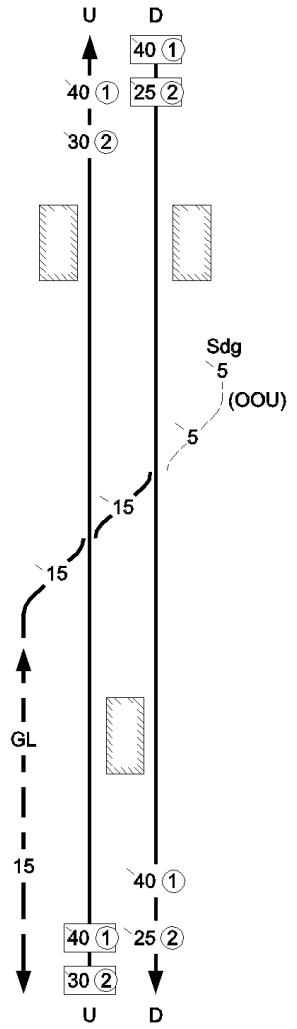
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Yoker SC (YF) AC: Cathcart ECR<br>GSM-R<br>① = Applies to Class 1 to 6 trains<br>② = Applies to Class 7 to 0 trains |
| | 0 19 * | | |
| **HIGH ST** (Change of ELR NEM2 to NEM3) | 0 05 | | |
| | 0 00 | | |
| | 0 00 | | |
| High St Tunnel 680 yards | 0 00 | | |
| | to | | |
| | 0 31 | | |
| **QUEEN STREET (Low Level)** | 0 40 | | |
| Charing Cross Tunnel 1100 yards | 0 47 | | |
| | to | | |
| | 1 17 | | |
| **CHARING CROSS** | 1 20 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 009 | Bathgate to Helensburgh (Via Singer) | NEM3 | Scotland | 20/02/2016 |

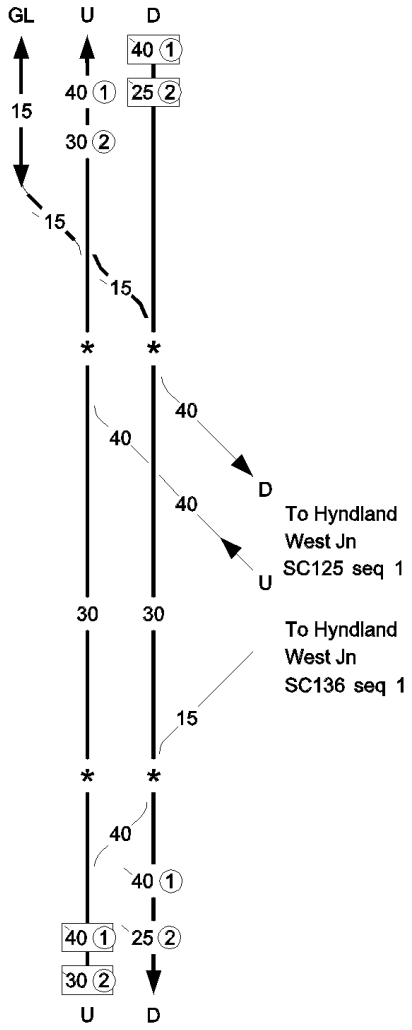
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Finnieston Tunnel 750 yards | 1 27 to 1 61 | | TCB Yoker SC (YF) AC: Cathcart ECR<br>GSM-R<br>① = Applies to Class 1 to 6 trains<br>② = Applies to Class 7 to 0 trains |
| OHNS | 2 16 | | |
| Finnieston East Jn | 2 19 | | |
| | 2 32 * | | |
| Finnieston West Jn | 2 53 | | |
| | 2 60 * | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 010 | Bathgate to Helensburgh (Via Singer) | NEM3 | Scotland | 20/02/2016 |

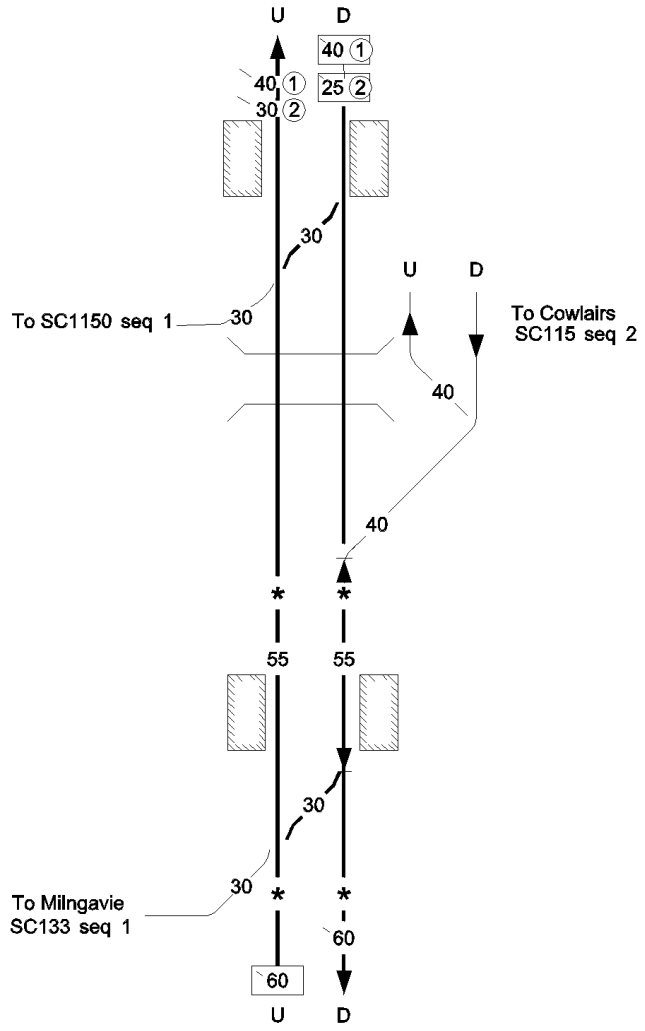
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **PARTICK** | 2 79 |   | TCB Yoker SC (YF & YH) AC: Cathcart ECR<br>GSM-R<br>① = Applies to Class 1 to 6 trains<br>② = Applies to Class 7 to 0 trains |
| **HYNDLAND** | 3 55 | | GL (PF) 1870f (570m) (89 SLU's) |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 011 | Bathgate to Helensburgh (Via Singer) | NEM3 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Hyndland East Jn | 4 02 * |  | TCB Yoker SC (YH) AC: Cathcart ECR<br>GSM-R<br>GL (PF) 1870f (570m) (89 SLU's)<br>① = Applies to Class 1 to 6 trains<br>② = Applies to Class 7 to 0 trains |
| Hyndland North Jn | 4 26 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 012 | Bathgate to Helensburgh (Via Singer) | NEM3 NEM4 NEM5 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Yoker SC (YH) AC: Cathcart ECR<br>GSM-R |
| **ANNIESLAND** | 4 50 | | ① = Applies to Class 1 to 6 trains<br>② = Applies to Class 7 to 0 trains |
| Knightswood South Jn | 4 60 | | |
| (Change of ELR NEM3 to NEM4) | 4 63 | | |
| | 0 00 | | |
| Knightswood Tunnel 270 yards | 0 22 to 0 34 | | |
| (Change of ELR NEM4 to NEM5) | 0 74 | | |
| Knightswood North Jn | 0 74 | | |
| | 5 67 | | |
| | 5 68 * | | |
| **WESTERTON** | 6 10 | | |
| Westerton Jn | 6 19 | | |
| | 6 23 * | | |

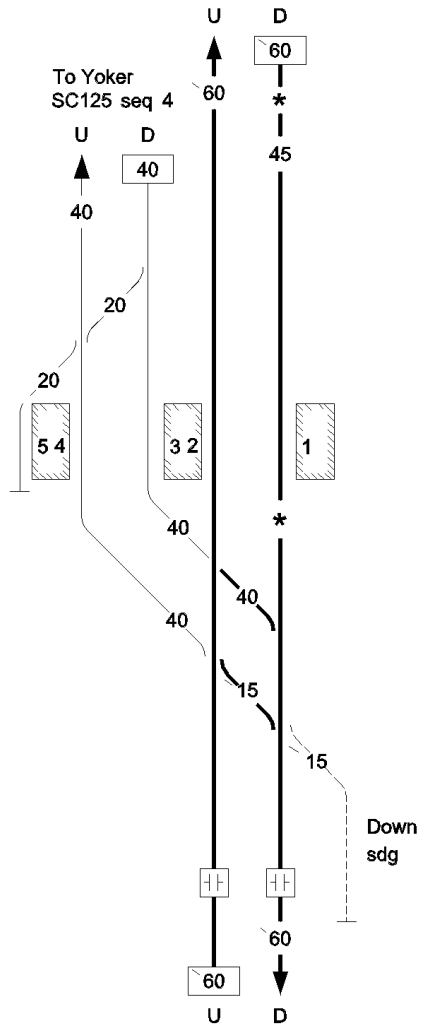


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 013 | Bathgate to Helensburgh (Via Singer) | NEM5 | Scotland | 03/04/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>60<br>60 | TCB Yoker SC (YH & YY)<br>AC: Cathcart ECR<br>GSM-R |
| **DRUMCHAPEL** | 7 20 | | |
| **DRUMRY** | 8 10 | | Platform 2 Out of Use (OOU)<br>until 0525 on 12 June 2022 |
| | 8 75 | | |
| **SINGER** | 9 05 | 60<br>60<br>U D | |

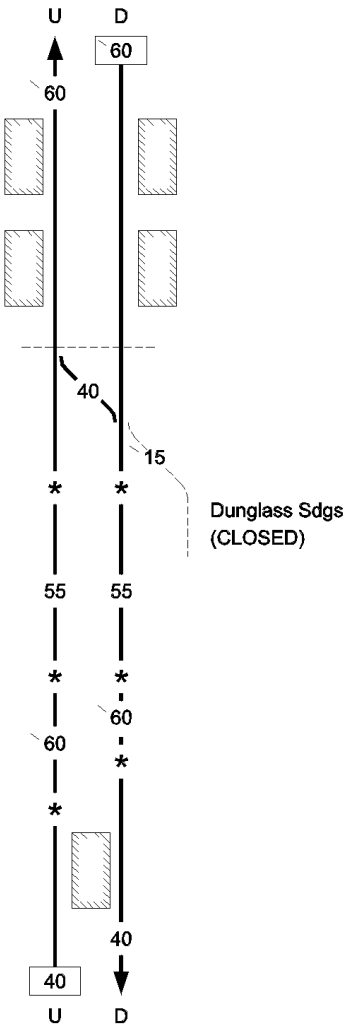
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 014 | Bathgate to Helensburgh (Via Singer) | NEM5 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Yoker SC (YY) AC: Cathcart ECR; GSM-R |
| | 9 24 * | | |
| **DALMUIR** | 9 71 | | Platform 5 - PP |
| | 9 76 * | | |
| Dalmuir Park Jn | 10 01 | | |
| OHNS | 10 13 | | DRS 430f (130m) (20 SLU's) |

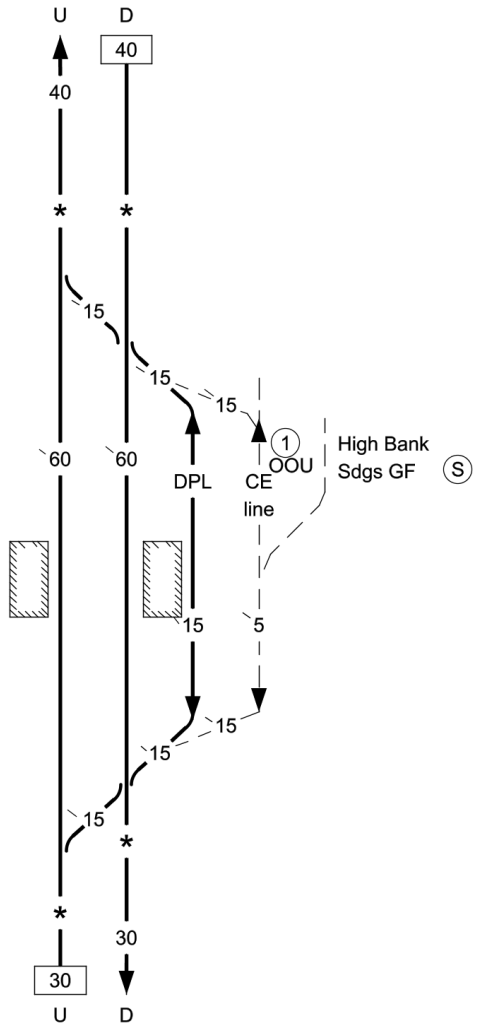


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 015 | Bathgate to Helensburgh (Via Singer) | NEM5 NEM6 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Yoker SC (YY & YD) AC: Cathcart ECR; GSM-R |
| **KILPATRICK** | 11 17 | | |
| **BOWLING** | 12 70 | | |
| Bowling LC (CCTV) | 12 78 | | |
| | 13 30 * | | |
| (Change of ELR NEM5 to NEM6) | 13 40 | | |
| | 113 46 | | |
| | 114 16 * | | |
| | 115 32 * | | |
| | 115 48 * | | |
| **DUMBARTON EAST** | 115 59 | | |

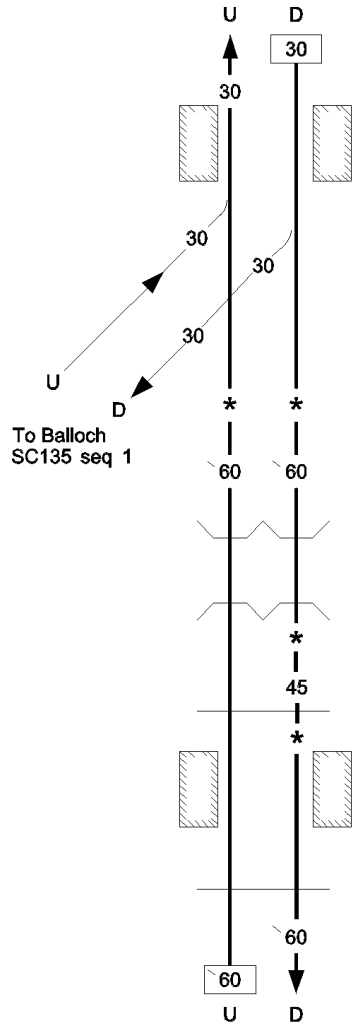


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 016 | Bathgate to Helensburgh (Via Singer) | NEM6 NEM7 | Scotland | 30/09/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| (Change of ELR NEM6 to NEM7) | 116 00<br>15 51 |  | TCB Yorker SC (YD)<br>AC: Cathcart ECR<br>GSM-R |
| | 15 65 * | | |
| **DUMBARTON CENTRAL** | 16 08 | | CE line 340f (103m)<br>(16 SLU's)<br><br>DPL 420f (128m)<br>(20 SLU's)<br>(1) CE line (and associated CE Siding) are temporarily out of use between 15m 61ch (1351yds) and 16m 1ch (0010yds). |
| | 16 10 * | | |
| | 16 20 * | | |

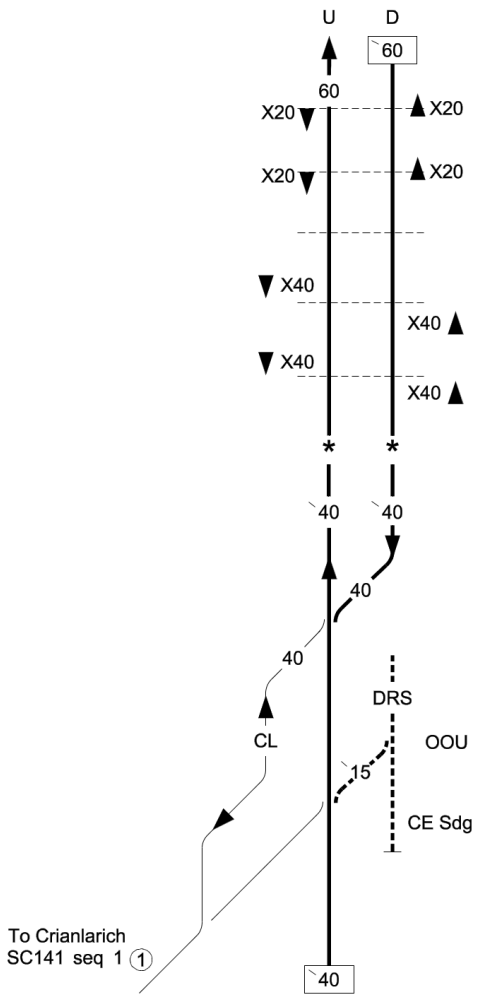
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 017 | Bathgate to Helensburgh (Via Singer) | NEM7 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Yoker SC (YD & YC) AC: Cathcart ECR; GSM-R |
| **DALREOCH** | 16 38 | | |
| Dalreoch Jn | 16 39 | | |
| | 16 55 * | To Balloch SC135 seq 1 | |
| Dalreoch Tunnels 550 yards | 16 59 to 17 04 | | |
| | 19 28 * | | |
| Bainfield Pedestrian LC (UWC) | 19 37<br>19 38 * | | Local Instruction applies to Bainfield Pedestrian LC (UWC) |
| **CARDROSS** | 19 50 | | |
| Cardross LC (CCTV) | 19 57 | | |



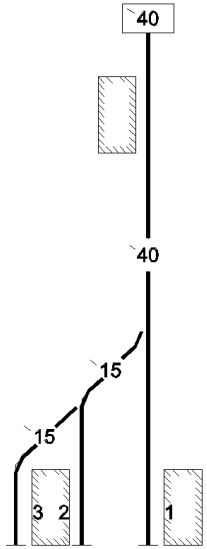
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 018 | Bathgate to Helensburgh (Via Singer) | NEM7 | Scotland | 15/01/2024 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | | TCB Yoker SC (YC) AC: Cathcart ECR; GSM-R |
| Geilston LC MSL-X | 20 | 07 | T | |
| Geilston Farm LC MSL - X | 20 | 29 | T | |
| Brookes Farm LC (UWC) | 20 | 49 | T | |
| Ardmore East LC (AHBC-X) | 21 | 19 | | |
| Moss Road LC (AHBC-X) | 21 | 75 | | |
| | 22 | 52 * | | Additional AWS equipment at Craigendoran Jn (Down line) See General Instructions headed "Automatic Warning System" |
| Craigendoran Jn | 22 | 76 | | DRS 735f (225m) (35 SLU's)<br>CL 905f (275m) (43 SLU's)<br>① Speed from Craigendoran Jn on single line = 40mph for Class 1 to 6 trains 30mph for Class 7 to 0 trains |



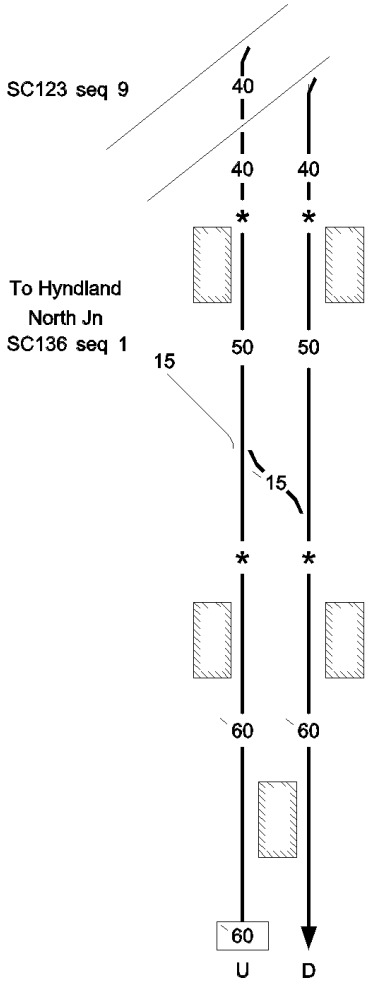
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC123 | 019 | Bathgate to Helensburgh (Via Singer) | NEM7 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB Yoker SC (YC)<br>AC: Cathcart ECR |
| **CRAIGENDORAN** | 23 18 | | |
| **HELENSBURGH CENTRAL** | 24 31 | | Platforms 1-3 - PP |

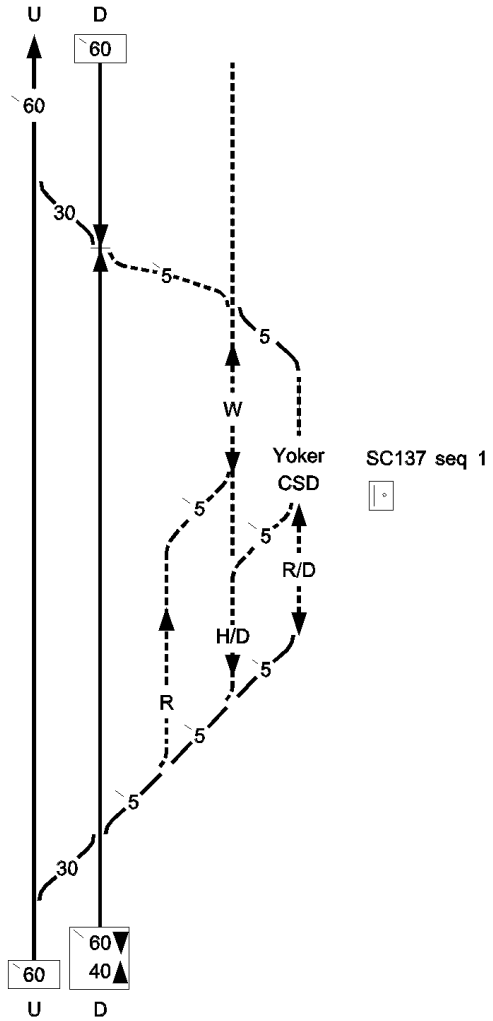


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC125 | 001 | Hyndland East Jn to Dalmuir (Via Yoker) | YKR | Scotland | 20/02/2016 |

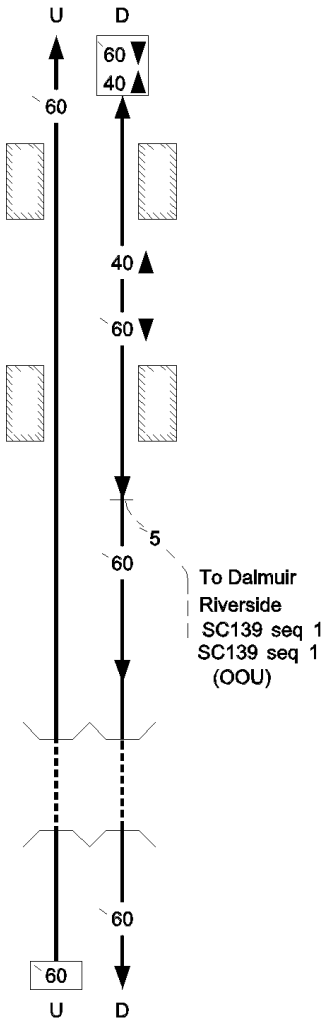
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Hyndland East Jn | 0 00 | SC123 seq 9 | TCB Yoker SC (YH and YY) AC: Cathcart ECR<br>GSM-R |
| | 0 05 * | | |
| **JORDANHILL** | 0 12 | To Hyndland North Jn SC136 seq 1 | Additional AWS equipment at JORDANHILL (Up). See General Instructions "Automatic Warning System" |
| Hyndland West Jn | 0 22 | | |
| | 0 67 * | | |
| **SCOTSTOUNHILL** | 1 20 | | |
| **GARSCADDEN** | 1 58 | | |



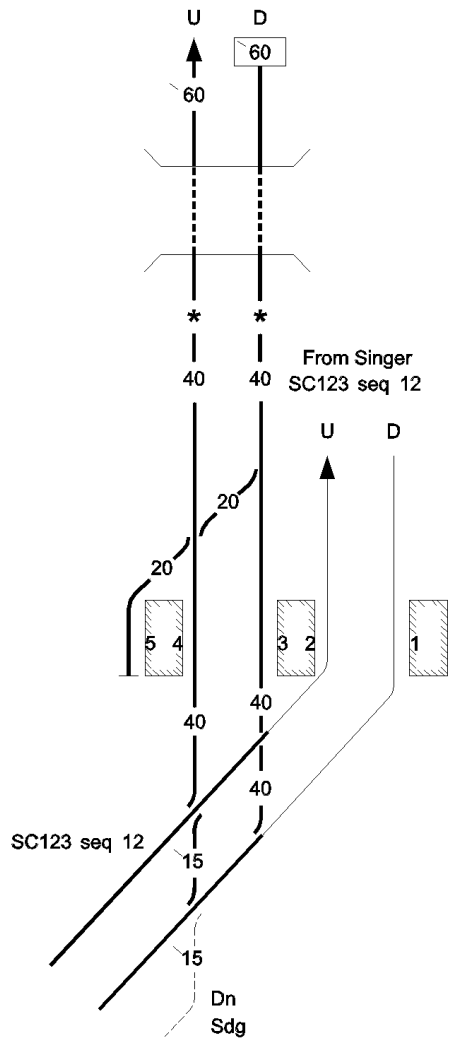
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC125 | 002 | Hyndland East Jn to Dalmuir (Via Yoker) | YKR | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Yoker SC | 2 04 |   | TCB Yoker SC (YY) AC: Cathcart ECR<br>GSM-R<br><br>W = Washer Road<br>Access to Rothesay Dock Line is from Yoker CSD<br><br>R/D = Reception/Departure<br><br>H/D = Headshunt/Departure<br><br>R = Reception |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC125 | 003 | Hyndland East Jn to Dalmuir (Via Yoker) | YKR | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **YOKER** | 2 56 |   | TCB Yoker SC (YY) AC: Cathcart ECR GSM-R |
| **CLYDEBANK** | 3 43 | | |
| Clydebank Jn | 3 60 | | |
| Tunnel 23 110 yards | 4 20 to 4 25 | | |

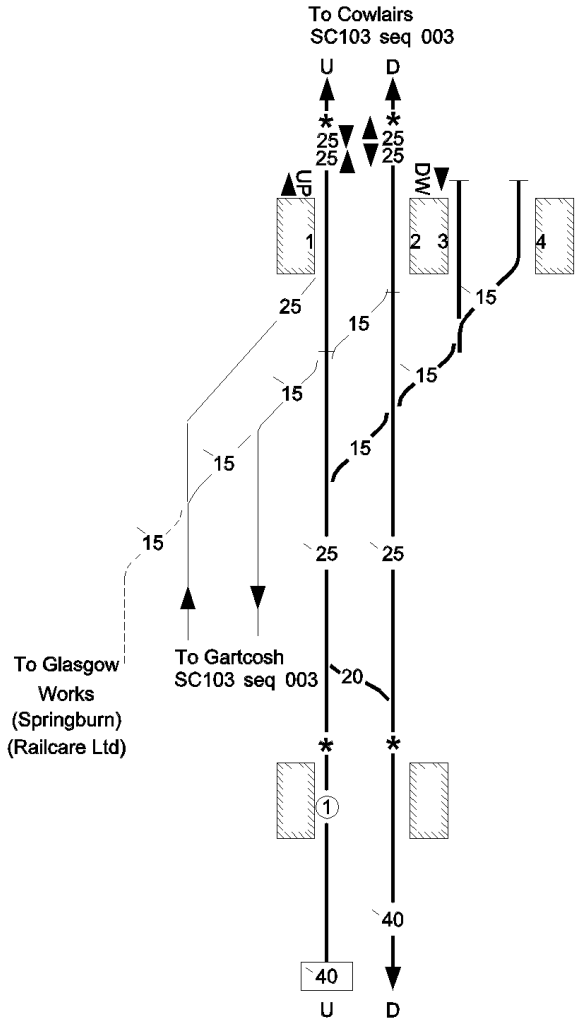
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC125 | 004 | Hyndland East Jn to Dalmuir (Via Yoker) | YKR | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Yoker SC (YY) AC: Cathcart ECR GSM-R |
| Tunnel 25 90 yards | 4 36 to 4 40 | | |
| | 4 49 * | | |
| **DALMUIR** | 4 62 | | Platform 5 - PP |
| Dalmuir Park Jn | 4 73 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC127 | 001 | Sunnyside Jn to Gunnie (Goods Line) (OOU) | GNE | Scotland | 18/10/10 |

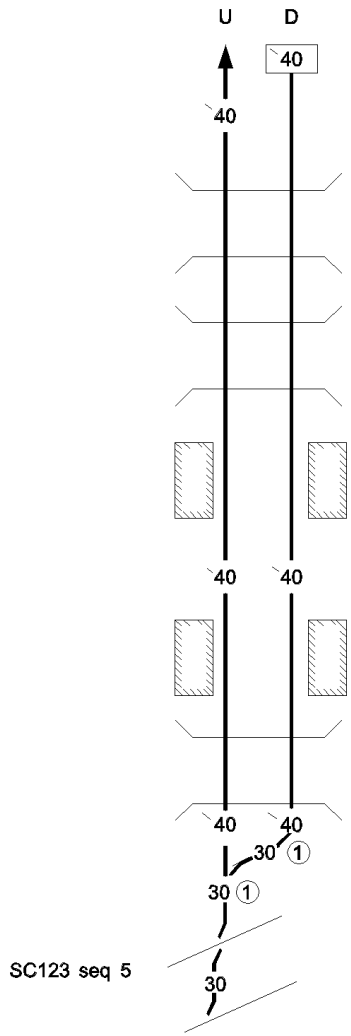
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | THIS TABLE HAS BEEN WITHDRAWN | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC129 | 001 | Springburn to Bellgrove Jn | SGN | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **SPRINGBURN** | 0 42 |   | GSM-R<br>Edinburgh SC (CS)<br>AC: Cathcart ECR<br><br>Platforms 3 & 4 - PP<br>Down (Platform 2): Start of GSM-R area at 0m 51ch<br>Up (Platform 1): End of GSM-R area at 0m 52ch |
| Sighthill East Jn | 0 56 | | |
| **BARNHILL** | 0 73 | | ① = 35 mph through BARNHILL<br>Applies to Freight trains only<br><br>Yoker SC (YS)<br>East Workstation |

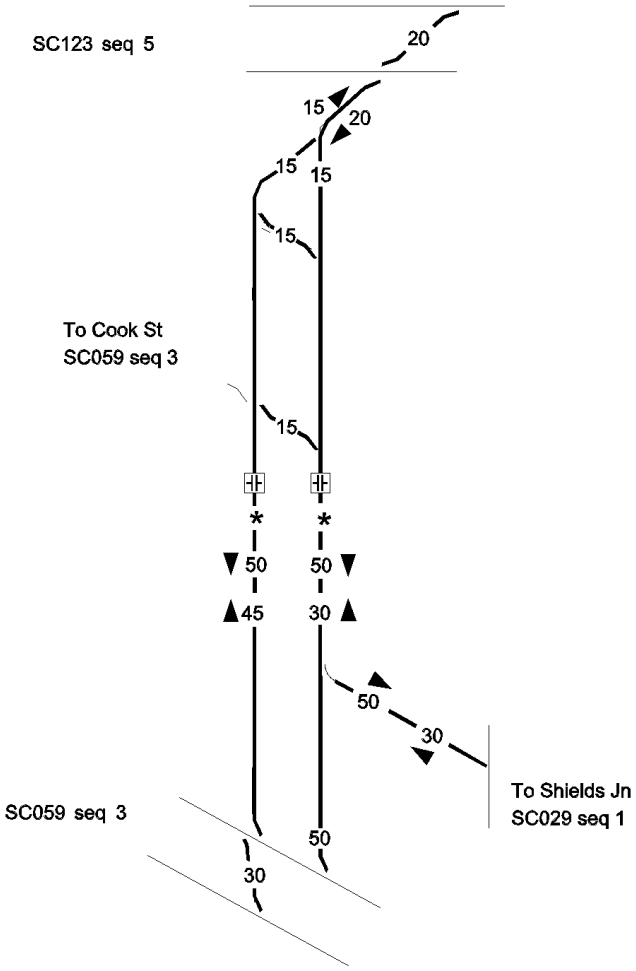
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC129 | 002 | Springburn to Bellgrove Jn | SGN | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Yoker SC (YS) AC: Cathcart ECR<br>GSM-R |
| Barnhill Tunnel<br>130 yards | 1 11<br>to<br>1 17 | | |
| Blochairn Tunnel<br>110 yards | 1 53<br>to<br>1 58 | | |
| **ALEXANDRA PARADE** | 2 06 | | Additional AWS equipment at Duke Street (Down). See General Instructions "Automatic Warning System" |
| **DUKE STREET** | 2 33 | | SPAD indicator at Duke Street (Down). See General Instructions "Rule Book Module S1, Section 4.5 - SPAD Indicators" |
| Duke Street Tunnel<br>220 yards | 2 40<br>to<br>2 50 | | |
| OHNS | 2 52 | | ① = Through jn to / from Springburn lines |
| Bellgrove Jn | 2 58 | | |

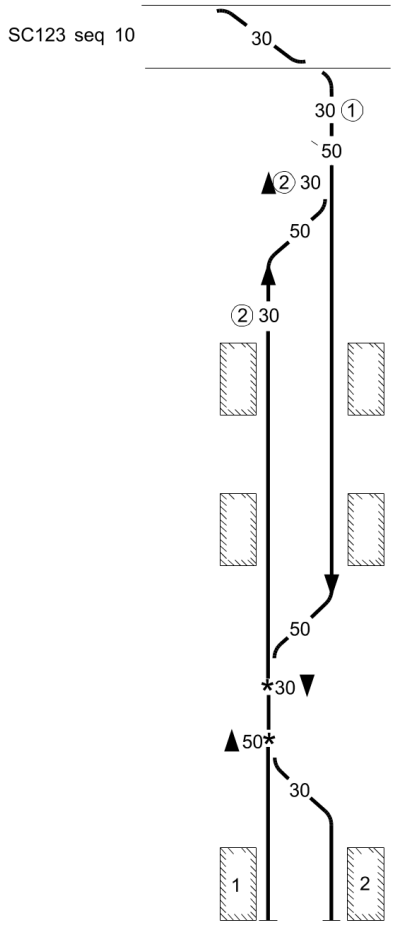


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC131 | 001 | High Street Jn to Shields Jn | HST | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| High Street Jn | 0 04 | | TCB Yoker SC (YF) East Workstation; GSM-R |
| OHNS | 2 16 | | West of Scotland SC (G) Shields Workstation |
| | 2 17 * | | |
| Shields Jn | 2 35 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC133 | 001 | Westerton Jn to Milngavie | MGE | Scotland | 15/11/2020 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Westerton Jn | 6 19 |   | TCB Yoker SC (YH) AC: Cathcart ECR<br>GSM-R<br>① = Through jn |
| **BEARSDEN** | 7 21 | | Additional AWS equipment at Westerton Jn (Up Line) and BEARSDEN (Up line) See General Instructions headed "Automatic Warning System" |
| **HILLFOOT** | 7 66 | | ② = Only applicable to Up direction trains composed of other than multiple unit stock between Bearsden and Westerton Jn |
| | 9 12 | | |
| | 9 16 | | |
| **MILNGAVIE** | 9 35 | | Platforms 1 & 2 - PP |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC135 | 001 | Dalreoch Jn to Balloch | BCH | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | SC123 seq 15 | TCB Yoker SC (YD) AC: Cathcart ECR; GSM-R |
| Dalreoch Jn | 16 39 | 30 30 30 | |
| | 16 50 * | * * 60 35 35 | |
| | 16 69 * | * | OT |
| **RENTON** | 18 11 | 60 | |
| | 19 15 * | * | |
| **ALEXANDRIA** | 19 20 | 45 | |
| | 19 35 * | * 60 | |
| **BALLOCH** | 20 38 | T | |

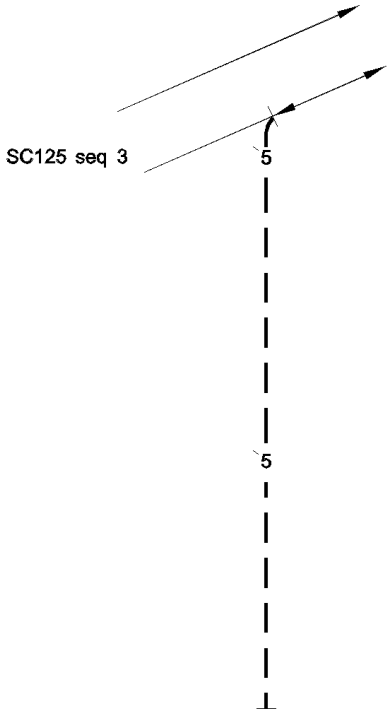
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC136 | 001 | Hyndland North Jn to Hyndland West Jn | HYD | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Yoker SC (YH) AC: Cathcart ECR<br>GSM-R |
| Hyndland North Jn | 0 00 | SC123 seq 9<br>40<br>15<br>15<br>15<br>15 | |
| Hyndland West Jn | 0 16 | SC125 seq 1 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC137 | 001 | Yoker CSD to Rothesay Dock (Goods Line) (OOU) | ZZE7 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | OT(S) GSM-R |
| Yoker CSD | 0 27 | | Train staff custodian is Movements Supervisor at Yoker CSD. |
| | | SC125 seq 2 20 | |
| | | | Keys for perimeter fence gates at Yoker CSD and gates at Rothesay Dock are attached to the Train Staff |
| Green Road LC (Network Rail Boundary) | 0 51 | 10 ▼ ▲ 10 | |
| To Rothesay Dock | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC139 | 001 | Clydebank Jn to Dalmuir Riverside (Goods Line) (OOU) | RVS1 RVS2 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Clydebank Jn | 0 00 |   | Yoker SC (YY)<br><br>YARD WORKING only one train must be allowed on the line at a time. |
| (Change of ELR RVS1 to RVS2) | 0 04<br>109 05 | | |
| Dalmuir Riverside | 109 49 | | |

# LOCAL INSTRUCTIONS
## Table of Contents

| | Page |
|---|---|
| **SC123- BATHGATE TO HELENSBURGH (VIA SINGER)** | |
| AIRDRIE | 42 |
| AIRDRIE | 42 |
| HIGH ST JN TO FINNIESTON EAST JN | 42 |
| QUEEN STREET (LOW LEVEL) TO CHARING CROSS | 42 |
| ANNIESLAND | 42 |
| DALMUIR | 42 |
| DALMUIR | 43 |
| DALREOCH TUNNELS TO CARDROSS | 43 |
| HELENSBURGH CENTRAL | 43 |
| ENTIRE LINE OF ROUTE | 43 |
| **SC125- HYNDLAND EAST JN TO DALMUIR (VIA YOKER)** | |
| GARSCADDEN | 44 |
| YOKER | 44 |
| DALMUIR | 44 |
| **SC129- SPRINGBURN TO BELLGROVE JN** | |
| BARNHILL | 44 |
| ENTIRE LINE OF ROUTE | 45 |
| **SC131- HIGH STREET JN TO SHIELDS JN** | |
| ENTIRE LINE OF ROUTE | 46 |
| **SC133 - WESTERTON JN TO MILNGAVIE** | |
| MILNGAVIE | 46 |

# SC123 - BATHGATE TO HELENSBURGH (VIA SINGER)

**AIRDRIE**

Except in an emergency, no more than 6 vehicles may be permitted to occupy No. 1 platform line.

**Dated: 02/12/06**

# SC123 - BATHGATE TO HELENSBURGH (VIA SINGER)

**AIRDRIE**

Where a Signallers Lineside Blockage is required at Helensburgh Central, Airdrie, Milngavie or Dalmuir and a train or trains are stabled at any of these locations the COSS/IWA/PC must provide Not To Be Moved Boards on the trains as protection.

When the Signallers Lineside Blockage is no longer required the COSS/IWA/PC must remove the Not To Be Moved Boards from the trains.

**Dated: 02/04/11**

# SC123 - BATHGATE TO HELENSBURGH (VIA SINGER)

**High St Jn To Finnieston East Jn**

Owing to condition of track, freight trains, including ballast and engineer's trains, are prohibited on the Down line.

Any easement or exemption to this prohibition must be jointly authorised by the Network Rail Route Asset Manager (Track) and the sponsor of the train movement. This authorisation must be clearly identified on the appropriate movement advice.

**Dated: 03/04/10**

# SC123 – BATHGATE TO HELENSBURGH (VIA SINGER)

**QUEEN STREET (Low Level) To CHARING CROSS**

**Scottish Power Supply** - Should a failure of the electrical power supply occur, the person in charge at the station concerned must immediately inform the Shift Manager at Yoker signalling centre by telephone.

**Tunnel lighting** - In Charing Cross tunnel, lights are provided on the tunnel walls at intervals of 25 yards. In an emergency and during the time it is necessary for staff to be in the tunnel, all lights will be illuminated.

In other than an emergency, the permission of the Shift Manager at Yoker signalling centre must be obtained before the lights are switched on from the switch panel which is located at the Queen Street end of the tunnel.

**Dated: 14/12/10**

# SC123 - BATHGATE TO HELENSBURGH (VIA SINGER)

**ANNIESLAND**

**Protection of Staff by Lockout** – A lockout cabinet is located at the end of No.2 Platform at Anniesland on the approach to YH519 signal. When operated, the lockout will block the Up and Down Singer lines between Anniesland Station and over 311a, 311b and 31 points. A telephone, combined with YH519 SPT, is provided at the lockout devices to contact the signaller.

**Dated: 27/12/15**

# SC123 - BATHGATE TO HELENSBURGH (VIA SINGER)

**DALMUIR**

**Down siding -** All trains must run to the buffer stop when the siding is clear throughout. When the intermediate TRTS plunger is operated prior to the departure of a 3 car EMU from the siding, the train must not draw forward towards the exit signal, YY896, unless that signal is exhibiting a proceed aspect.

Before departing the Down siding, drivers should select area 71 on the cab secure radio and carry out a radio test.

Empty coaching stock movements are permitted to depart the siding when YY896 clears, proceed to YY594 or YY548 and then set up the Cab Secure Radio in the station platform.

Multiple unit trains leaving the siding must be driven from the leading end.

**Dated: 02/12/06**

# SC123 - BATHGATE TO HELENSBURGH (VIA SINGER)

### DALMUIR

Where a Signallers Lineside Blockage is required at Helensburgh Central, Airdrie, Milngavie or Dalmuir and a train or trains are stabled at any of these locations the COSS/IWA/PC must provide Not To Be Moved Boards on the trains as protection.

When the Signallers Lineside Blockage is no longer required the COSS/IWA/PC must remove the Not To Be Moved Boards from the trains.

**Dated: 02/04/11**

# SC123 - BATHGATE TO HELENSBURGH (VIA SINGER)

### Dalreoch Tunnels To CARDROSS

Whistle boards are provided on left of drivers, on each rail approach to **BAINFIELD** pedestrian user worked level crossing (19 miles 820 yards), as follows. :-

**Up line**

The board at the Glasgow end of Cardross Up platform **applies only to trains stopping at Cardross station,**

**and**

the board 350 yards on the Craigendoran side of the crossing **applies only to trains <u>not</u> stopping at Cardross station.**

**Down line**

the board 350 yards on the Dalreoch side of the crossing **applies to all Down direction trains.**

**Dated: 02/12/06**

# SC123 - BATHGATE TO HELENSBURGH (VIA SINGER)

### HELENSBURGH CENTRAL

Where a Signallers Lineside Blockage is required at Helensburgh Central, Airdrie, Milngavie or Dalmuir and a train or trains are stabled at any of these locations the COSS/IWA/PC must provide Not To Be Moved Boards on the trains as protection.

When the Signallers Lineside Blockage is no longer required the COSS/IWA/PC must remove the Not To Be Moved Boards from the trains.

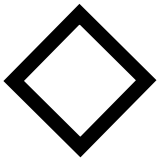
**Dated: 02/04/11**

# SC123 - BATHGATE TO HELENSBURGH (VIA SINGER)

### Entire Line Of Route

Coasting boards are in operation on all North Clyde electric routes from Airdrie to Helensburgh, including branches to Springburn, Milngavie and Balloch.

These boards are for ScotRail drivers only and should be ignored by other Train Operating Companies.



These are plain white reflective boards with a black border, rotated at a 45° angle and indicate when a ScotRail driver can shut off power and coast to the next station stop.

**Dated: 19/09/10**

# SC125 - HYNDLAND EAST JN TO DALMUIR (VIA YOKER)

## GARSCADDEN

**Signal YY867** - Drivers of Up direction trains requiring to proceed to Yoker CSD from signal YY867 are authorised to change ends at Garscadden Up platform.

**Dated: 02/12/06**

# SC125 - HYNDLAND EAST JN TO DALMUIR (VIA YOKER)

## YOKER

Drivers of trains proceeding to the Reception line or the Reception / Departure line must, where such line is clear to the signal / notice board, bring their train to a stand at the signal or notice board and must not, subsequently, set-back except on the authority of the signaller at Yoker signalling centre.

**Washing Plant** - The Washer Road and the washing plant may be used in either direction.

At the approach to the wash unit, and again, at the approach to the rinse unit, an illuminated indication is provided for drivers, displaying either 'WASH', 'NO WASH', 'WAIT' or 'PROCEED'. Drivers must obey the illuminated indications displayed. If there is nothing displayed the driver must stop and obtain instructions from the Yard Movements Supervisor. In normal operation, the driver must proceed on the authority of the 'WASH' indication.

The washing plant works automatically, and the driver must proceed through the system at a speed not exceeding 3 mph. Illuminated speed signs in advance of the wash unit and between the wash unit and the rinse unit will display the exact speed at which the train is travelling.

'NO WASH' operation will normally be selected by the Yard Movements Supervisor from his remote panel. However, there is also a drivers' push button provided at the commencement of the system, (before the first illuminated indication), labelled 'NO WASH'. Operating this button will change the illuminated board display to 'NO WASH' and the system is locked out of use for 5 minutes, and then reverts to normal use. This button must only be operated on the instructions of the Yard Movements Supervisor.

**Dated: 02/12/06**

# SC125 - HYNDLAND EAST JN TO DALMUIR (VIA YOKER)

## DALMUIR

Where a Signallers Lineside Blockage is required at Helensburgh Central, Airdrie, Milngavie or Dalmuir and a train or trains are stabled at any of these locations the COSS/IWA/PC must provide Not To Be Moved Boards on the trains as protection.

When the Signallers Lineside Blockage is no longer required the COSS/IWA/PC must remove the Not To Be Moved Boards from the trains.

**Dated: 02/04/11**

# SC129 - SPRINGBURN TO BELLGROVE JN

## Barnhill Station

### Platform one turnback moves

Up direction signal CS406 on the Down Springburn line at Barnhill station platform one is provided to allow trains to turn back only. Multiple unit formations of 6 vehicles or more are **prohibited** from using this facility.

**Dated: 06/10/13**

# SC129 - SPRINGBURN TO BELLGROVE JN

## Entire Line Of Route

**Dangerous Voltages in Telecommunications Cables under OLE Short Circuit Conditions**

**Procedure to be adopted by telecommunications installation / maintenance staff for taking isolations**

[Note - the term “Shift Engineer” in this instruction refers to the person who initially arranges for the isolation].

Voltages exceeding the safety limit can be induced into telecommunications circuits under OLE short circuit conditions on the Springburn to Bellgrove line and the following procedure must be adopted for working on any telecommunications circuit which passes over this line:-

1. Planned items must be raised via the possessions planning meeting in order that they may be included in the Operations Manager, Power Systems, Plant and Electrification’s Isolation Arrangement Forms. The procedure to be adopted by the telecommunications installation / maintenance staff on site will be as detailed from clause (4) onward. An example of an item which might be dealt with by this procedure would be installation of a new telephone circuit requiring the running of cables and testing of circuits.

2. For an emergency item requiring an isolation for only a few minutes, the appropriate maintenance Shift Engineer must first liaise with the Shift Signaller Manager at Yoker Signalling Centre who will agree a time when the unplanned isolation can be granted. The Shift Signaller Manager at Yoker must then advise Cathcart ECR of the agreed times. The procedure to be adopted might be, for example, connecting or disconnecting links in a wayside XC.

3. For an emergency item that will require an isolation in excess of five minutes, the agreement must come from the Area Delivery Planning Manager, NDS West. During normal working hours (08 30 to 17 00 Monday to Thursday ; 0830 to 1530 Friday) the appropriate maintenance Shift Engineer must contact the Possession Planning Manager or his deputies to request an unplanned isolation during a suitable period. In general, this will mean after the end of normal running, which is about 19 00 hours each evening. The Possession Planning Manager must advise Cathcart ECR of the agreed times. Outwith normal working hours, the appropriate maintenance Shift Engineer must contact the Network Rail Duty Manager at Route Control and explain the situation to him. The Network Rail Duty Manager will obtain agreement to allow the unplanned isolation. The Network Rail Duty Manager must advise Cathcart ECR of the agreed times. An example of an item which might be dealt with this way is the repair of cable damage. The procedure to be adopted by the telecommunications installation / maintenance staff on site will be as detailed from clause (4) onwards.

4. The telecommunications installation / maintenance technician in charge of work on site must contact, and give his name to, (otherwise 7 below is ineffective), Cathcart ECR for confirmation that electrical sections PS1 and PS2 are isolated. When the technician receives confirmation that electrical sections PS1 and PS2 are isolated, he must inform staff under his control that:-

   "It is safe to work on telecommunications equipment, but for all other purposes the overhead line electrical equipment must still be treated as LIVE."

5. If, for any reason during the agreed time for the unplanned isolation, the telecommunications installation / maintenance technician in charge of work becomes aware that the work is likely to over-run the agreed finish time, he must immediately arrange to stop the work without it being completed, unless the work is essential for the running of trains.
   If the work **IS** essential for the running of trains then the telecommunications installation / maintenance technician in charge must advise Network Rail Route Control and Cathcart ECR of the implications of delaying remedial work and to confirm whether or not the work can proceed.

6. When work is completed, or at the agreed time for cancellation of the unplanned isolation, whichever is the earlier, the telecommunications installation / maintenance technician in charge must ensure that he informs all staff under his control that:-

   "It is dangerous to work on telecommunications equipment and the overhead line electrical equipment is LIVE."

   The telecommunications installation / maintenance technician in charge who received the unplanned isolation must contact Cathcart ECR and advise that all staff are aware that the unplanned isolation is being given up. The telecommunications installation / maintenance technician in charge will confirm that Cathcart ECR can energise electrical sections PS1 and PS2.

7. If the telecommunications installation / maintenance technician in charge has to be relieved for any reason, he **MUST** advise Cathcart ECR so that the unplanned isolation can be transferred to the person taking over as technician in charge. Cathcart ECR must only accept the cancellation of an unplanned isolation from the person to whom it is given, or transferred.

**Dated: 03/10/09**

# SC131 - HIGH STREET JN TO SHIELDS JN

## Entire Line Of Route

**Shields Jn - Up City Union Line** - Stop car marker boards have been provided in the cess of the Up City Union line at Shields Jn to assist drivers of multiple unit trains to correctly position their trains prior to reversal from signal G508.

The stop car marker boards are comprised of rectangular boards with white numerals on a black reflectorised background, post mounted at a height of 3 feet above rail level located as under :-

| BOARD | DISTANCE FROM SIGNAL |
|---|---|
| 3 car | 80 yards |
| 6 car | 140 yards |
| 9 car | 200 yards |

Drivers must bring their trains to a stand with the driving cab side window at a point opposite the relevant stop car marker board according to the length of train before changing ends.

**Dated: 02/12/06**

# SC133 - WESTERTON JN TO MILNGAVIE

## MILNGAVIE

Where a Signallers Lineside Blockage is required at Helensburgh Central, Airdrie, Milngavie or Dalmuir and a train or trains are stabled at any of these locations the COSS/IWA/PC must provide Not To Be Moved Boards on the trains as protection.

When the Signallers Lineside Blockage is no longer required the COSS/IWA/PC must remove the Not To Be Moved Boards from the trains.

**Dated: 02/04/11**

# LIST OF MODULE PAGES AND DATES

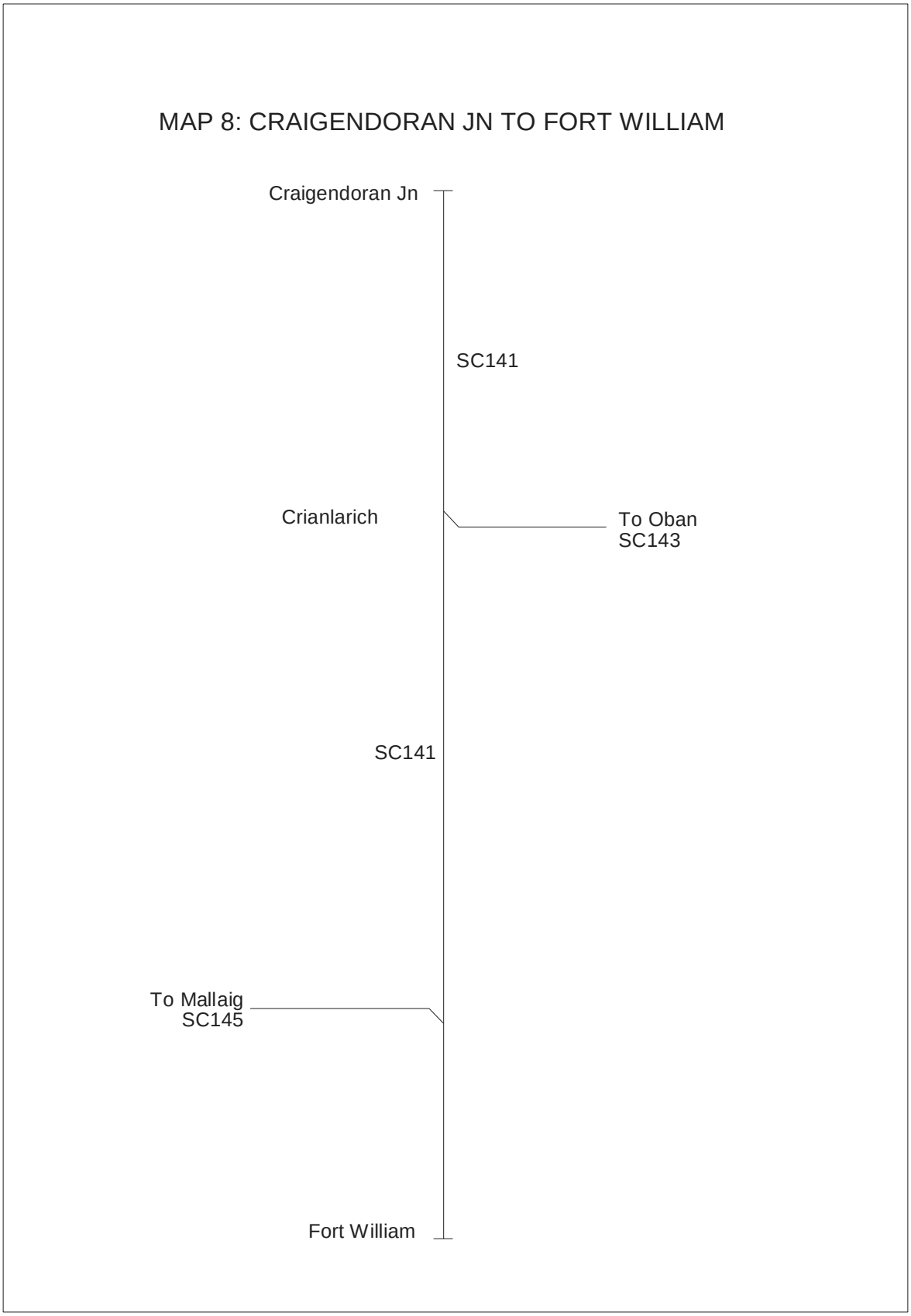
| Page | Date Last Changed |
|---|---|
| **1** | **07 September 2024** |
| **2** | **07 September 2024** |
| 3 | 03 October 2009 |
| 4 | 03 October 2009 |
| 5 | 03 October 2009 |
| 6 | 03 October 2009 |
| 7 | 03 September 2016 |
| 8 | 03 September 2016 |
| 9 | 03 September 2016 |
| 10 | 03 September 2016 |
| 11 | 03 September 2016 |
| 12 | 03 September 2016 |
| 13 | 03 September 2016 |
| 14 | 03 September 2016 |
| 15 | 03 September 2016 |
| 16 | 03 September 2016 |
| 17 | 03 September 2016 |
| 18 | 03 September 2016 |
| 19 | 03 September 2016 |
| 20 | 03 September 2016 |
| 21 | 03 September 2016 |
| 22 | 03 September 2016 |
| 23 | 03 September 2016 |
| 24 | 03 September 2016 |
| 25 | 03 September 2016 |
| 26 | 03 September 2016 |
| 27 | 03 September 2016 |
| 28 | 03 September 2016 |
| 29 | 03 September 2016 |
| 30 | 03 September 2016 |
| 31 | 03 September 2016 |
| 32 | 03 September 2016 |

| Page | Date Last Changed |
|---|---|
| 33 | 03 September 2016 |
| 34 | 03 September 2016 |
| 35 | 03 September 2016 |
| 36 | 03 September 2016 |
| 37 | 03 September 2016 |
| 38 | 03 September 2016 |
| 39 | 05 March 2022 |
| 40 | 05 March 2022 |
| 41 | 03 March 2018 |
| 42 | 03 March 2018 |
| 43 | 03 September 2016 |
| 44 | 03 September 2016 |
| 45 | 03 September 2016 |
| 46 | 03 September 2016 |
| 47 | 03 September 2016 |
| 48 | 03 September 2016 |
| 49 | 04 September 2021 |
| 50 | 04 September 2021 |
| 51 | 04 September 2021 |
| 52 | 04 September 2021 |
| 53 | 04 March 2017 |
| 54 | 04 March 2017 |
| 55 | 05 March 2016 |
| 56 | 05 March 2016 |
| 57 | 05 March 2016 |
| 58 | 05 March 2016 |
| 59 | 27 February 2021 |
| 60 | 27 February 2021 |
| 61 | 04 June 2022 |
| 62 | 04 June 2022 |

# TABLE OF CONTENTS

| | Page |
|---|---|
| Maps | 3 |
| Table A Diagrams | 5 |
| Local Instructions | 51 |

# MAPS


MAP 8: CRAIGENDORAN JN TO FORT WILLIAM
Craigendoran Jn
SC141
Crianlarich
To Oban
SC143
SC141
To Mallaig
SC145
Fort William

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# TABLE A DIAGRAM
## Table of Contents

| | Page |
|---|---|
| SC141- CRAIGENDORAN JN TO FORT WILLIAM | 7 |
| SC143- CRIANLARICH TO OBAN | 32 |
| SC145- FORT WILLIAM JN TO MALLAIG | 41 |

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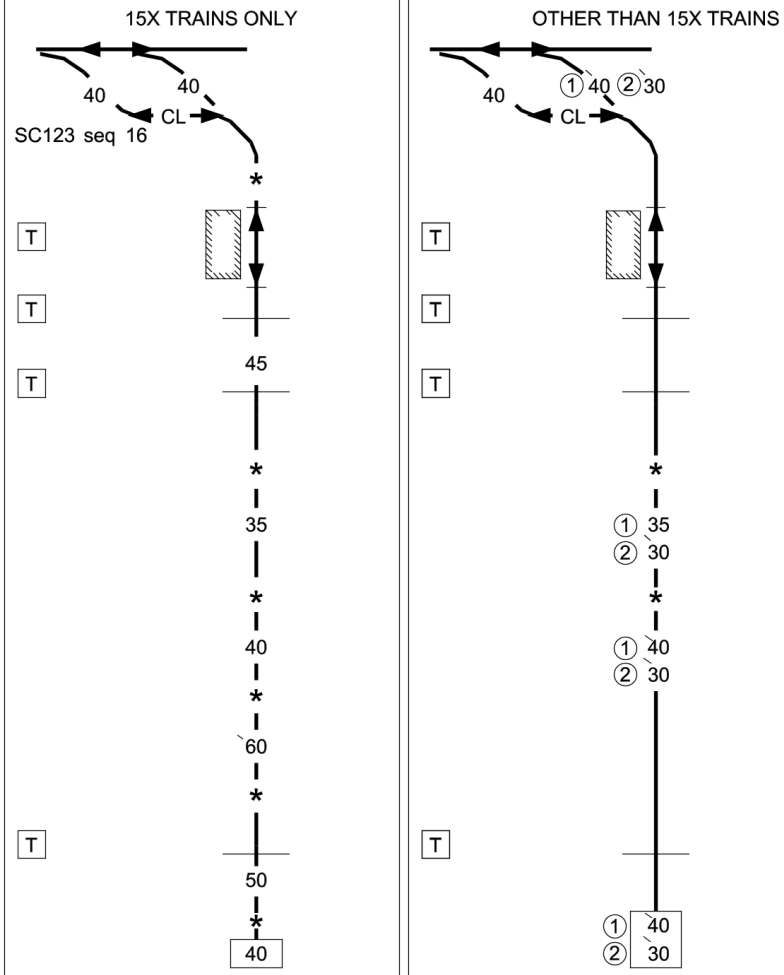
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 001 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Craigendoran Jn | -0 01 | | RETB Yoker SC (YC) |
| | 1 63 * | | |
| **HELENSBURGH UPPER TEP** | 2 08 | | RETB Banavie South |
| Woodend LC (UWC) | 2 52 | | |
| Ardencaple LC (UWC) | 3 17 | | |
| | 3 58 * | | |
| | 4 03 * | | |
| | 4 25 * | | |
| | 6 54 * | | |
| High Balernock LC (UWC) | 6 68 | | |
| | 7 32 * | | |

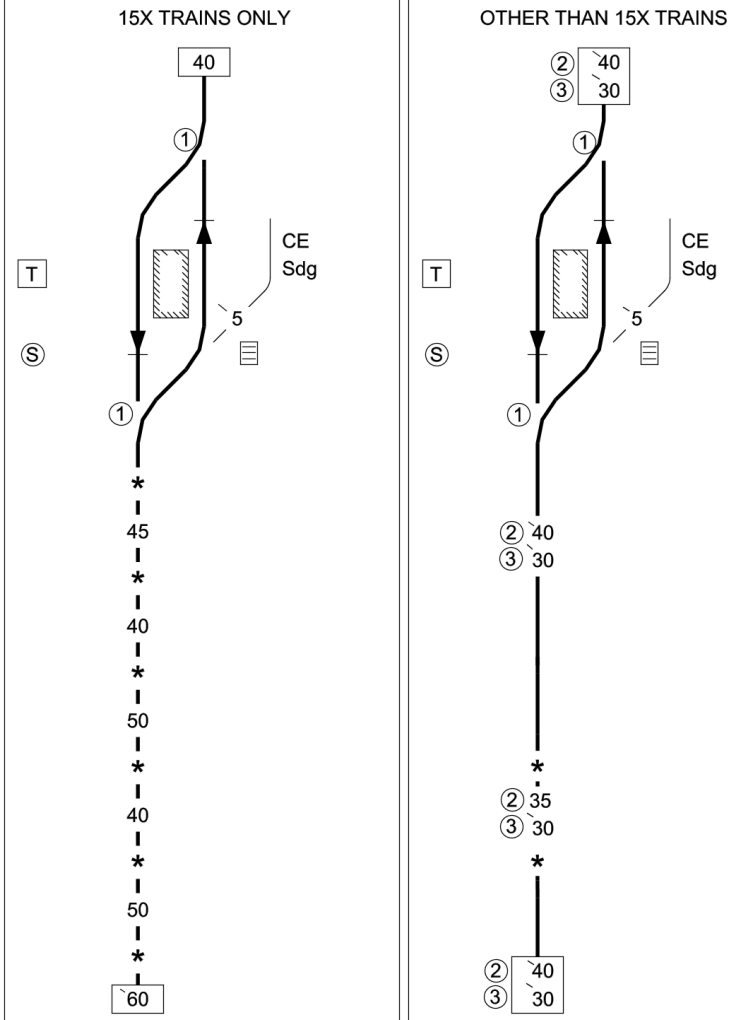



GSM-R

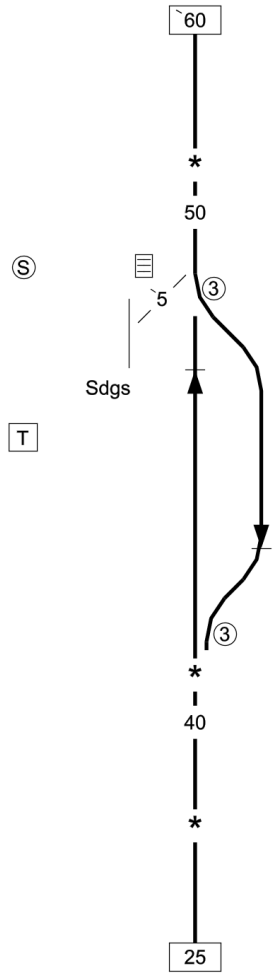
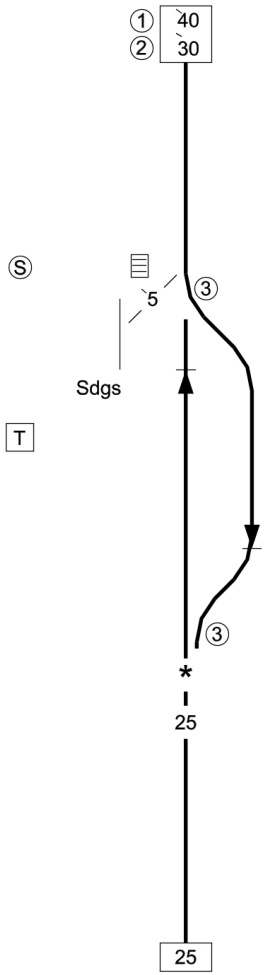
① = Applies to Class 1 to 6 trains

② = Applies to Class 7, 8 & 0 trains

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 002 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **GARELOCHHEAD TEP**<br><br>Sdg GF | 8 76<br><br>9 20 *<br><br>10 13 *<br><br>10 70 *<br><br>11 37 *<br><br>12 45 *<br><br>13 27 * |  | RETB Banavie South<br><br>CL 780f (238m)<br>(37 SLU's)<br><br>1 = 15 mph through loop points, in both directions, and over loop lines<br><br>2 = Applies to Class 1 to 6 trains<br><br>3 = Applies to Class 7, 8 & 0 trains<br><br>RETB |

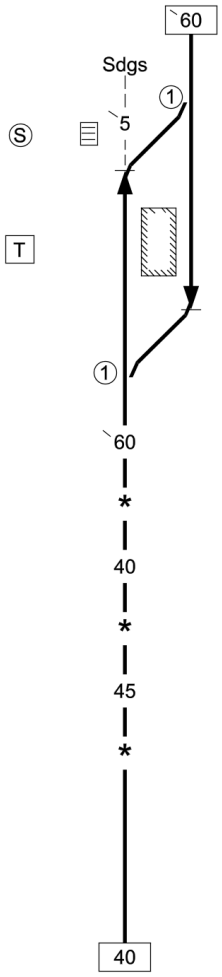
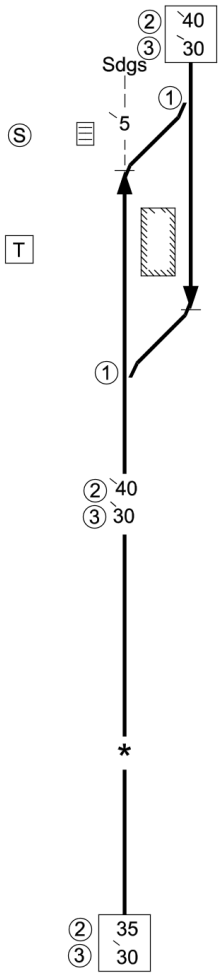
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 003 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB Banavie South |
| | 14 25 * |  |  | ① = Applies to Class 1 to 6 trains<br>② = Applies to Class 7, 8 & 0 trains |
| Sdg GF | | | | |
| Glen Douglas TEP | 15 21 | | | CL 690f (210m) (32 SLU's) |
| | 15 38 * | | | ③ = 15 mph through loop points, in both directions, and over loop lines |
| | 16 20 * | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 004 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 25 | 25 | RETB Banavie South |
| | 16 42 * | * | * | |
| | | 40 | | |
| | 18 28 * | * | ① 40<br>② 30 | ① = Applies to Class 1 to 6 trains<br>② = Applies to Class 7, 8 & 0 trains |
| | | 50 | | |
| | 19 17 * | * | * | |
| | | 35 | ① 35<br>② 30 | |
| | 19 31 * | * | * | |
| | | 60 | ① 40<br>② 30 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 005 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB Banavie South |
| Sdg GF | |  |  | |
| **ARROCHAR & TARBET TEP** | 19 45 | | | CL 745f (227m)<br>(35 SLU's) |
| | 19 53 * | | | ① = 15 mph through loop points, in both directions, and over loop lines |
| | 20 09 * | | | ② = Applies to Class 1 to 6 trains |
| | 21 60 * | | | ③ = Applies to Class 7, 8 & 0 trains |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 006 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 40 | ① 35<br>② 30 | RETB Banavie South |
| | 22 20 * | | * | ① = Applies to Class 1 to 6 trains |
| | 22 21 * | * | | ② = Applies to Class 7, 8 & 0 trains |
| | | 45 | | |
| | | | ① 40<br>② 30 | |
| | 23 12 * | * | | |
| | | 40 | | |
| | 23 15 * | * | | |
| | | 45 | | |
| | 23 65 * | * | | |
| | | 40 | | |
| | 24 36 * | * | | |
| | | 45 | | |
| | 25 09 * | * | | |
| | 25 72 * | | * | |
| | | 40 | ① 35<br>② 30 | |

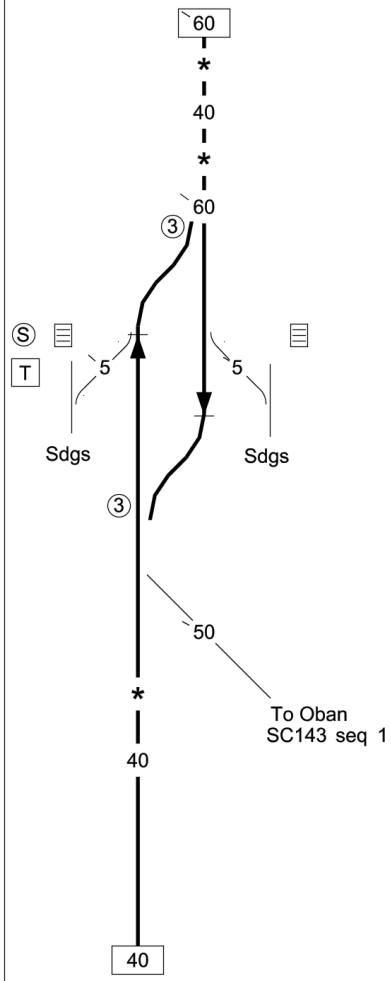
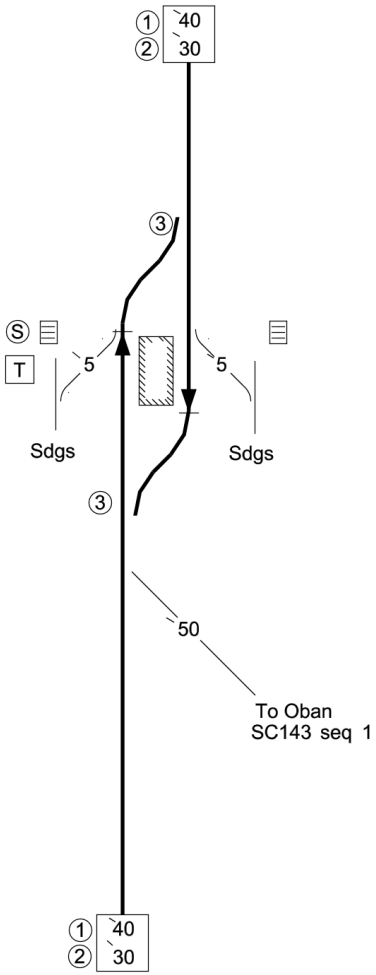
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 007 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB Banavie South |
| | 26 25 * | 40 | ① 35 ② 30 * | |
| | 26 36 * | * 55 | ① 40 ② 30 | ① = Applies to Class 1 to 6 trains<br>② = Applies to Class 7, 8 & 0 trains |
| | 27 11 * | * 40 | | ③ = 15 mph through loop points, in both directions, and over loop lines |
| Sdg GF | | ③ Ⓢ 5 | ③ Ⓢ 5 | CL 570f (174m) (27 SLU's) |
| **ARDLUI TEP** | 27 43 | T Sdgs ③ | T Sdgs ③ | RETB Banavie South |
| | 27 57 * | * 55 | ① 40 ② 30 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 008 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 55 | ① 40<br>② 30 | RETB Banavie South |
| | 29 10 * | * | | |
| | | 45 | | ① = Applies to Class 1 to 6 trains |
| | 30 23 * | * | * | ② = Applies to Class 7, 8 & 0 trains |
| | | 25 | | |
| | 30 57 * | * | | |
| | | 35 | 25 | |
| | 33 40 * | * | | |
| | 33 49 * | 45 | * | |
| | 34 54 * | * | | |
| | | 40 | ① 40<br>② 30 | |
| | 34 69 * | * | | |
| | | 45 | | |
| | 35 00 * | * | | |
| | | 60 | ① 40<br>② 30 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 009 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

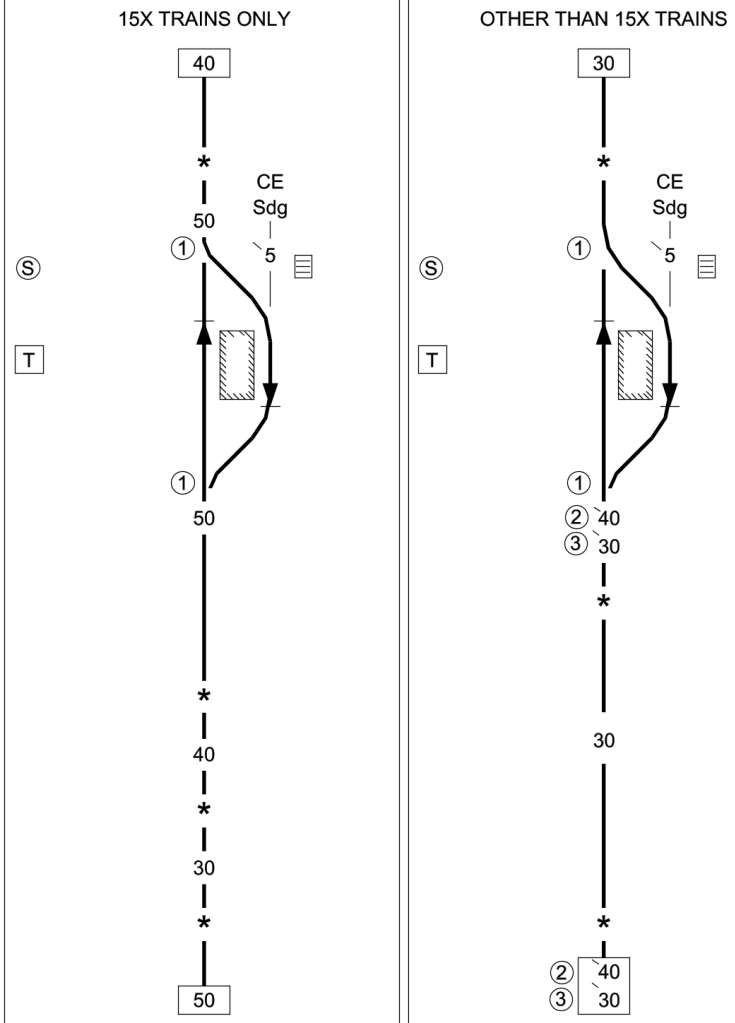
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB Banavie South |
| | 36 00 * |  |  | |
| Sdg GFs<br>**CRIANLARICH TEP** | 36 23 | | | ① = Applies to Class 1 to 6 trains<br>② = Applies to Class 7, 8 & 0 trains<br>CL 695f (212m)<br>(33 SLU's)<br>③ = 15 mph through loop points, in both directions, and over loop lines<br>See Local Instructions for conditions under which a second Up direction train may be admitted to an occupied loop line<br>Plungers are provided at the Down "Points Set" indicators for operating the junction points under the instructions of the signaller at Banavie SC |
| | 36 10 * | | | |
| | 36 30 * | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 010 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

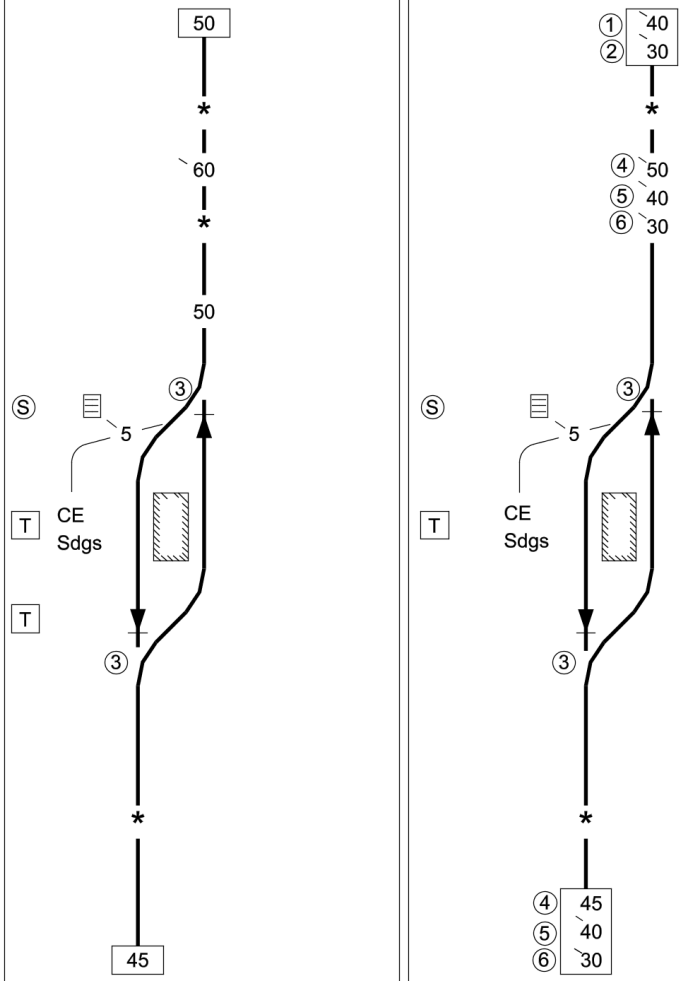
| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 40 | ① 40 ② 30 | RETB Banavie South |
| | 36 60 * | | * | |
| | | | 30 | |
| **Fillan TEP** (Up direction only) | 36 67 | T | T | |
| | 37 00 * | | * | ① = Applies to Class 1 to 6 trains |
| | | | | ② = Applies to Class 7, 8 & 0 trains |
| **Inverhaggernie No 2 LC (UWC)** | 37 57 | T | T | |
| | 38 00 * | * | | |
| | | 50 | ① 40 ② 30 | |
| | 39 15 * | * | | |
| **Kirkton Farm LC (UWC)** | 39 17 | T | T | |
| | 39 52 * | 40 | * | |
| | 39 61 * | * | | |
| | | 30 | | |
| | 39 67 * | * | | |
| | | 40 | 30 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 011 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Sdg GF | 40 15 * | | RETB Banavie South |
| **UPPER TYNDRUM TEP** | 41 25 | | ① = 15 mph through loop points, in both directions, and over loop lines<br>RETB Banavie North<br>CL 625f (190m) (29 SLU's)<br>② = Applies to Class 1 to 6 trains<br>③ = Applies to Class 7, 8 & 0 trains |
| | 44 32 * | | |
| | 44 66 * | | |
| | 45 36 * | | |
| | 45 64 * | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 012 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB Banavie North |
| | 46 00 * |  | | Between the top of the page and 46 MP:<br>① = Applies to Class 1 to 6 trains<br>② = Applies to Class 7, 8 & 0 trains |
| | 48 12 * | | | |
| Sdg GF | | | | |
| **BRIDGE OF ORCHY TEP** | 48 68 | | | CL 685f (209m)<br>(32 SLU's) |
| Bridge of Orchy (UWC) | (48 74) | | | ③ = 15 mph through loop points, in both directions, and over loop lines |
| | 49 00 * | | | Between 46 MP and the end of the page :<br>④ = Applies to single headed Class 1, 2, 3 & 5 trains<br>⑤ = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains<br>⑥ = Applies to class 7 & 8 trains |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 013 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 45 | ① 45<br>② 40<br>③ 30 | RETB Banavie North |
| | 49 65 * | * | * | ① = Applies to single headed Class 1, 2, 3 & 5 trains |
| | | 60 | ① 50<br>② 40<br>③ 30 | ② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains |
| | 51 72 * | * | * | ③ = Applies to Class 7 & 8 trains |
| | | 40 | 40<br>③ 30 | |
| | 52 28 * | * | * | |
| | | 60 | | |
| | 53 66 * | * | | |
| | | 50 | ① 50<br>② 40<br>③ 30 | |
| | 54 00 * | | * | |
| | | 50 | 40<br>③ 30 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 014 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB Banavie North |
| | 55 20 * | 50<br>*<br>60 | 40<br>③ 30<br>*<br>① 50<br>② 40<br>③ 30 | ① = Applies to single headed Class 1, 2, 3 & 5 trains<br>② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains<br>③ = Applies to Class 7 & 8 trains |
| South GF | | Ⓢ 5 | Ⓢ 5 | |
| Gorton TEP | 57 40 | T Sdg | T Sdg | |
| North GF | | Ⓢ 5 | Ⓢ 5 | |
| | 61 37 * | * | * | |
| | | 50 | 40<br>③ 30 | |
| | 61 40 * | * | * | |
| | | 60 | | |
| | 62 25 * | * | | |
| | | 70 | ① 50<br>② 40<br>③ 30 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 015 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

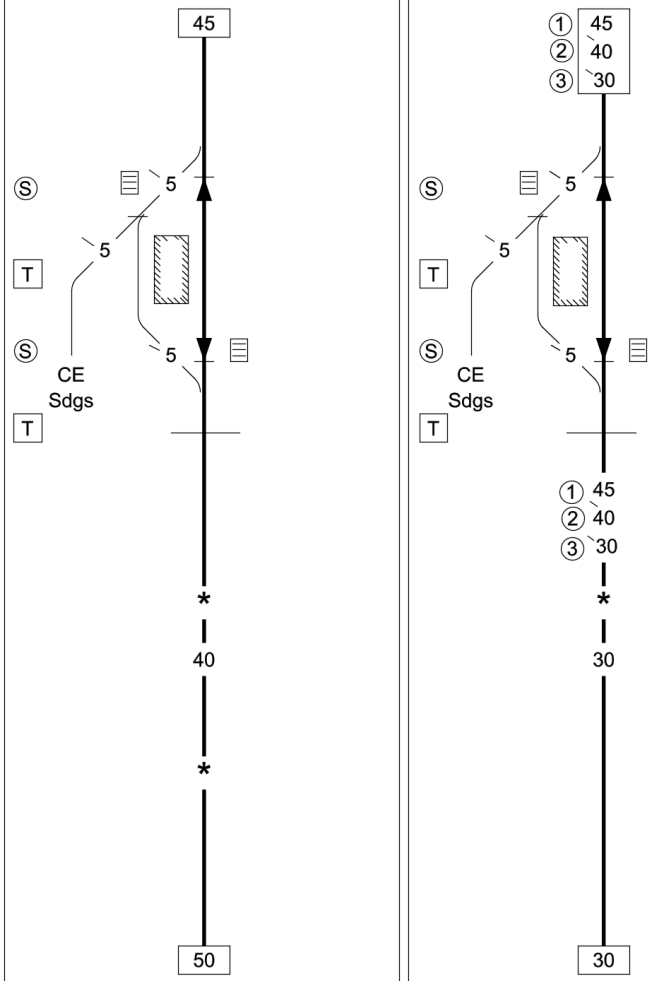
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB Banavie North |
| | 63 46 * | 70 * | ② 50 ③ 40 ④ 30 * | |
| | | 45 | | |
| | 64 22 * | * | | |
| | | 40 | 40 ④ 30 | |
| Rannoch Station (UWC) | (64 29) | T ① | ① | ① = 15 mph through loop points, in both directions, and over loop lines |
| **RANNOCH TEP** | 64 36 | T | T | CL 560f (171m) (26 SLU's) |
| Sdg GF | | Ⓢ Sdg 5 | Ⓢ Sdg 5 | |
| | | ① | ① | |
| | 64 54 * | * | * | ② = Applies to single headed Class 1, 2, 3 & 5 trains |
| | | 30 | 30 | ③ = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains |
| | 64 64 * | * | | ④ = Applies to Class 7 & 8 trains |
| | | 40 | | |
| | 65 56 * | * | * | |
| | | 50 | ② 50 ③ 40 ④ 30 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 016 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

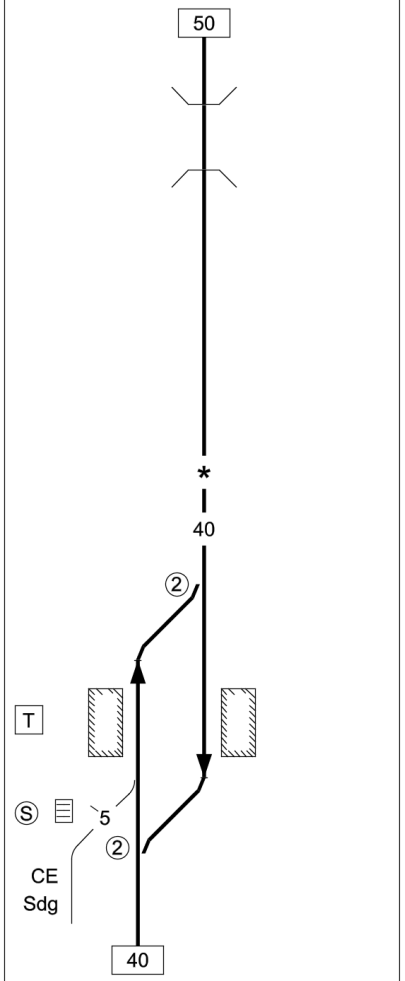
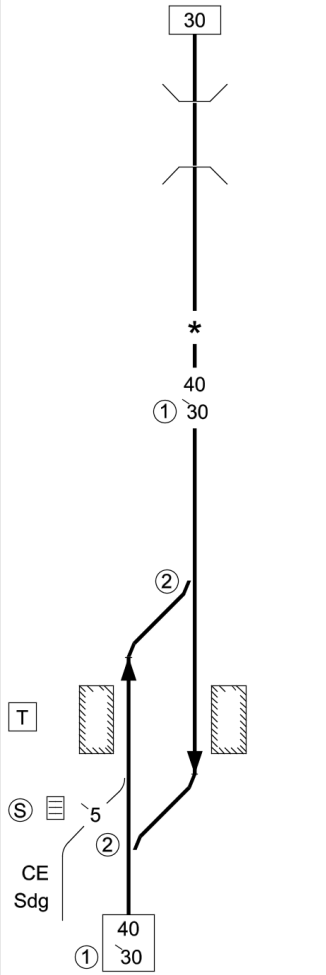
| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 50 | ① 50<br>② 40<br>③ 30 | RETB Banavie North |
| Cruach Snow Shed<br>200 yards | 65 71<br>to<br>66 00 | | | |
| | 66 01 * | * | | ① = Applies to single headed Class 1, 2, 3 & 5 trains<br>② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains<br>③ = Applies to Class 7 & 8 trains |
| | | 60 | | |
| | 68 77 * | * | | |
| | | 50 | | |
| | 70 00 * | * | | |
| | | 60 | | |
| | 70 65 * | * | * | |
| | | 50 | | |
| | 71 45 * | * | | |
| | | 45 | ① 45<br>② 40<br>③ 30 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 017 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB Banavie North |
| South GF | | | | |
| **CORROUR TEP** | 71 54 | | | ① = Applies to single headed Class 1, 2, 3 & 5 trains<br>② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains<br>③ = Applies to Class 7 & 8 trains |
| North GF | | | | |
| Pollock LC (UWC) | 71 59 | | | |
| | 74 39 * | | | |
| | 78 54 * | | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 018 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | |
| | |  |  | RETB Banavie North |
| Fersit Tunnel 150 yards | 78 75 to 79 02 | | | RETB |
| | 80 00 * | | | |
| | 81 23 * | | | ① = Applies to Class 7 & 8 trains |
| **TULLOCH TEP** | 81 59 | | | ② = 15 mph through loop points, in both directions, and over loop lines |
| Sdg GF | | | | CL 780f (235m) (37 SLU's) |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 019 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 40 | 40<br>③ 30 | RETB Banavie North |
| | 82 04 * | | * | ① = Applies to single headed Class 1, 2, 3 & 5 trains |
| | | | 30 | ② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains |
| | 82 78 * | * | * | |
| | | 50 | ① 50<br>② 40<br>③ 30 | ③ = Applies to Class 7 & 8 trains |
| | 84 15 * | * | * | |
| | | 30 | 30 | |
| | 84 50 * | * | * | |
| | | 40 | 40<br>③ 30 | |
| | 86 33 * | * | * | |
| | | 55 | ① 50<br>② 40<br>③ 30 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 020 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

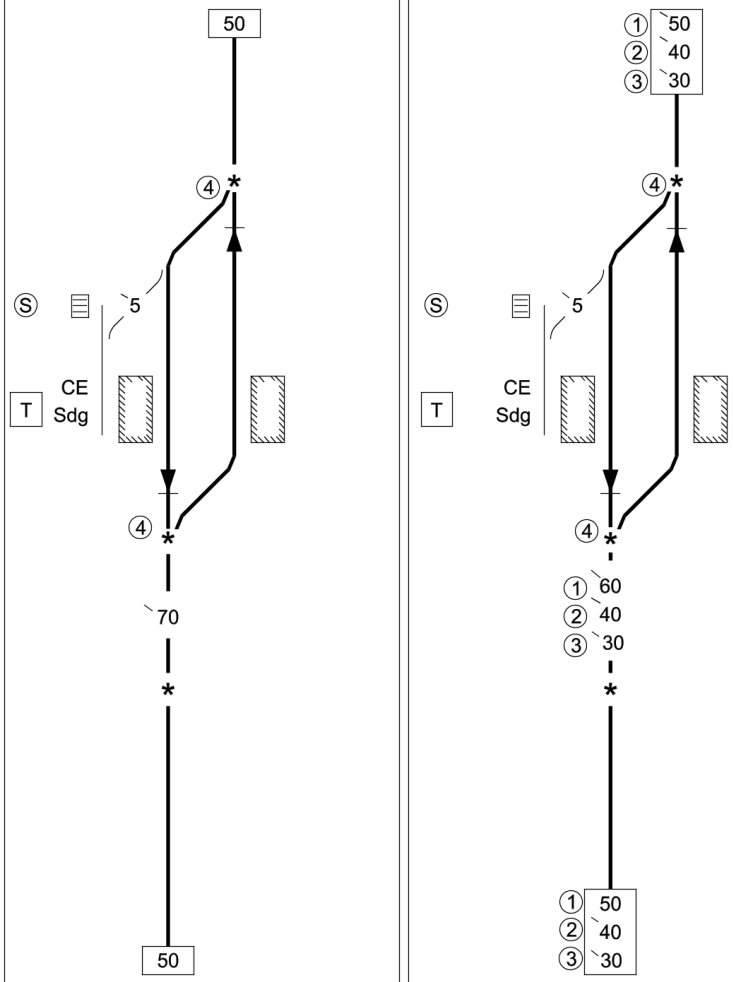
| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 55 | ① 50 ② 40 ③ 30 | RETB Banavie North |
| **ROY BRIDGE TEP** | 87 35 | T | T | RETB |
| | 87 39 * | * | * | ① = Applies to single headed Class 1, 2, 3 & 5 trains |
| | | 40 | 40 ③ 30 | ② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains |
| | 87 48 * | * | * | ③ = Applies to Class 7 & 8 trains |
| | | 50 | ① 50 ② 40 ③ 30 | |
| Keppoch No.1 LC (UWC) | 87 50 | T | T | |
| Millens LC (UWC) | 88 27 | T | T | |
| Kerreays LC (UWC) | 88 49 | T | T | |
| | | 50 | ① 50 ② 40 ③ 30 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 021 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 50 | ① 50<br>② 40<br>③ 30 | RETB Banavie North |
| | 89 14 * | | * | ① = Applies to single headed Class 1, 2, 3 & 5 trains<br>② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains<br>③ = Applies to Class 7 & 8 trains |
| | | | 30 | |
| | 89 37 * | * | | |
| | | 40 | | |
| | 89 50 * | * | | |
| | 89 52 * | | * | |
| | | 50 | | |
| | | | ① 50<br>② 40<br>③ 30 | |
| | | 50 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 022 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB Banavie North |
| South end loop points | 90 46 * | | | ① = Applies to single headed Class 1, 2, 3 & 5 trains |
| Sdg GF | | | | ② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains |
| **SPEAN BRIDGE TEP** | 90 56 | | | ③ = Applies to Class 7 & 8 trains<br>CL 935f (285m)<br>(44 SLU's) |
| North end loop points | 90 68 * | | | ④ = 15 mph through loop points, in both directions, and over loop lines |
| | 94 33 * | | | |

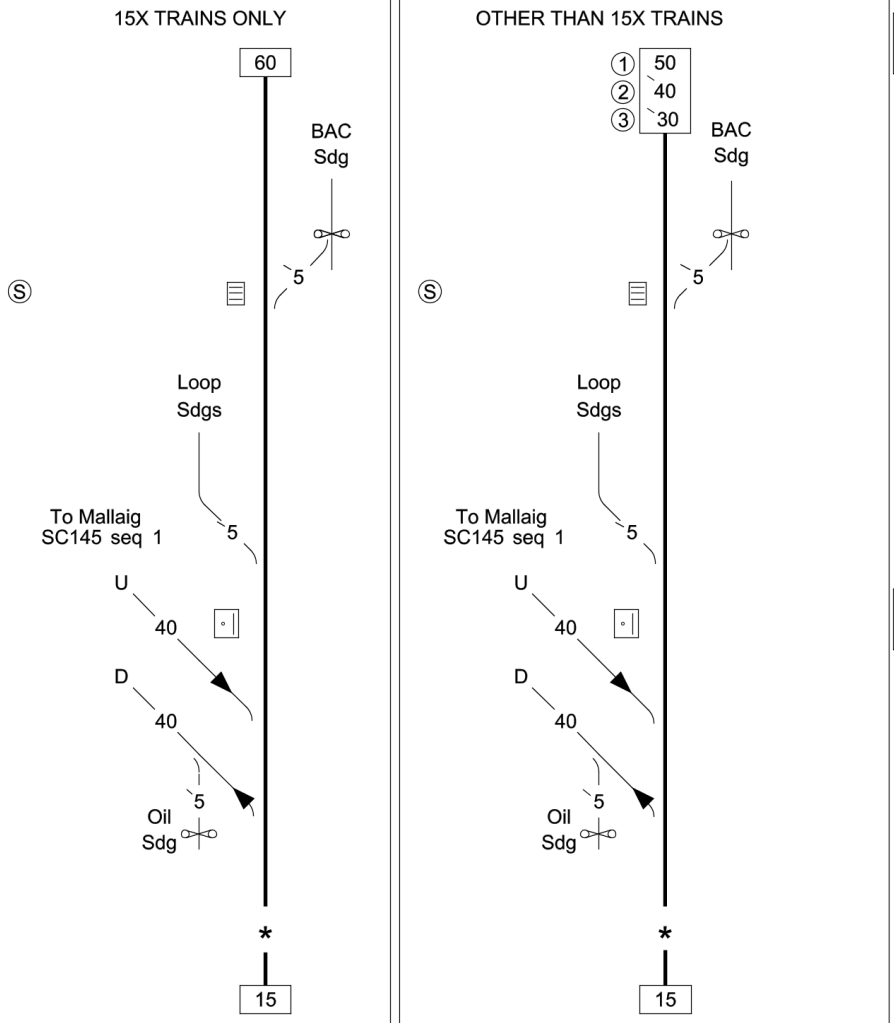


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 023 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 50 | ① 50<br>② 40<br>③ 30 | RETB Banavie North |
| | 94 46 * | * | * | ① = Applies to single headed Class 1, 2, 3 & 5 trains |
| | | 70 | ① 60<br>② 40<br>③ 30 | ② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains |
| | 95 70 * | * | * | ③= Applies to Class 7 & 8 trains |
| | | 60 | ① 50<br>② 40<br>③ 30 | |
| | 96 28 * | * | | |
| | | 50 | | |
| | 97 48 * | * | | |
| Inverlochy Farm LC (UWC) | 97 65 | T | T | |
| | | 60 | ① 50<br>② 40<br>③ 30 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 024 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Sdg GF | 98 33 | | RETB Banavie North |
| Fort William Jn SB & TEP | 98 65 | | Fort William Jn SB |
| | 99 00 * | | |

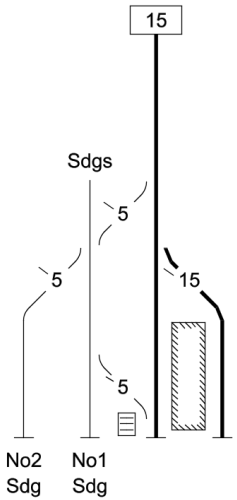
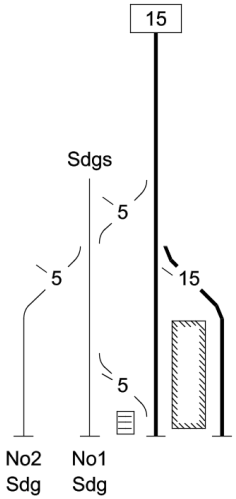



① = Applies to single headed Class 1, 2, 3 & 5 trains

② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains

③ = Applies to Class 7 & 8 trains

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC141 | 025 | Craigendoran Jn to Fort William | WHL | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | |
| **FORT WILLIAM**<br>Station GF | 99 37 |  |  | Fort William Jn SB<br><br>Platforms 1 & 2 - PP |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC143 | 001 | Crianlarich to Oban | OBN1 OBN2 | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB Banavie South |
| Crianlarich | 0 00 | SC141 seq 9 ① To Upper Tyndrum 50 | SC141 seq 9 ① To Upper Tyndrum 50 | Plungers are provided at the Down "Points Set" indicators at Crianlarich for operating the junction points under the instructions of the signaller at Banavie SC |
| Lower Crianlarich TEP (Up Direction Only) | 0 36 | T | T | |
| (Change of ELR OBN1 to OBN2) | 0 44 | | | ① = 15mph through loop points, in both directions, and over loop lines |
| Lower Crianlarich GF | 0 44 | | | |
| | 30 23 | Ⓢ 5 | Ⓢ 5 | |
| Inverhaggernie No.1 LC (UWC) | 31 00 | T | T | |
| | | 50 | 50 | |
| | 31 40 * | * | * | |
| | | 45 | 45 | |
| | 31 49 * | * | * | |
| | | 50 | 50 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC143 | 002 | Crianlarich to Oban | OBN2 | Scotland | 24/07/2016 |

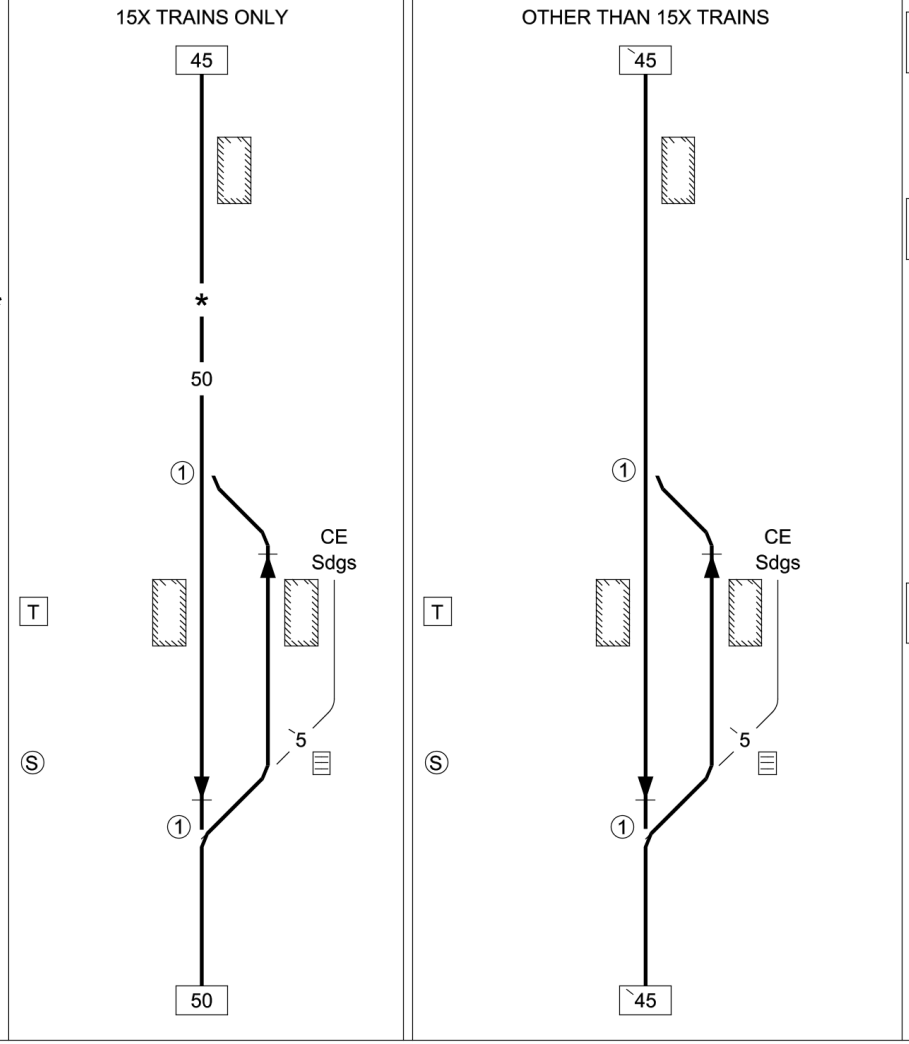
| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | | | RETB Banavie South |
| | | 50 | 50 | |
| **TYNDRUM LOWER TEP** | 34 70 | T | T | |
| Tyndrum Lower LC (UWC) | 34 71 | T | T | |
| Arinabea (UWC) | 36 77 | T | | RETB |
| Arrivan (UWC) | 38 77 | T | | |
| | 40 14 * | * | * | |
| | | 45 | 45 | |
| | 43 20 * | * | * | |
| | | 35 | 30 | |
| | 44 00 * | * | * | |
| | | 45 | | |
| | 44 20 * | * | 45 | |
| | | 55 | | |
| | 45 54 * | * | | |
| | 45 58 * | | * | |
| | | 45 | 40 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC143 | 003 | Crianlarich to Oban | OBN2 | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | |
| | | | | RETB Banavie South |
| | 46 00 * | 45 | 40 | |
| | 46 37 * | | 45 | |
| | 46 65 * | | 40 | |
| | | | 45 | |
| Sdg GF | | CE Sdg ① 5 Ⓢ | CE Sdg ① 5 Ⓢ | ① = 15 mph through loop points, in both directions, and over loop lines |
| **DALMALLY TEP** | 46 76 | T | T | CL 645f (197m) (30 SLU's) |
| | | ① | ① | |
| Kilchurn Castle LC (UWC) | 48 35 | T | T | |
| **LOCH AWE** | 49 48 | | | |
| | 50 00 * | * | | |
| | | 50 | | |
| | 51 30 * | * | | |
| | | 45 | 45 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC143 | 004 | Crianlarich to Oban | OBN2 | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 15X TRAINS ONLY / OTHER THAN 15X TRAINS | RETB Banavie South |
| **FALLS OF CRUACHAN** | 52 69 | | Pass of Brander - Stone signals between 51m 60ch and 56 mp (See Local Instructions) |
| | | | RETB |
| | 56 75 * | | RETB CHANNEL BETWEEN 53m 60ch AND TAYNUILT IS 105 |
| **TAYNUILT TEP** | 58 55 | | (1) = 15 mph through loop points, in both directions, and over loop lines |
| | | | RETB |
| Sdg GF | | | CL 750f (229m) (35 SLU's) |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC143 | 005 | Crianlarich to Oban | OBN2 | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 50 | `45 | RETB Banavie South |
| Airds LC (UWC) | 58 78 | T | T | |
| | | 50 | `45 | |
| | | 50 | `45 | |
| | 59 66 * | | * | |
| | | | 40 | |
| | 59 67 * | * | | |
| | | 45 | | |
| Parkhill LC (UWC) | 59 75 | T | T | |
| | | 45 | 40 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC143 | 006 | Crianlarich to Oban | OBN2 | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 45 | 40 | RETB Banavie South |
| | 60 11 * | * | | |
| | | 50 | | |
| | 60 37 * | | * | |
| | | | `45 | |
| | 61 49 * | * | * | |
| | | 40 | 30 | |
| | 62 01 * | * | * | |
| Achnacloich No.1 LC (UWC) | 62 71 | T | T | |
| | | `55 | `45 | |
| Culnadalloch No.2 LC (UWC) | 63 12 | T | T | |
| | | `55 | `45 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC143 | 007 | Crianlarich to Oban | OBN2 | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 55 | 45 | RETB Banavie South |
| Culnadalloch No.1 LC (UWC) | 63 20 | T | T | |
| | | 55 | 45 | |
| | 64 46 * | * | * | |
| | | 45 | 40 | |
| Achaleven LC (UWC) | 65 00 | T | T | |
| (East) Sdg GF | 65 10 | Ⓢ | Ⓢ | |
| | | 5 | 5 | |
| Connel Ferry Sdgs | | OOU | OOU | |
| | | 5 | 5 | |
| (West) Sdg GF | 65 23 | Ⓢ Oil Sdgs | Ⓢ Oil Sdgs | |
| | | 45 | 40 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC143 | 008 | Crianlarich to Oban | OBN2 | Scotland | 24/07/2016 |

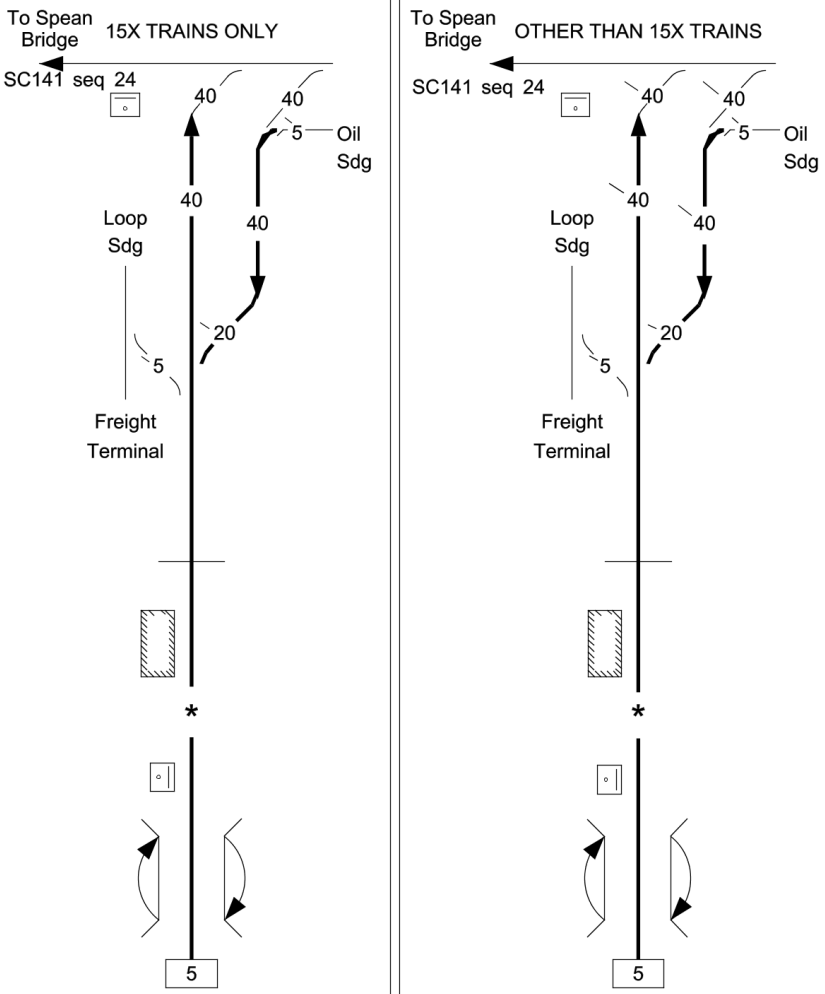
| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 45 | 40 | RETB Banavie South |
| **CONNEL FERRY TEP** | 65 30 | T | T | |
| | 65 49 * | | * | |
| | | | 45 | |
| | 65 71 * | * | | |
| | | 55 | | |
| | 68 44 * | * | * | |
| Achnalairg LC (UWC) | 68 52 | T | T | |
| Teanga Bhuie (UWC) | 68 63 | T 35 | 30 | |
| | 69 38 * | * ▼ | * ▼ | |
| | | ▲ 35 20 ▼ | ▲ 30 20 ▼ | |
| | 69 42 * | * ▼ | * ▼ | |
| Glencruitten (UWC) | 69 42 | T | | |
| | | 35 | 30 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC143 | 009 | Crianlarich to Oban | OBN2 | Scotland | 09/12/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB Banavie South |
| | 69 43 * | 35; ▲ * | 30; ▲ * | |
| | | ▲ 20 35 ▼ | ▲ 20 30 ▼ | |
| | 69 48 * | ▲ * | ▲ * | |
| | | 35 | 30 | |
| 3 Points | 71 22 * | * | * | * 25 Board at toes of 3 points (Dn)<br>35/30 Board at toes of 3 points (Up) |
| Sdg GF | | Ⓢ 25 25 5 Down Sdgs | Ⓢ 25 25 5 Down Sdgs | Platform3 (Up) - PP<br>Platform 4 (Down) - PP(C) attaching and detaching, and platform sharing only during periods of significant disruption |
| Station GF<br>**OBAN TEP** | 71 44 | T 3 5 4 U D | T 3 5 4 U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC145 | 001 | Fort William Jn to Mallaig | MLG1 MLG2 | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Fort William Jn SB & TEP | 0 05 | | Fort William Jn. SB |
| (Change of ELR MLG1 to MLG2) | 1 27<br>0 00 | | CL 865f (260m)<br>(41 SLU's) |
| Banavie LC (R/C) | 0 18 | | RETB Banavie North |
| **BANAVIE** | 0 22 | | The line between Fort William Jn and LOCH EIL OUTWARD BOUND is one single line block section |
| | 0 24 * | | |
| Banavie SC | 0 26 | | |
| Canal Bridge | 0 27 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC145 | 002 | Fort William Jn to Mallaig | MLG2 | Scotland | 04/01/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 5 | 5 | RETB Banavie North |
| | 0 29 * | * | * | |
| Banavie Farm LC (UWC) | 0 34 | T | | |
| | | ▲ 40 ⁄ 55 ▼ | ⁄40 | |
| | 0 41 * | * ▼ | * ▼ | |
| | | ▲ 40 25 ▼ | ▲ ⁄40 25 ▼ | |
| | 0 45 * | * ▼ | * ▼ | |
| Stepps Cottage LC (UWC) | 0 46 | T | T | |
| | | 40 | ⁄40 | |
| **CORPACH** | 1 30 | | | |
| Corpach LC (AOCL+B) | 1 33 | 10 ▼ ▲ 10 | 10 ▼ ▲ 10 | |
| Orival LC (UWC) | 1 67 | T | T | |
| | | 40 | ⁄40 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC145 | 003 | Fort William Jn to Mallaig | MLG2 | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 40 | 40 | RETB Banavie North |
| Annat East LC (CCTV) | 2 14 | | | |
| Annat West LC (CCTV) | 2 22 | | | |
| | | 40 | 40 | |
| Annat Pulp Mill GF | 2 28 | Ⓢ 5 Pulp Mill Sdgs | Ⓢ 5 Pulp Mill Sdgs | |
| Locheil OB LC (UWC) | 4 19 | T | T | |
| **LOCH EIL OUTWARD BOUND TEP** | 4 20 | T | T | RETB |
| | 4 24 * | * | | |
| | | 55 | 40 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC145 | 004 | Fort William Jn to Mallaig | MLG2 | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 55 | 40 | RETB Banavie North |
| Fassfern No.1 LC (UWC) | 6 04 | T | T | |
| Fassfern No.2 LC (UWC) | 6 21 | T | T | |
| Drumbeg Farm LC (UWC) | 7 26 | T | T | |
| Corriebeg Farm No.1 LC (UWC) | 7 42 | T | T | |
| Corriebeg No.2 LC (UWC) | 7 68 | T | T | |
| **LOCHEILSIDE** | 7 79 | | | |
| Altdarroch Farm (UWC) | (8 45)<br>8 990 | T | | |
| Camus An Eng Farm No.1 LC (UWC) | 9 15 | T | T | |
| Camus An Eng Farm No.2 LC (UWC) | 9 22 | T | T | |
| Camus An Eng Farm No.3 LC (UWC) | 9 29 | T | T | |
| Heads of Lochiel LC (UWC) | 9 36 | T | T | |
| | 11 77 * | * | | |
| | 13 00 * | | * | |
| | | 40 | 30 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC145 | 005 | Fort William Jn to Mallaig | MLG2 | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB Banavie North |
| Glenfinnan Viaduct | 13 65 * to 14 05 | * 30 | ① 25 | ① = Over Glenfinnan Viaduct |
| Sdg GF | | Ⓢ ② 5 | Ⓢ ② 5 | ② = 15 mph through loop points, in both directions, and over loop lines |
| **GLENFINNAN TEP** | 14 58 | T ② | T ② | CL 455f (139m) (21 SLU's) |
| | 14 61 * | * 40 | | |
| | 17 68 * | * 30 | 30 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC145 | 006 | Fort William Jn to Mallaig | MLG2 | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 30 | 30 | RETB Banavie North |
| | 18 63 * | * | | |
| | | 40 | | |
| | 20 20 * | * | | |
| | | 35 | | |
| | 21 20 * | * | | |
| | | 40 | | |
| | 23 36 * | * | | |
| | | 35 | | |
| **LOCHAILORT** | 23 67 | | | RETB |
| | | 35 | 30 | |

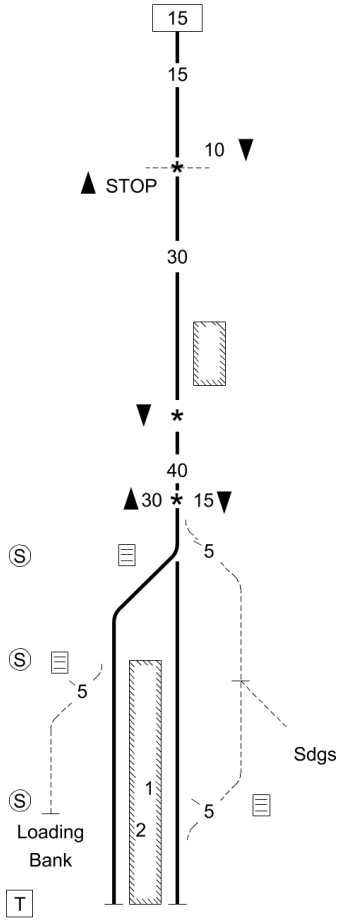
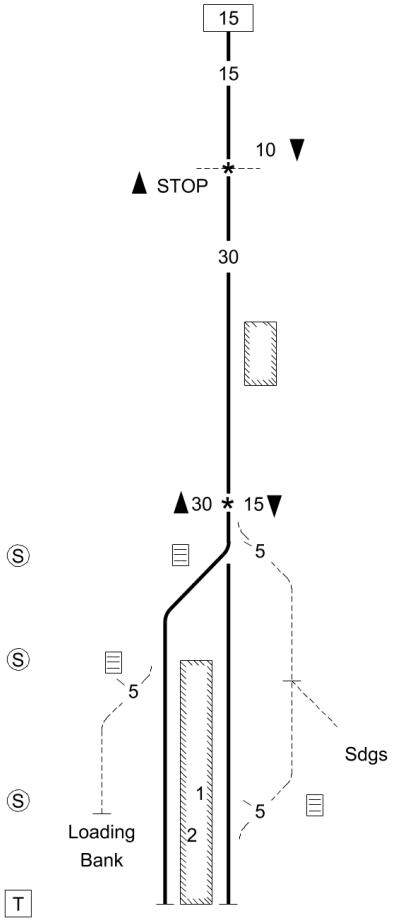
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC145 | 007 | Fort William Jn to Mallaig | MLG2 | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB Banavie North |
| **BEASDALE** | 28 49 | | | |
| Borrodale Tunnel 350 yards | 29 16 to 29 32 | | | |
| | 29 49 * | * | | |
| | 30 77 * | * 40 CE Sdg | CE Sdg | |
| Sdg GF | | Ⓢ 5 ① | Ⓢ 5 ① | ① = 15 mph through loop points, in both directions, and over loop lines |
| **ARISAIG TEP** | 32 02 | T ① 30 | T ① 30 | CL 590f (180m) (28 SLU's) |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC145 | 008 | Fort William Jn to Mallaig | MLG2 | Scotland | 24/07/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 30 | 30 | RETB Banavie North |
| | 32 08 * | * | | |
| | | 35 | | |
| | 33 77 * | * | | |
| Creag Mhor LC (UWC) | 33 79 | T | T | |
| | | 50 | | |
| | 36 15 * | * | | |
| | | 30 | | |
| | 36 29 * | * ▼ 15 | * ▼ 15 | |
| | | ▲ 30 | ▲ 30 | |
| Macleans LC (UWC) | 36 34 * | T * | T * | |
| | | 15 | 15 | |
| | 36 45 | | | |
| | 36 50 | | | |
| | | 15 | 15 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC145 | 009 | Fort William Jn to Mallaig | MLG2 | Scotland | 23/05/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB Banavie North |
| Morar LC (AOCL+B) | 36 56 * |  |  | |
| **MORAR** | 36 59 | | | |
| | 38 23 * | | | |
| | 39 05 * | | | |
| Mallaig GF | | | | |
| Sdg GF | | | | |
| Sdg GF | | | | |
| **MALLAIG TEP** | 39 39 | | | Platform 1 - PP<br>Platform 2 - PP |

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# LOCAL INSTRUCTIONS
## Table of Contents

| | Page |
|---|---|
| **SC141- CRAIGENDORAN JN TO FORT WILLIAM** | |
| HELENSBURGH UPPER TEP | 53 |
| GLEN DOUGLAS TEP TO ARROCHAR & TARBET TEP | 53 |
| UPPER TYNDRUM TEP To CRIANLARICH TEP | 53 |
| TYNDRUM LOWER TEP To CRIANLARICH TEP | 53 |
| CRIANLARICH TEP | 54 |
| FILLAN TEP | 56 |
| UPPER TYNDRUM TEP | 56 |
| BRIDGE OF ORCHY TEP TO RANNOCH TEP | 56 |
| RANNOCH TEP TO TULLOCH TEP | 57 |
| TULLOCH TEP | 57 |
| FORT WILLIAM JN SB & TEP | 57 |
| FORT WILLIAM | 58 |
| ENTIRE LINE OF ROUTE | 58 |
| **SC143- CRIANLARICH TO OBAN** | |
| LOWER CRIANLARICH TEP | 59 |
| DALMALLY TEP TO TAYNUILT TEP | 59 |
| CONNEL FERRY TEP TO OBAN TEP | 59 |
| OBAN TEP | **Error! Bookmark not defined.** |
| ENTIRE LINE OF ROUTE | 60 |
| **SC145- FORT WILLIAM JN TO MALLAIG** | |
| CORPACH | 60 |
| ANNAT PULP MILL GF | **Error! Bookmark not defined.** |
| ARISAIG TEP TO MALLAIG TEP | 60 |
| MALLAIG TEP | 60 |
| ENTIRE LINE OF ROUTE | 60 |
| MALLAIG | 61 |

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# SC141 - CRAIGENDORAN JN TO FORT WILLIAM

### HELENSBURGH UPPER TEP

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

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

**Dated: 02/12/06**

# SC141 - CRAIGENDORAN JN TO FORT WILLIAM

### Glen Douglas TEP To ARROCHAR & TARBET TEP

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

**Dated: 02/12/06**

# SC141 – CRAIGENDORAN JN TO FORT WILLIAM

### UPPER TYNDRUM TEP To CRIANLARICH TEP

**Working by special authority card**

If the radio fails in the leading cab of a train requiring to proceed from Upper Tyndrum to Crianlarich, or Crianlarich to Upper Tyndrum, the rear cab radio must be used. The issue of a ‘long section’ token between Upper Tyndrum to Crianlarich or Crianlarich to Upper Tyndrum by the rear cab is authorised.

**Dated: 30/01/16**

# SC143 - CRIANLARICH TO OBAN

### TYNDRUM LOWER TEP To CRIANLARICH TEP

**Working by special authority card**

If the radio fails in the leading cab of a train requiring to proceed from Lower Tyndrum to Crianlarich, or Crianlarich to Lower Tyndrum, the rear cab radio must be used. The issue of a ‘long section’ token between Lower Tyndrum to Crianlarich or Crianlarich to Lower Tyndrum by the rear cab is authorised.

**Dated: 30/01/16**

# SC141 - CRAIGENDORAN JN TO FORT WILLIAM

## CRIANLARICH TEP

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

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

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

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

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

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

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

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

Two pairs of plungers are provided at the North end of the station at the bottom of the platform ramp, one pair in association with the Down loop 'Points Set' indicator, and one pair in association with the Up loop 'Points Set' indicator. These plungers must be operated only under the instructions of the signaller at Banavie signalling centre. Pressing the left-hand plunger of a pair of plungers sets the junction points for the Oban branch. Pressing the right-hand plunger of a pair of plungers sets the points for the main West Highland line for Upper Tyndrum. The illumination of the appropriate 'Points Set' indicator together with the correct route indication - 'B' for the branch or 'M' for the main line - after the operation of a plunger, prove that the junction points are correctly set and locked for the route chosen. Only the pair of plungers at the 'Points Set' indicator at which the train is standing can be used.

a) **Down direction trains** - When the driver of a Down direction train has been issued with a token and is ready to proceed, the signaller will authorise the driver to select the correct route at the same time as permission to proceed is given.

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

b) **Up direction trains** - If the driver of an Up direction train on the main or branch line finds that the 'Points Set' indicator on the approach to Crianlarich is displaying a single red flashing aspect or is not illuminated, he must immediately inform the signaller at Banavie signalling centre who will instruct him to unlock the lockfast box beside the indicator post and report the indications displayed inside. The driver must then act in accordance with the instructions of the signaller, and must not proceed past the indicator without the verbal permission of the signaller. Instruction 8 of the **Single Lines Worked by Radio Electronic Token Block - Instructions to Traincrews, Persons carrying out Engineering Work and Others Concerned**, is modified accordingly. When such verbal permission is given, the driver must not proceed until he has relocked the box and confirmed to the signaller that this has been done.

c) **Failure of North end loop points** - When the 'Points Set' indicator displays a single red flashing aspect or is not illuminated, the driver of an Up direction train is instructed by the signaller at Banavie signalling centre to manually operate the North end loop points, he must operate the points to the required position and clamp and scotch them in that position. An assurance must be given to the signaller at Banavie signalling centre when this has been done. The driver must not pass the 'Points Set' indicator unless the signaller at Banavie signalling centre has given permission to do so and the lockfast box at the 'Points Set' indicator has been relocked. When the train has passed clear of the

points, the clamp and scotch must be removed, returned to the receptacle provided and an assurance to this effect given to the signaller at Banavie signalling centre when this has been done.

d) **Override switch for junction points** - The override switch for the junction points is located in the lockfast box adjacent to these points. This override switch normally lies in the centre position. Switching it to the left sets the points for the main line. Switching it to the right sets the points for the Oban branch. When operated to a position, the switch will remain in this position until it is again operated. This switch must only be operated under the instructions of the signaller at Banavie signalling centre.

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

1. if the points are already in the correct position for the route required, the driver, or person concerned, must operate the switch for the other route, check that the points have moved to the other route, and then operate the switch to the route required and check that the points have moved to the route required.
2. if the points are not already in the correct position for the route required, the driver, or person concerned, must operate the switch for the route required and check that the points have moved to this position. He must then operate the switch for the other route, check that the points have moved to this position, and then operate the switch for the required route again, and check that the points are in the correct position for the route required.

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

If the points have been operated to the required position, the driver must confirm this to the signaller. The driver of a Down direction train must operate the appropriate plunger again, when so instructed by the signaller. If the correct route indication can still not be obtained, in certain failure conditions, the driver must then be instructed to proceed to the lockfast box at either the up branch or the up main Points Set Indicator (which ever is relevant to his intended direction of travel) and report the indications on display therein. If both Junction Points and Loop Points indications are confirmed by the driver to be illuminated then the relevant down train may be authorised to proceed over the junction points. The driver must also be instructed to restore the junction points to the main position and the override switch to the centre position and confirm this has been done before continuing. The driver must also confirm that he has also relocked the relevant lockfast box at the Up Main or Up Branch Points Set Indicator.

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

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

a) **Engineers' machines** - An engineer's machine which cannot be relied upon to actuate track circuits must not proceed over the junction points to / from Tyndrum Lower until the override switch has been operated under the instructions of the signaller at Banavie signalling centre.

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

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

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

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

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

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

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

**Down trains to be divided** - Down trains must be accompanied by Pilotman A between Ardlui (or south thereof) and Crianlarich. After the train has been divided, providing Pilotman B is present and permission for the train to occupy the

Crianlarich / Tyndrum Lower section has been obtained, Pilotman A may authorise the train to proceed. After Pilotman A has checked visually that the first portion has passed the Down branch 'loop clear' marker at Crianlarich, he may then obtain permission for the second portion to proceed towards Upper Tyndrum and then authorise it to proceed.

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

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

**Dated: 30/01/16**

# SC141 - CRAIGENDORAN JN TO FORT WILLIAM

### Fillan TEP

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

**Dated: 02/12/06**

# SC141 - CRAIGENDORAN JN TO FORT WILLIAM

### UPPER TYNDRUM TEP

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

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

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

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

**Dated: 02/12/06**

# SC141 - CRAIGENDORAN JN TO FORT WILLIAM

### BRIDGE OF ORCHY TEP To RANNOCH TEP

**Working by special authority card** - If the radio fails in the leading cab of a train requiring to proceed from Bridge of Orchy to Rannoch, or Rannoch to Bridge of Orchy, the rear cab radio must be used. The issue of a 'Long Section' token between Bridge of Orchy and Rannoch or Rannoch and Bridge of Orchy by the rear cab is authorised.

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

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

**Dated: 30/01/16**

# SC141 - CRAIGENDORAN JN TO FORT WILLIAM

**RANNOCH TEP To TULLOCH TEP**

**Working by special authority card** - If the radio fails in the leading cab of a train requiring to proceed from Rannoch to Tulloch, or Tulloch to Rannoch, the rear cab radio must be used. The issue of a 'Long Section' token between Rannoch and Tulloch or Tulloch and Rannoch by the rear cab is authorised.

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

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

**Dated: 30/01/16**

# SC141 - CRAIGENDORAN JN TO FORT WILLIAM

**TULLOCH TEP**

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

**Dated: 02/12/06**

# SC141 - CRAIGENDORAN JN TO FORT WILLIAM

**Fort William Jn SB & TEP**

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

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

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

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

**Receiving/returning RETB tokens** - A driver may enter the RETB system and obtain a token to proceed from Fort William Jn towards Spean Bridge, or towards Loch Eil or Annat Pulp Mill at any place up to, or at, the main or branch, as appropriate, section signal, but this procedure must be carried out when the train is at a stand. A driver proceeding to Fort William Jn from the main or branch line, may surrender his token at any time after coming within the protection of the main or branch, as appropriate, home signal, but this procedure must be carried out when the train is at a stand.

**Failure of token issuing/receiving apparatus** - The supply of special authority cards for the working of trains from Fort William Jn during a failure of token equipment is kept in Fort William Jn signal box, and the driver must use the telephone provided in order to communicate with the signaller at Banavie signalling centre for the purpose of completing such a card.

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

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

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

**Dated: 02/12/06**

# SC141 - CRAIGENDORAN JN TO FORT WILLIAM

## FORT WILLIAM

### T & RSD

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

1. When required to make a movement into the Shed, the driver must stop at the Stop board on No.3 locomotive siding.
2. Movements past the Stop board and movements out of the Shed must not be made until the designated person has personally given the shunter or driver an assurance that it is safe for the movement to commence and the derailer has been moved clear of the rail.
3. When the movement has passed clear, the derailer must be immediately locked in the raised position by the designated person.

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

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

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

**Dated: 02/12/06**

# SC141 - CRAIGENDORAN JN TO FORT WILLIAM

## Entire Line Of Route

**Automatic Warning System** - Referring to the Rule Book, Handbook RS/521 Section 1.5, Cancelling indicators are not provided.

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

**Dated: 07/12/13**

# SC143 - CRIANLARICH TO OBAN

### Lower Crianlarich TEP

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

**Dated: 02/12/06**

# SC143 - CRIANLARICH TO OBAN

### DALMALLY TEP To TAYNUILT TEP

**Pass of Brander - Automatic stone signals** - Between the 51¾ and 56 mile posts in the Pass of Brander, 16 automatic stone signals are erected on the South or loch side, and one near the 54 mile post on the North or hill side of the line, at irregular distances from each other, and at points where the best view can be obtained of them from either direction. All these signal posts carry an Up and a Down arm, with the exception of the one at the East end which carries a Down arm only, and the one at the West end which carries an Up arm only. The signals are connected by a number of wires forming a screen which runs along the top of the railway slope on the hill side of the line, and so long as the screen wires remain intact, the signals remain clear; but in the event of a stone falling from the mountain and one or more wires being broken; Up and Down signals go to danger. Every alternate wire passes the first signal post and is connected with the second signal post, and when a driver sights a signal at danger he must reduce speed and proceed cautiously in accordance with the Rule Book, Module S5, until a second clear signal is reached - as there may be one clear signal between two danger ones - or until the last special signal for the falling stones is passed. He must also inform the signaller at Banavie signalling centre by radio that a stone signal is at danger.

**Dated: 02/12/06**

# SC143 - CRIANLARICH TO OBAN

### CONNEL FERRY TEP To OBAN TEP

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

**Dated: 02/12/06**

# SC143 - CRIANLARICH TO OBAN

### OBAN TEP

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

**Joining** - The first train to enter the platform must be brought to a stand at the far end of the station and return the token. The second train will be issued with a 'Occupied' token at Connel Ferry and the driver reminded, when being given permission to proceed, that the Platform line is occupied. In the event of a failure of all cab equipment in the second train, a special authority card may be used provided Clause (a) on the special authority card is endorsed 'Occupied'.

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

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

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

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

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

**Dated: 22/11/20**

# SC143 - CRIANLARICH TO OBAN

### Entire Line Of Route

**Automatic Warning System** - Referring to the Rule Book, Handbook RS/521 Section 1.5, Cancelling indicators are not provided.

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

**Dated: 07/12/13**

# SC145 - FORT WILLIAM JN TO MALLAIG

### CORPACH

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

**Dated: 02/12/06**

# SC145 - FORT WILLIAM JN TO MALLAIG

### Annat Pulp Mill GF

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

**Dated: 02/12/06**

# SC145 - FORT WILLIAM JN TO MALLAIG

### ARISAIG TEP To MALLAIG TEP

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

**Dated: 02/12/06**

# SC145 - FORT WILLIAM JN TO MALLAIG

### MALLAIG TEP

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

**Dated: 02/12/06**

# SC145 - FORT WILLIAM JN TO MALLAIG

### Entire Line Of Route

**Automatic Warning System** - Referring to the Rule Book, Handbook RS/521 Section 1.5, Cancelling indicators are not provided.

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

**Dated: 07/12/13**

# SC145 – FORT WILLIAM JN TO MALLAIG

## MALLAIG TEP

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

**Joining** - The first train to enter the platform must be brought to a stand at the far end of the station and return the token. The second train will be issued with an 'Occupied' token at Arisaig and the driver reminded, when being given permission to proceed, that the Platform line is occupied. In the event of a failure of all cab equipment in the second train, a special authority card may be used provided Clause (a) on the special authority card is endorsed 'Occupied'.

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

After the first train has loop cleared, and after receiving permission from the Signaller, the rear train may draw forward to the stop board provided station duties have been completed, all is in order for the train to commence the movement and the conductor has sent the bell / buzzer code 6, to the driver. Before requesting a token to proceed, the driver must advise the signaller that he is at a stand at the stop board.

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

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

**Dated: 19/03/2022**

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# LIST OF MODULE PAGES AND DATES

| Page | Date Last Changed |
|---|---|
| **1** | **07 September 2024** |
| **2** | **07 September 2024** |
| 3 | 03 October 2009 |
| 4 | 03 October 2009 |
| 5 | 03 October 2009 |
| 6 | 03 October 2009 |
| 7 | 03 September 2022 |
| 8 | 03 September 2022 |
| 9 | 01 June 2024 |
| 10 | 01 June 2024 |
| 11 | 04 June 2016 |
| 12 | 04 June 2016 |
| 13 | 01 June 2024 |
| 14 | 01 June 2024 |
| 15 | 01 June 2024 |
| 16 | 01 June 2024 |
| 17 | 04 June 2016 |
| 18 | 04 June 2016 |
| 19 | 03 September 2016 |
| 20 | 03 September 2016 |
| 21 | 01 June 2019 |
| 22 | 01 June 2019 |
| 23 | 04 June 2016 |
| 24 | 04 June 2016 |
| 25 | 04 June 2016 |
| 26 | 04 June 2016 |
| 27 | 04 June 2016 |
| 28 | 04 June 2016 |
| 29 | 04 June 2016 |
| 30 | 04 June 2016 |
| 31 | 04 June 2022 |
| 32 | 04 June 2022 |
| 33 | 04 June 2022 |
| 34 | 04 June 2022 |
| 34A | 04 June 2016 |

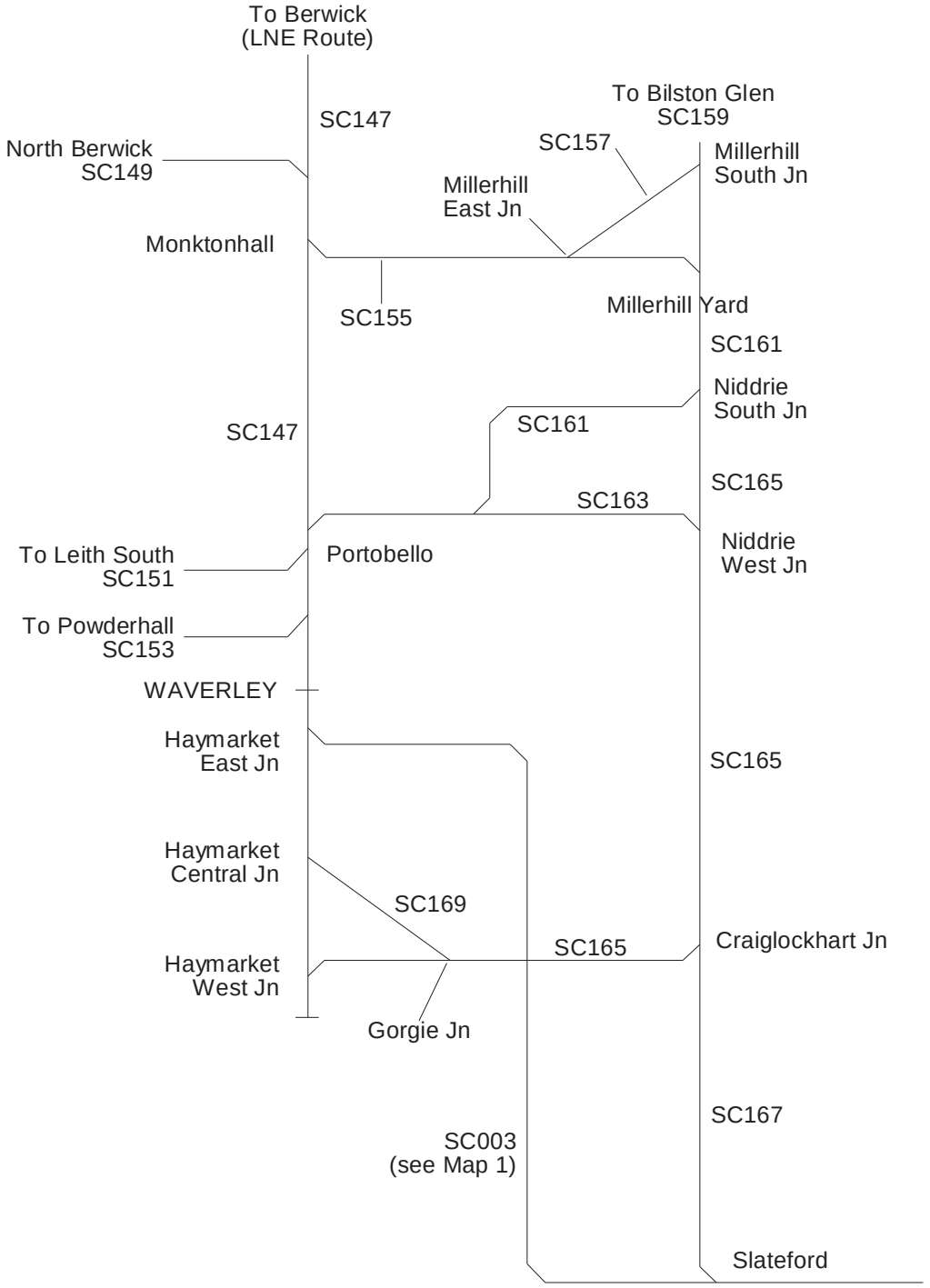
| Page | Date Last Changed |
|---|---|
| 34B | 04 June 2016 |
| 34C | 04 June 2016 |
| 34D | 04 June 2016 |
| 34E | 04 June 2022 |
| 34F | 04 June 2022 |
| 35 | 04 June 2016 |
| 36 | 04 June 2016 |
| 37 | 04 June 2016 |
| 38 | 04 June 2016 |
| 39 | 03 October 2009 |
| 40 | 03 October 2009 |
| 41 | 07 December 2013 |
| 42 | 07 December 2013 |
| 43 | 03 September 2022 |
| 44 | 03 September 2022 |
| 45 | 28 November 2020 |
| 46 | 28 November 2020 |
| 47 | 28 November 2020 |
| 48 | 28 November 2020 |
| 49 | 28 November 2020 |
| 50 | 28 November 2020 |
| 50A | 28 November 2020 |
| 50B | 28 November 2020 |
| 51 | 02 March 2019 |
| 52 | 02 March 2019 |
| 53 | 03 October 2009 |
| 54 | 03 October 2009 |
| 55 | 07 December 2013 |
| 56 | 07 December 2013 |
| 57 | 03 September 2022 |
| 58 | 03 September 2022 |
| 59 | 03 September 2022 |
| 60 | 03 September 2022 |

# TABLE OF CONTENTS

| | Page |
|---|---|
| Maps | 3 |
| Table A Diagrams | 5 |
| Special Working Arrangement | 39 |
| Local Instructions | 43 |

# MAPS

## MAP 9: BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)



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# TABLE A DIAGRAM
## Table of Contents

| | Page |
|---|---|
| SC147- BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY) | 7 |
| SC149- NORTH BERWICK TO DREM JN | 26 |
| SC151- PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE) | 27 |
| SC153- CRAIGENTINNY TO POWDERHALL (GOODS LINE) | 28 |
| SC155- MONKTONHALL JN TO MILLERHILL YARD (GOODS LINE) | 29 |
| SC157- MILLERHILL SOUTH JN TO MILLERHILL EAST JN (GOODS LINE) | 30 |
| SC159- END OF LINE (FORMER BILSTON BRANCH) TO MILLERHILL YARD | 31 |
| SC161- MILLERHILL YARD TO PORTOBELLO | 32 |
| SC163- PORTOBELLO TO NIDDRIE WEST | 34 |
| SC165- NIDDRIE SOUTH JN TO HAYMARKET WEST JN | 35 |
| SC167- CRAIGLOCKHART JN TO SLATEFORD JN | 37 |
| SC169- GORGIE JN TO HAYMARKET CENTRAL JN | 38 |

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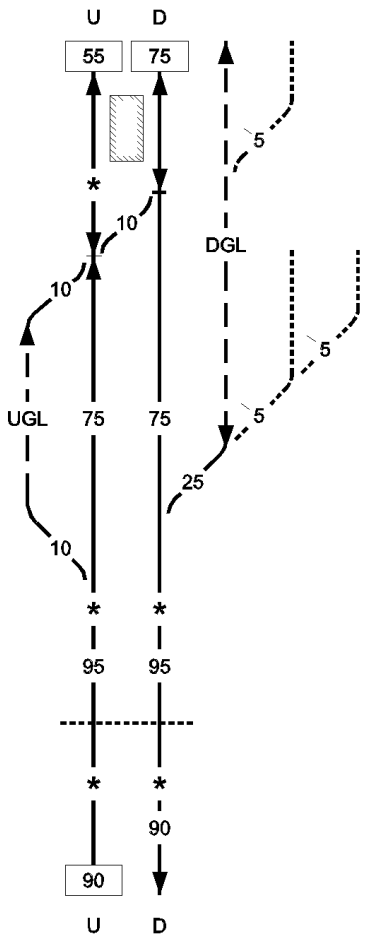
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 001 | Berwick to Haymarket West Jn (Via Waverley) | ECM8 | Scotland | 20/02/2016 |

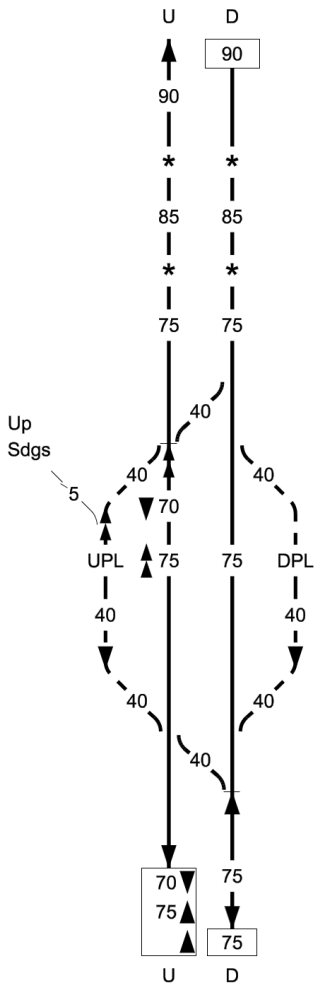
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Tweedmouth SB (TW) AC:Cathcart ECR<br>GSM-R |
| **BERWICK** | 67 00 |  | |
| | 67 06 * | | |
| | | | DGL 2436f (742m)<br>(116 SLU's)<br><br>UGL 1285f (390m)<br>(61 SLU's) |
| | 67 69 * | | |
| No 203 LC (R/G) | 68 52 | | |
| | 69 00 * | | |

| 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 |
|---|---|---|---|
| | | U D<br>90 90 | TCB Tweedmouth SB (TW)<br>AC:Cathcart ECR<br>GSM-R |
| OHNS Marshall Meadows | 69 17 | | |
| Territory Boundary | 69 67 * | TERRITORY BOUNDARY<br>LN600 seq 29<br>LONDON NORTH EAST<br>SCOTLAND | Edinburgh SC (EG) |
| | 54 50 | 95 95 | |
| | 50 08 * | * * | |
| | | 80 80 | |
| | 49 09 * | * * | |
| | | 95 95 | |
| Reston GSP | 47 14 | 40<br>25 | |
| Reston Station | 46 40 | | Platforms 270 m |
| OHNS Reston | 46 22 | | |
| | 45 34 * | * * | |
| | | 90 90<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 003 | Berwick to Haymarket West Jn (Via Waverley) | ECM8 | Scotland | 16/03/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EG) AC:Cathcart ECR<br>GSM-R |
| | 43 30 * | | |
| | 42 41 * | | |
| Grantshouse | 41 14 | | |
| Up Sidings GF | 41 08 | Ⓢ | UPL 2040f (622m) (97 SLU's)<br>DPL 2191f (668m) (104 SLU's)<br><br>TOWS between Grantshouse and Innerwick |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 004 | Berwick to Haymarket West Jn (Via Waverley) | ECM8 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>70 75<br>75<br>70 75<br>75<br>39 78 * * *<br>70 70<br>39 40 * * *<br>70 85<br>85 75<br>39 05 * * *<br>70 90<br>90 75<br>36 08 * * *<br>70 85<br>85 75<br>36 02 * * *<br>70 90<br>90 75<br>35 39 * * *<br>105<br>75<br>70<br>105 105<br>75<br>U D | TCB Edinburgh SC (EG)<br>AC:Cathcart ECR<br>GSM-R<br><br>TOWS between Grantshouse and Innerwick |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 005 | Berwick to Haymarket West Jn (Via Waverley) | ECM8 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
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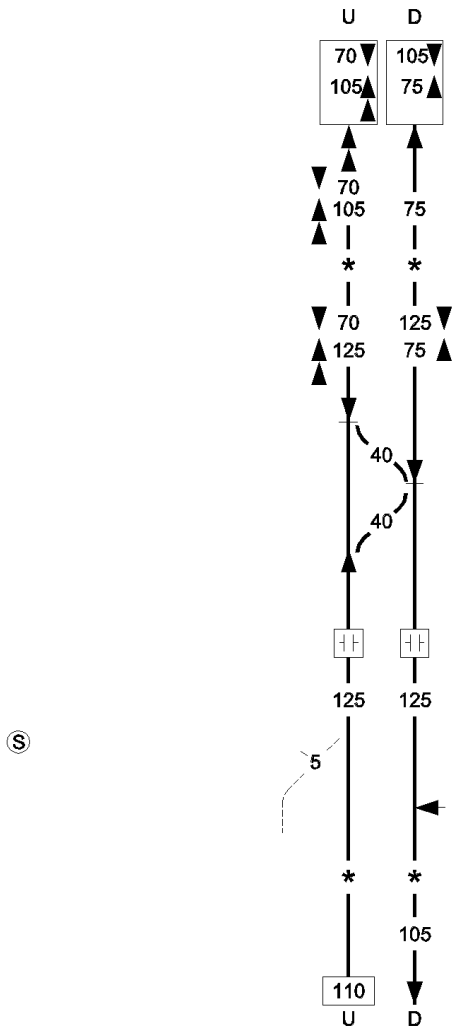
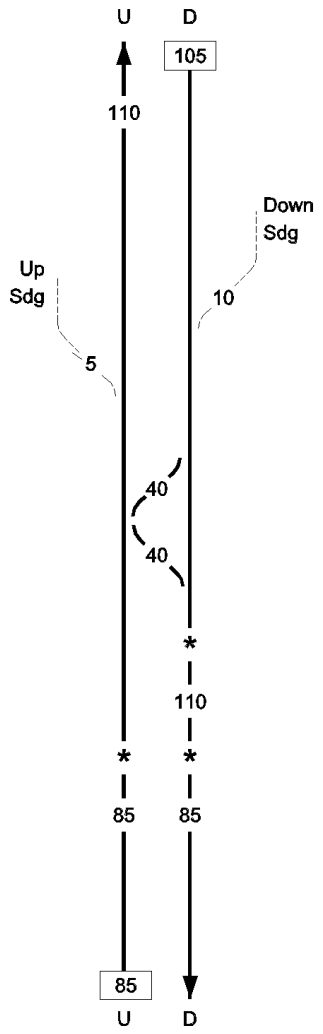
| | |  | TCB Edinburgh SC (ED) (EG) AC:Cathcart ECR<br>GSM-R<br>TOWS between Grantshouse and Innerwick |
| | 34 75 * | | |
| Innerwick | 34 40 | | |
| OHNS | 33 60 | | |
| Torness Sdg GSP | 32 77 | Ⓢ | |
| Oxwellmains HABD (Down) | 32 65 | | |
| | 31 41 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 006 | Berwick to Haymarket West Jn (Via Waverley) | ECM8 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Oxwellmains | 31 20 |  | TCB Edinburgh SC (ED) AC:Cathcart ECR<br>GSM-R |
| | 31 00 * | | |
| | 29 43 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 007 | Berwick to Haymarket West Jn (Via Waverley) | ECM8 | Scotland | 16/03/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
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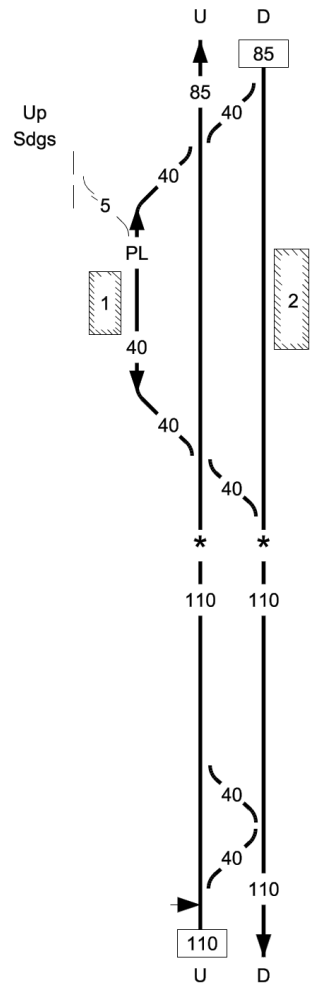
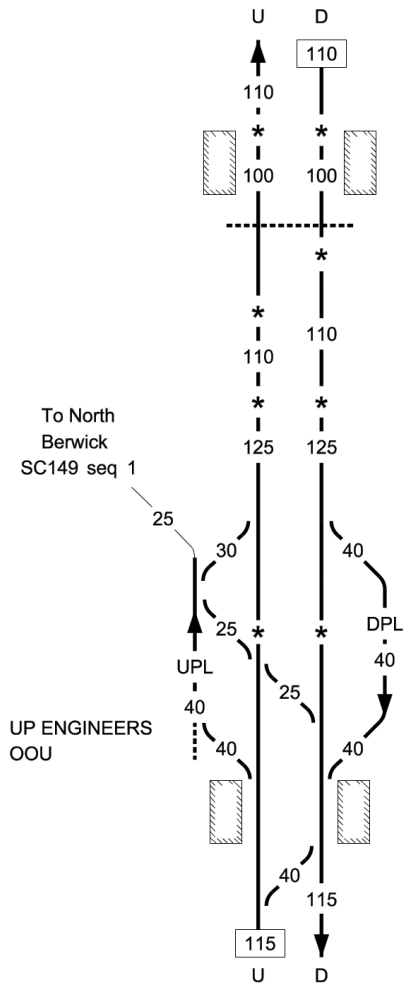
| | |  | TCB Edinburgh SC (ED) AC:Cathcart ECR<br>GSM-R |
| Up Sgds GF | 29 10 | | |
| **DUNBAR** | 29 05 | | PL 1 UP 1669f (509) (79 SLU's)<br>PL 1 UP 1257f (383) (59 SLU's) |
| | 28 35 * | | |
| Stenton GSP | 24 42 | | |
| Stenton HABD (Up) | 24 20 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 008 | Berwick to Haymarket West Jn (Via Waverley) | ECM8 | Scotland | 16/03/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EF) AC:Cathcart ECR; GSM-R |
| | 23 77 * | | |
| East Linton | 23 11 | | |
| Markle LC (AHBC) | 22 14 | | |
| | 21 65 * | | |
| | 20 71 * | | |
| | 20 21 * | | |
| Drem Jn | 18 15 | | |
| | 18 13 * | | UPL 1342f (409m) (63 SLU's) |
| | | | DPL 1644f (501m) (78 SLU's) |
| **DREM** | 17 60 | | |

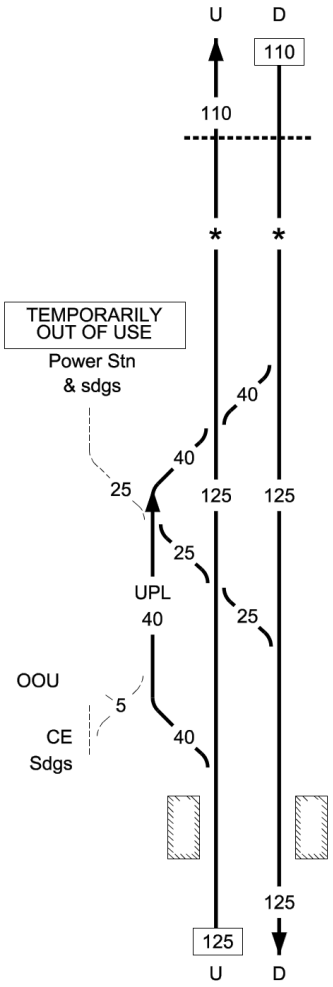


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 009 | Berwick to Haymarket West Jn (Via Waverley) | ECM8 | Scotland | 20/02/2016 |

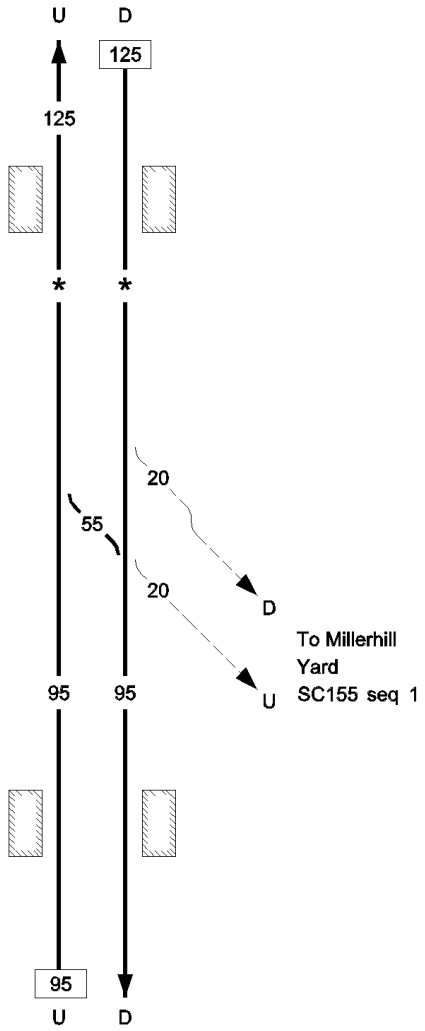
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>115 115 | TCB Edinburgh SC (EF) (EA)<br>AC:Cathcart ECR<br>GSM-R |
| | 17 41 * | * * | |
| | | 125 125 | |
| | 16 25 * | * * | |
| | | 105 105 | |
| | 15 60 * | * * | |
| | | 110 110 | |
| OHNS | 13 32 | | |
| **LONGNIDDRY** | 13 18 | | |
| | | 110 110<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 010 | Berwick to Haymarket West Jn (Via Waverley) | ECM8 | Scotland | 16/03/2024 |

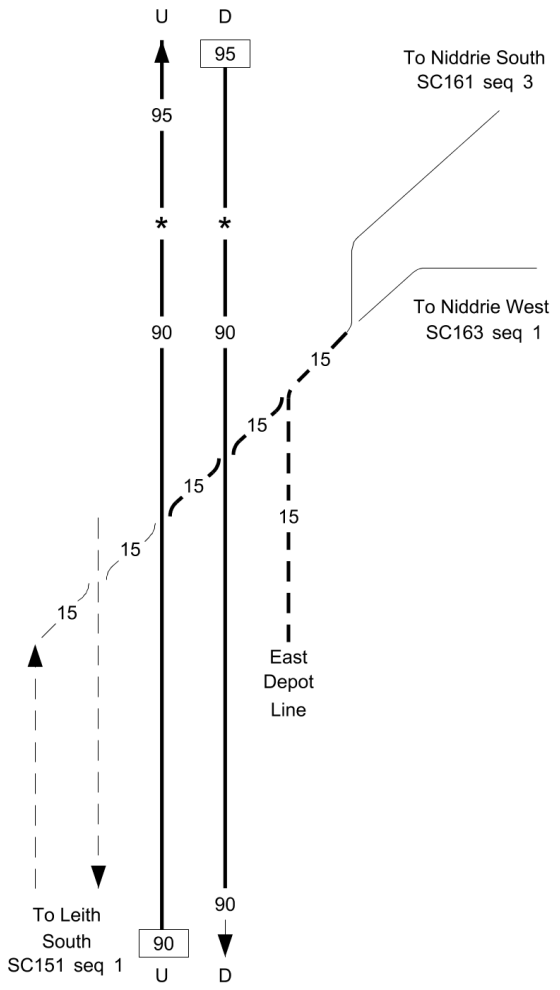
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EA) AC:Cathcart ECR; GSM-R |
| St Germains LC (CCTV) | 11 52 | | |
| | 10 33 * | | |
| Prestonpans | 9 67 | | UPL 1368f (417m) (65 SLU's) |
| **PRESTONPANS** | 9 40 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 011 | Berwick to Haymarket West Jn (Via Waverley) | ECM8 | Scotland | 20/02/2016 |

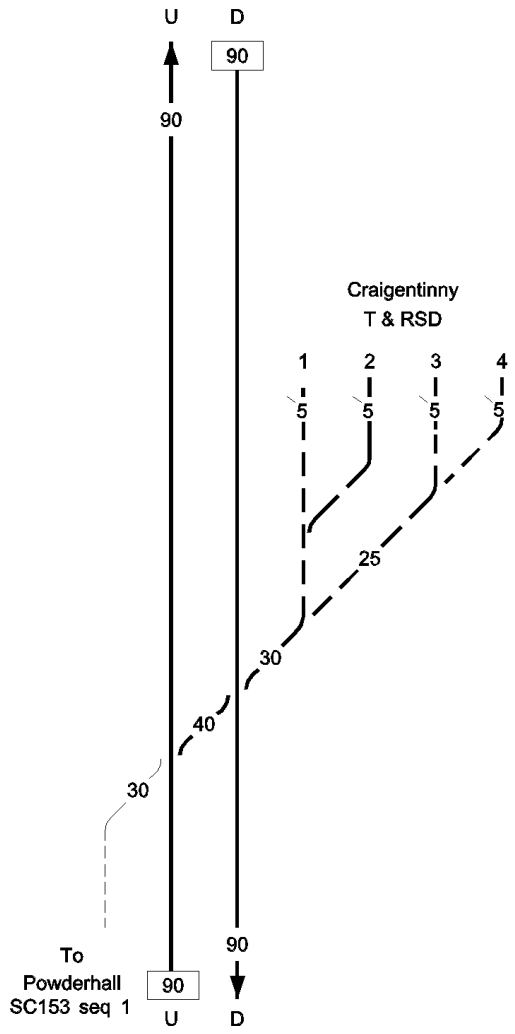
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB Edinburgh SC (EM) AC:Cathcart ECR<br>GSM-R |
| **WALLYFORD** | 7 54 | | |
| | 6 27 * | | |
| Monktonhall Jn | 5 78 | | |
| **MUSSELBURGH** | 5 13 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 012 | Berwick to Haymarket West Jn (Via Waverley) | ECM8 | Scotland | 13/06/2020 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB Edinburgh SC (EP) AC:Cathcart ECR<br>GSM-R |
| | 3 40 * | | |
| Portobello Jn to Niddrie lines | 3 30 | | |
| Portobello Jn to Leith South | 3 25 | | |

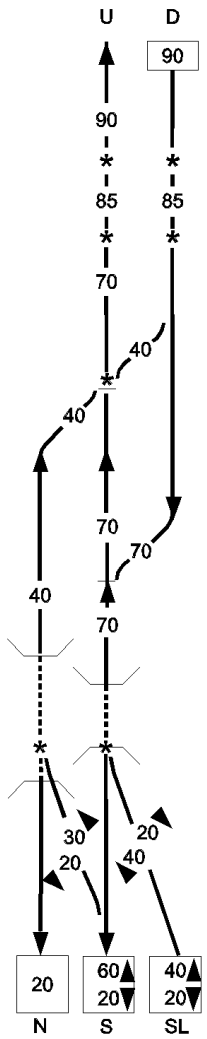
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 013 | Berwick to Haymarket West Jn (Via Waverley) | ECM8 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Craigentinny | 2 16 | | TCB Edinburgh SC (EP) AC:Cathcart ECR<br>GSM-R |
| Jn with Powderhall Branch | 1 70 | | 1 = No 1 Reception/Departure<br>2 = No 2 Reception/Departure<br>3 = No 3 Departure<br>4 = No 4 Departure |

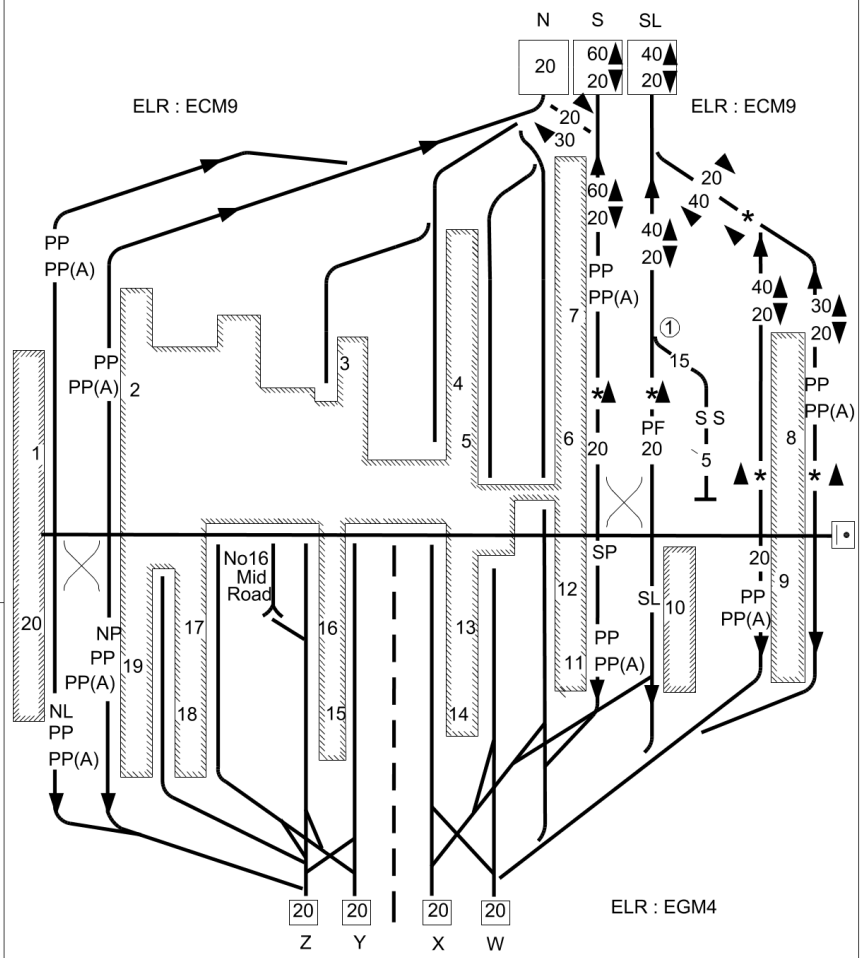


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 014 | Berwick to Haymarket West Jn (Via Waverley) | ECM8 | Scotland | 20/02/2016 |

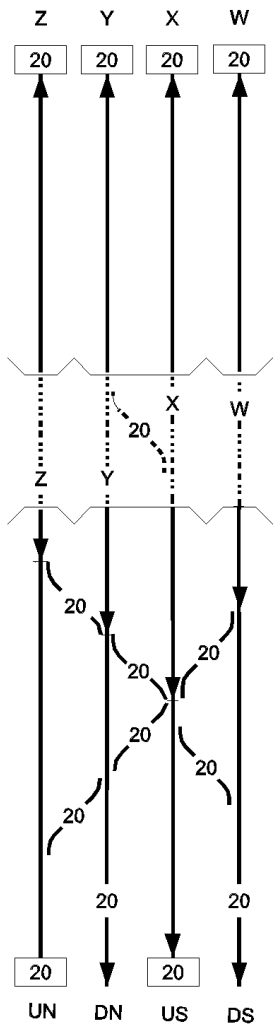
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (E) AC:Cathcart ECR<br>GSM-R |
| | 1 41 * | | |
| | 1 05 * | | |
| | 0 62 * | | |
| Abbeyhill Jn | 0 61 | | |
| Calton North Tunnel<br>490 yards | 0 50<br>0 47 | | For details of tunnel lockouts see Local Instructions |
| Calton South Tunnel<br>400 yards | 0 29 *<br>0 27 | | |
| | | | N = North Line<br>S = South Line<br>SL = South Platform Loop |



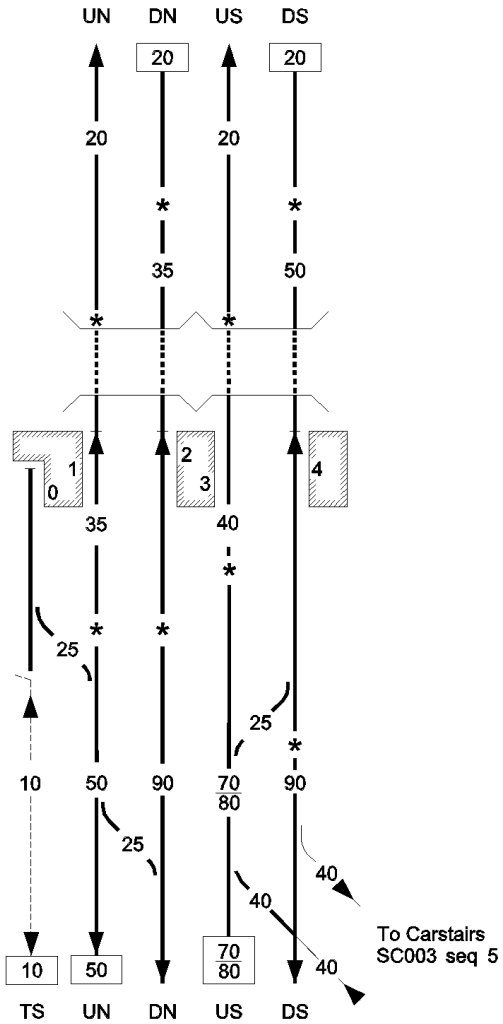
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 015 | Berwick to Haymarket West Jn (via Waverley) | ECM9 | Scotland | 21/04/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Waverley (East End) | 0 21 |   | GSM-R<br>TCB Edinburgh SC (E)<br>AC: Cathcart ECR |
| | 0 19 * | | Axle Counter area |
| | 0 11 * | | N (= North) and S (= South) lines are bi-directional |
| | 0 10 * | | AWS is not provided between Waverley East and West ends<br>Platforms 3-6, 12-18 - PP<br>On platform lines, PP and PP(A) only for booked movements or during periods of significant service disruption |
| Edinburgh SC | 0 07 | | NL = North Loop<br>NP = North Platform<br>SP = South Platform<br>SL = South Platform Loop<br>SS = South Sidings (1) |
| **EDINBURGH WAVERLEY** | 0 00 | | For details of lockouts in the station area see Local Instructions |
| | 0 00 | | 20 mph over all bay platforms at East and West End and over through platform and loop lines and intermediate connections except where shown |
| Waverley (West End) | 0 15 | | Z, Y, X and W lines are bi-directional |

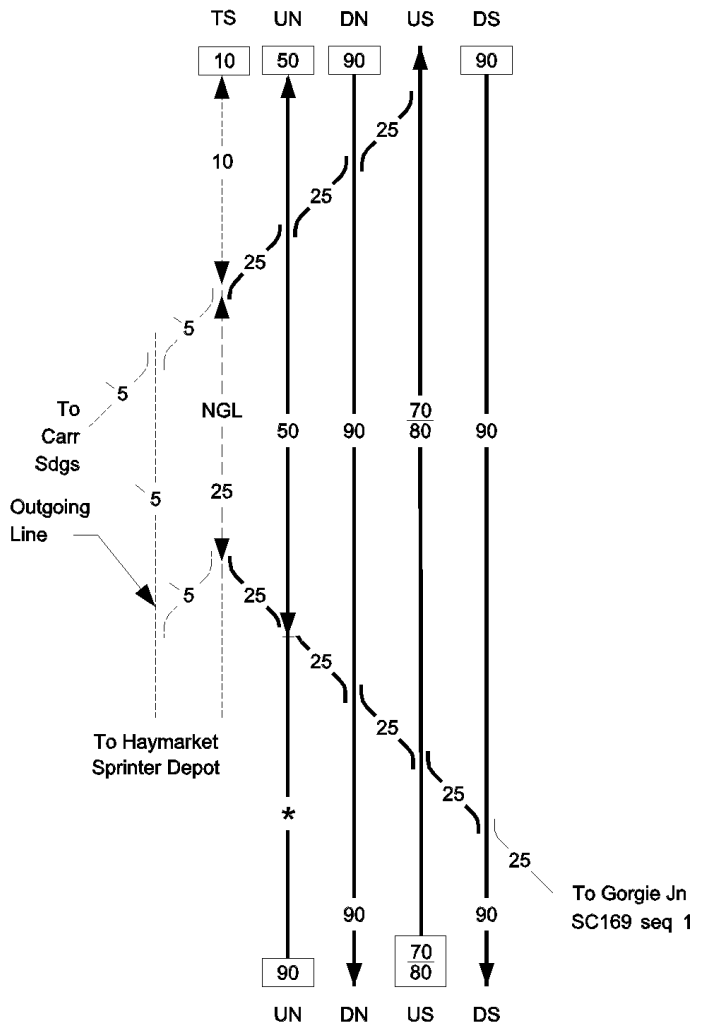
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 016 | Berwick to Haymarket West Jn (Via Waverley) | ECN2 EGM3 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Mound Tunnels<br>130 yards | 0 16<br>to<br>0 22 |  | TCB Edinburgh SC (E)<br>AC:Cathcart ECR<br>GSM-R<br>Axle Counter area<br><br>N = North Lines<br>S = South Lines<br><br>AWS is not provided between top of the page and Mound Tunnels (excl.)<br><br>For details of lockouts in this area see Local Instructions<br><br>ELR - ECN2 = North Lines<br>EGM3 = South Lines |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 017 | Berwick to Haymarket West Jn (Via Waverley) | ECN2 EGM3 EGM2 | Scotland | 20/02/2016 |

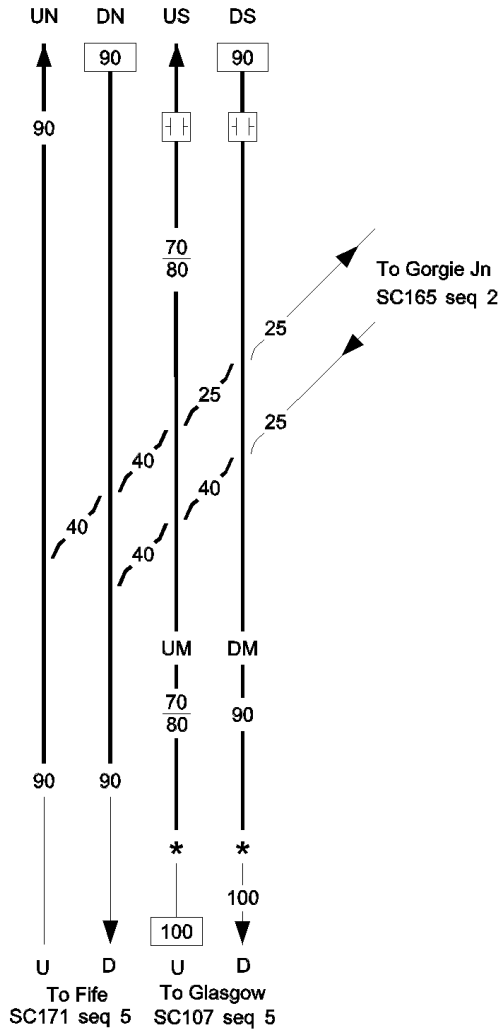
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Haymarket North & South Tunnels 1040 yards<br>**HAYMARKET**<br>Haymarket East Jn | 0 33 *<br>0 47 *<br>to<br>1 14<br>1 19<br>46 02<br>45 78 *<br>[1 27] *<br>45 73 *<br>45 72<br>[1 29] |  | GSM-R<br>TCB Edinburgh SC (EH) AC: Cathcart ECR<br><br>N = North Lines<br>S = South Lines<br>TS = Through Siding<br><br>North lines' mileages differ from South lines' mileages between Haymarket Station and the bottom of the page<br><br>North Lines' mileages are shown in brackets [ ]<br><br>Mileage change on South lines only<br><br>Platform 0 - PP<br><br>ELR - ECN2 = North lines<br>EGM3 = South lines to Haymarket Stn.<br>EGM2 = South lines, Haymarket Stn. and beyond.<br><br>For details of tunnel lockouts see Local Instructions |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 018 | Berwick to Haymarket West Jn (Via Waverley) | ECN2 EGM2 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Haymarket Central Jn | [1 59] *<br>45 35<br>[1 66] |  | TCB Edinburgh SC (EH) AC: Cathcart ECR<br>GSM-R<br>OLE on South Lines only<br>N = North Lines<br>S = South Lines<br>TS = Through Siding<br>North lines' mileages differ from South lines' mileages on this page<br>North Lines' mileages are shown in brackets [ ]<br>ELR - ECN2 = North Lines<br>EGM2 = South Lines |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC147 | 019 | Berwick to Haymarket West Jn (Via Waverley) | ECN2 EGM2 EGM1 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| OHNS | 45 05 | | TCB Edinburgh SC (EH) AC: Cathcart ECR<br>GSM-R<br>OLE on South Lines only<br>N = North Lines<br>S = South Lines<br>North lines' mileages differ from South lines' mileages between the top of the page and Haymarket West Jn<br>North Lines' mileages are shown in brackets [ ] |
| Haymarket West Jn | 44 73<br>[2 28 ] | | ELR - ECN2 = North/Fife lines<br>EGM2 = South lines to Haymarket West Jn.<br>EGM1 = Glasgow lines, Haymarket West Jn. and beyond. |
| | 44 60 * | | |

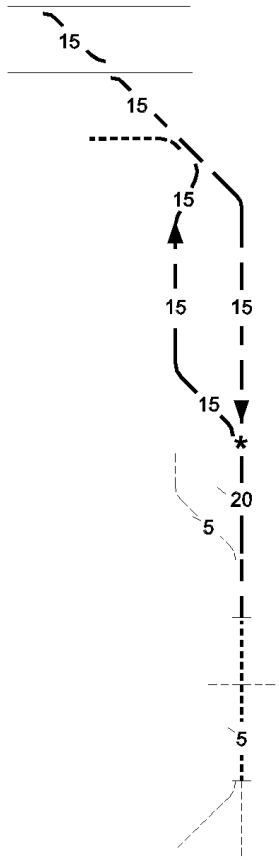


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC149 | 001 | North Berwick to Drem Jn | NBK | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>OT Edinburgh SC (ED)<br>AC:Cathcart ECR |
| **NORTH BERWICK** | 22 22 | | |
| | | ▲5 25▼ | |
| | 22 17 * | * | |
| | | ▲10 25▼ | |
| | 22 11 * | * | |
| | | ▲25 50▼ | |
| | 22 00 * | * | |
| | | 50 | |
| | 18 20 * | * | |
| | | 25 | |
| Drem Jn | 18 15 | SC147 seq 8<br>UPL<br>25<br>25 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC151 | 001 | Portobello to Leith South Yard (Goods Line) | LHS1 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EP) AC:Cathcart ECR; GSM-R |
| Portobello | 0 00 | SC147 seq 12 | |
| | 0 33 * | | |
| Baileyfield GF | 0 61 | Ⓢ | |
| Notice Board | 2 13 | | |
| Seafield LC TMO | 2 16 | | |
| Leith South Yard | 2 20 | | YARD WORKING applies between the notice board and Leith South Yard. The level crossing gates are operated by the shunter. |

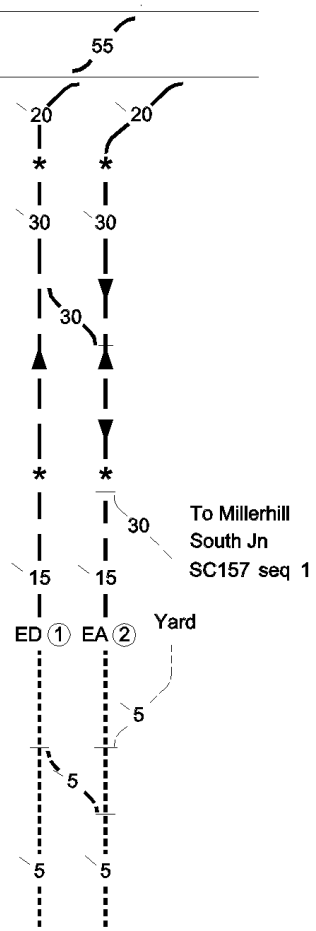


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC153 | 001 | Craigentinny to Powderhall (Goods Line) | CPH | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>OT Edinburgh SC (EP) |
| Craigentinny | 0 00 | 40<br>SC147 seq 13<br>30 | |
| | 0 40 * | * | |
| | | 20 | |
| Notice Board | 1 52 * | * | |
| | | 5 | YARD WORKING applies between the notice board and the end of the line.<br>See Local Instructions |
| Stop Board<br>(Network Rail Boundary) | 1 78 | To Powderhall Refuse Disposal Point | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC155 | 001 | Monktonhall Jn to Millerhill Yard (Goods Line) | MHL1 MHL2 MHL3 | Scotland | 20/02/2016 |

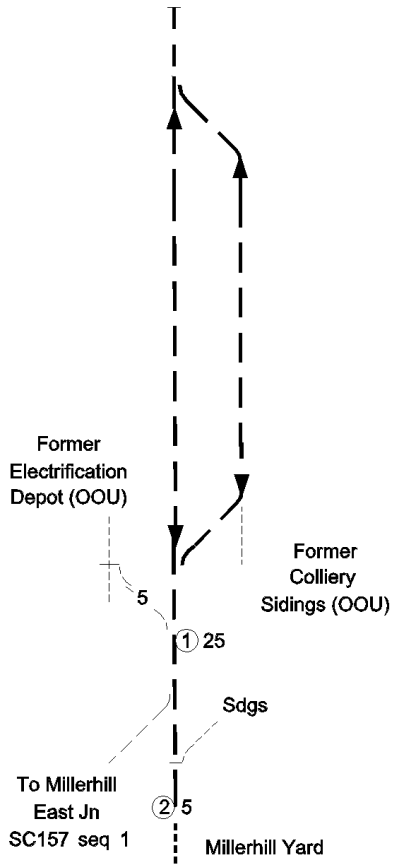
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EM) AC: Cathcart ECR<br>GSM-R |
| Monktonhall Jn | 6 11 | SC147 seq 11 | |
| (Change of ELR MHL1 to MHL2) | 5 60<br>5 60 * | | AWS fitted between Monktonhall Jn and Millerhill East Jn (incl) |
| | 1 40 | | |
| (Change of ELR MHL2 to MHL3) | 0 28 | | |
| Millerhill East Jn | 0 28 * | | |
| | 0 00 | | Edinburgh SC (EM)<br>Excluding hand points<br>ED = East Departure ( 1 = Yard working as far as signal M15)<br>EA = East Arrival ( 2 = Yard working from signal M14) |
| Millerhill West Jn | 0 17 | | |
| Millerhill Yard | 0 19 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC157 | 001 | Millerhill South Jn to Millhill East Jn (Goods Line) | MLE | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EM) GSM-R |
| Millerhill South Jn | 0 09 | SC159 seq 1 Millerhill Yard 30 | |
| Millerhill East Jn | 0 28 | SC155 seq 1 To Millerhill West Jn 30 30 | |

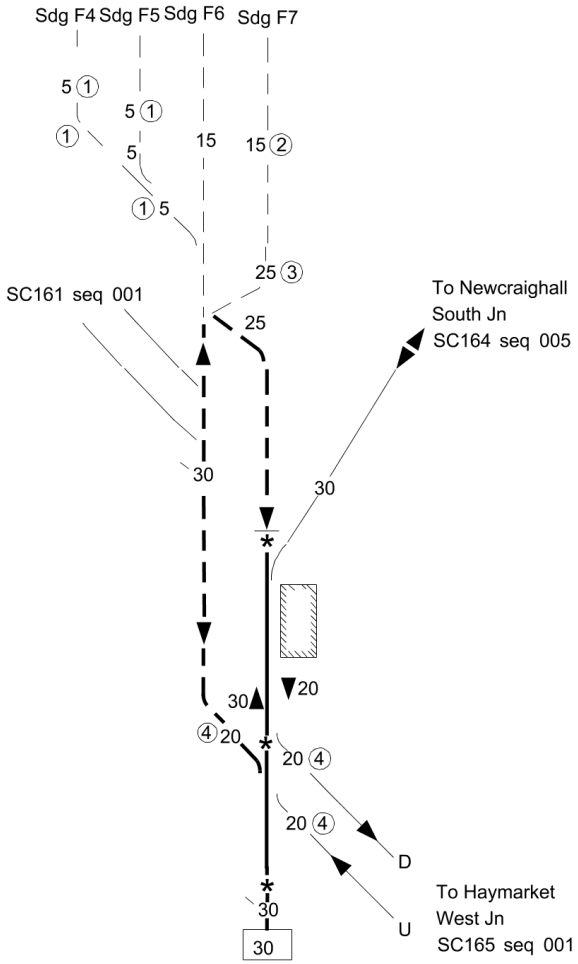
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC159 | 001 | End of Line (Former Bilston Branch) to Millerhill Yard (Goods Line) | NDE2 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 6 52 |   | TCB Edinburgh SC (EM)<br>GSM-R<br>Excluding hand points |
| | 6 03 | | 1 = On single line when passing over connection with former Electrification Depot |
| Millerhill South Jn | 5 72 | | 2 = Between Millerhill South Jn and Millerhill Yard |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC161 | 001 | Millerhill Yard to Portobello | MHL4 | Scotland | 16/04/2022 |

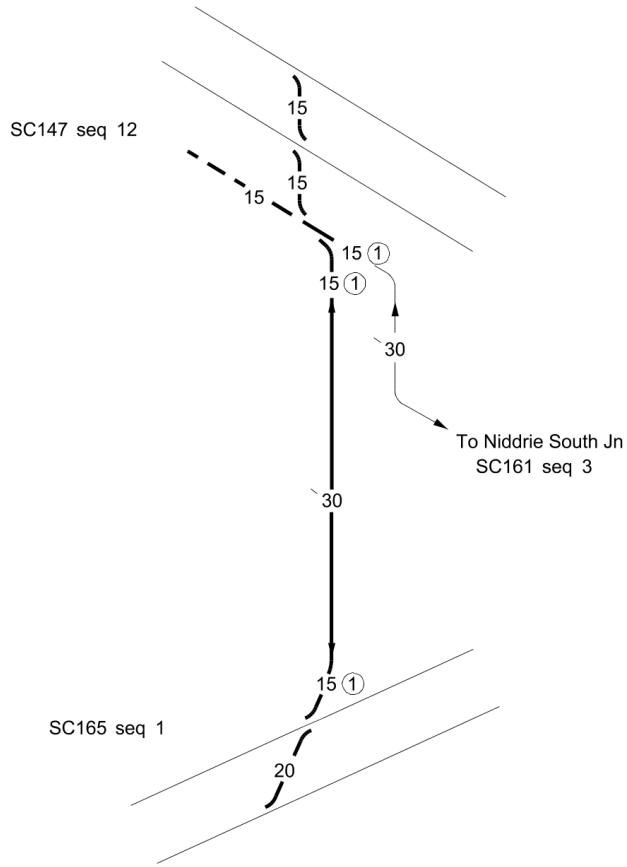
| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| NR Boundary EMU Arrival | 0 | 16 | To Millerhill EMU Depot<br>EMU ARR 20<br>EMU DEP 20 | TCB Edinburgh SC (EM) AC:Cathcart ECR<br>GSM-R<br>EMU Depot Wired - Local Isolation Procedures. |
| NR Boundary EMU Departure | 0 | 8 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC161 | 002 | Millerhill Yard to Portobello | MHL4 NDE1 | Scotland | 16/04/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Millerhill Yard | 5 52 |   | TCB Edinburgh SC (EM) AC:Cathcart ECR<br>GSM-R<br>① Entering and leaving yard<br>② Over sidings, excluding hand point connections at Monktonhall end<br>③ = Through connections |
| Newcraighall East Jn | 4 72 | | |
| Newcraighall North Jn | 4 63 | | |
| **NEWCRAIGHALL** | 4 54 | | |
| Niddrie South Jn | 4 46 | | ④ Through jn and single to double connection |
| | 4 38 | | TCB Edinburgh SC (EP) |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC163 | 001 | Portobello to Niddrie West | SUB1 SUB2 | Scotland | 13/06/2020 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EP) AC:Cathcart ECR<br>GSM-R |
| Portobello | 3 30 | | |
| Jn with Niddrie South Line | 3 36 | | |
| (Change of ELR SUB1 to SUB2) | 4 00<br>6 69 | | |
| Niddrie West | 6 30 | | |



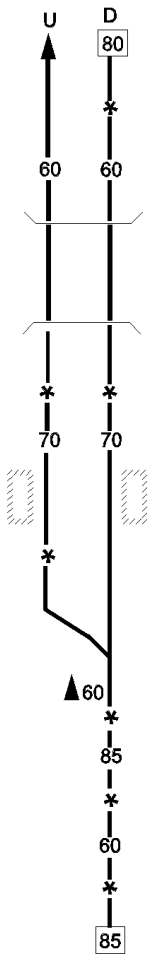

(1) = Through junction

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC164 | 001 | TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION | SBO | Scotland | 06/06/2015 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **TWEEDBANK** | 35 34 | 25 25 | TCB Edinburgh SC (EMB) GSM-R |
| | 35 14 | * | 35m34ch Limit for Axle Counter Area |
| | | 70 | PP |
| | 33 69 | * | LOD(T) |
| | | 50 | |
| **GALASHIELS** | 33 22 | | |
| | 32 64 | * | |
| | | 70 | |
| Torwoodlee Tunnel 77 yards (70 metres) | 31 63 to 31 60 | | |
| | 30 79 | * ▲70 80▼ | |
| | 30 62 | * | |
| | | 80 | |
| Bowland Jn | 29 71 | ▲* 60 U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC164 | 002 | TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION | SBO | Scotland | 06/06/2015 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EMB) GSM-R |
| | 29 19 | | |
| | 29 01 | | |
| Bowshank Tunnel 220 yds (200 metres) | to | | |
| | 28 70 | | |
| | 28 06 | | |
| **STOW** | 26 45 | | |
| | 26 03 | | |
| Galabank Jn | 25 75 | | |
| | 25 02 | | |
| | 21 71 | | |
| | 21 12 | | |



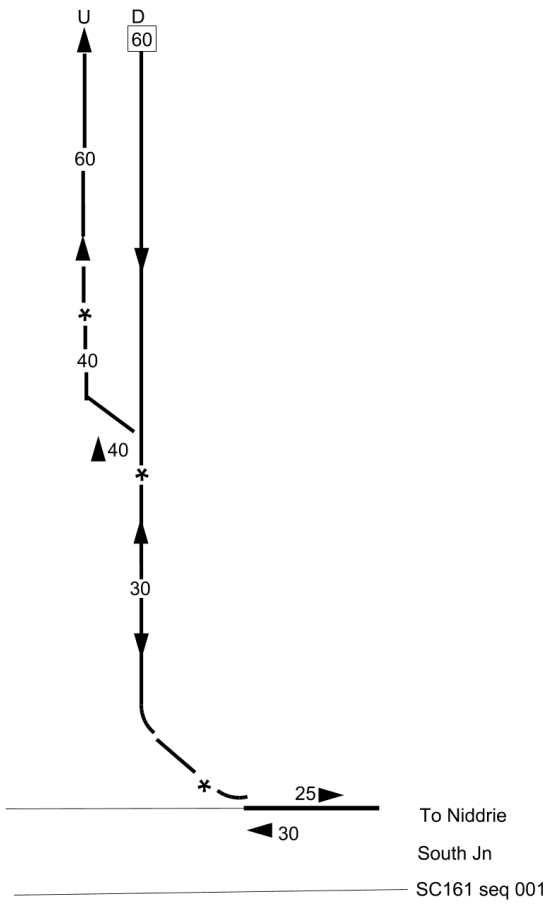
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC164 | 003 | TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION | SBO | Scotland | 06/06/2015 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 85 | TCB Edinburgh SC (EMB) GSM-R |
| | 20 45 | * | |
| | | ▲ 85 90 ▼ | |
| | 18 70 | * | |
| | | 85 | |
| | 18 09 | * | |
| | | 65 | |
| Tynehead Jn | 16 13 | * ▼ | |
| | | 60 | |
| | 16 05 | *▼ | |
| | | U D | |
| | | 65 | |
| | 12 36 | * | |
| | | 60 | |
| Fushiebridge Jn | 12 28 | *▼ | |
| | | 65 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC164 | 004 | TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION | SBO | Scotland | 03/10/2015 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 65 | TCB Edinburgh SC (EMB) GSM-R |
| | 12 01 | * | |
| | | 50 | PP - A Detaching only |
| **GOREBRIDGE** | 11 77 | | |
| | 11 64 | * | |
| | | 75 | |
| | 11 18 | * | |
| **NEWTONGRANGE** | 9 58 | 85 | |
| | 9 48 | * | |
| | | 60 | |
| | 8 42 | * | |
| **ESKBANK** | 8 25 | 70 | |
| | | * | |
| | | 55 | |
| | 7 12 | * | |
| Kings Gate Jn | 7 11 | 60 | |
| **SHAWFAIR** | 5 64 | 60 U D | 5m63ch Limit of Axle Counter Area |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC164 | 005 | TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION | NNS | Scotland | 07/05/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB Edinburgh SC (EMB) GSM-R |
| | 5 08 | | |
| Newcraighall South Jn | 5 02 | | |
| ~Change of ELR to NNS | 5 00 | | |
| Newcraighall North Jn | 4 63 | | |

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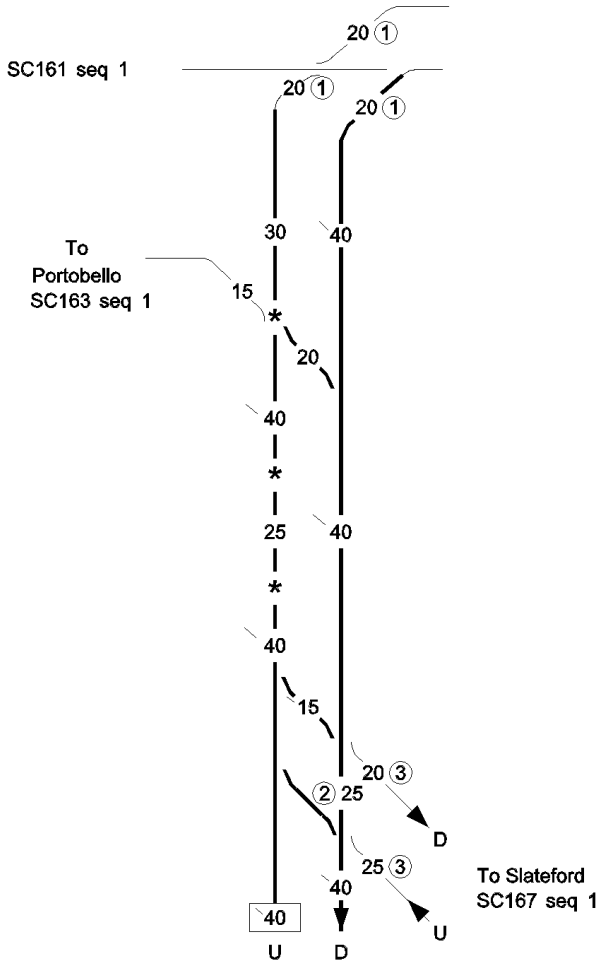
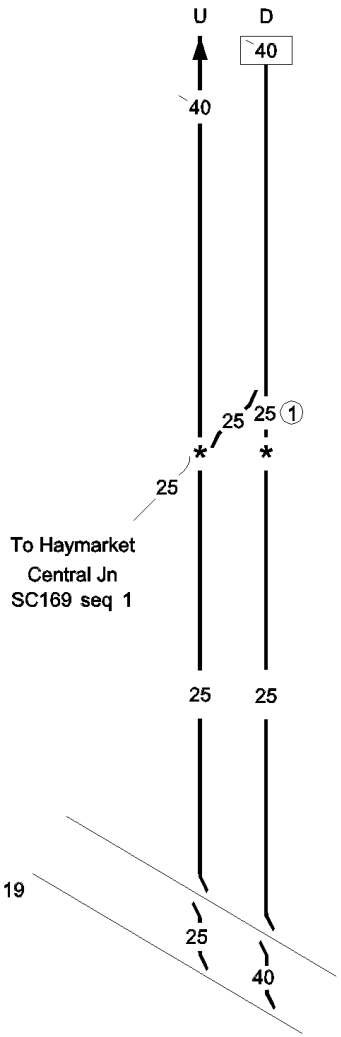
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC165 | 001 | Niddrie South Jn to Haymarket West Jn | MHY SUB2 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB Edinburgh (EM) (EP) & (ES) |
| Niddrie South Jn | 7 08 | | ① = Through jn |
| (Change of ELR MHY to SUB2) | 6 30 | | |
| Niddrie West Jn | 6 30 * | | |
| | 3 55 * | | |
| | 3 25 * | | |
| Craiglockhart Jn | 1 17 | | ② = Through Jn to Gorgie Jn<br>③ = Through jn to/from Slateford |

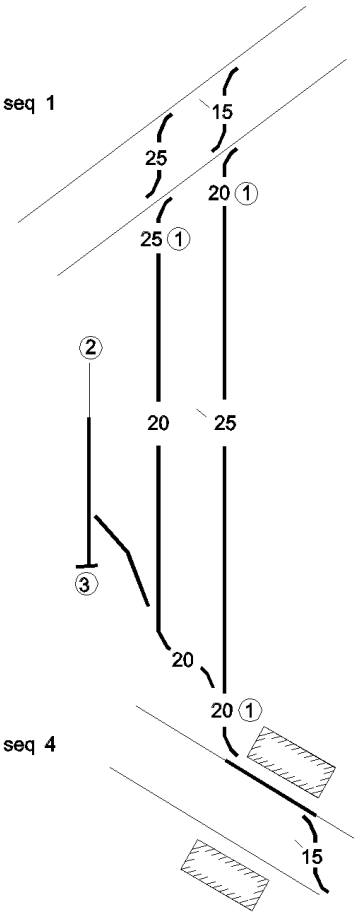


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC165 | 002 | Niddrie South Jn to Haymarket West Jn | SUB2 GGE | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| (Change of ELR SUB2 to GGE)<br>Gorgie Jn | 0 45<br>0 00 |  | TCB Edinburgh SC (EN)<br>GSM-R<br>① = Through Jn to Haymarket West Jn |
| Haymarket West Jn | 0 41 | | |

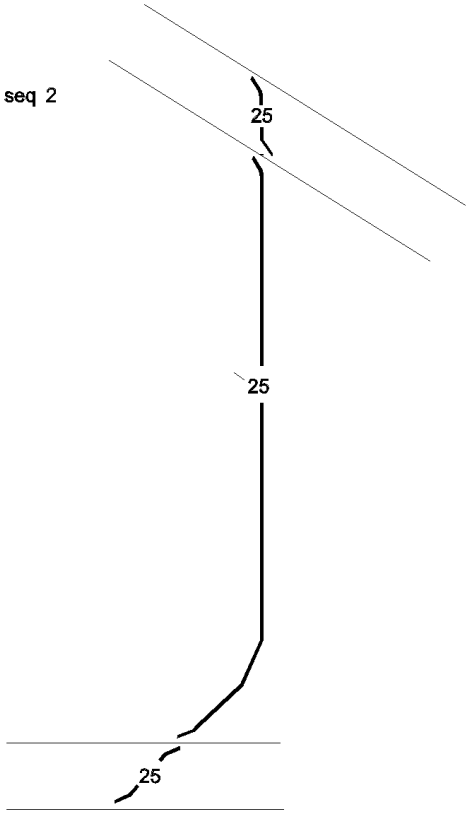
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC167 | 001 | Craiglockhart Jn to Slateford Jn | CKT | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (ES) GSM-R |
| Craiglockhart Jn | 0 00 | SC165 seq 1 | ① = Through jn<br>② = Slateford East Sidings<br>③ = Slateford East Sidings Headshunt |
| Slateford Jn | 0 48 | SC003 seq 4 | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC169 | 001 | Gorgie Jn to Haymarket Central Jn | SUB2 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EH) GSM-R |
| | | | Up direction is from Gorgie Jn to Haymarket Central Jn |
| Gorgie Jn | 0 45 | SC165 seq 2 | |
| Haymarket Central Jn | 0 11 | SC147 seq 18 | |



# SPECIAL WORKING ARRANGEMENT

## Table of Contents

| | Page |
|---|---|
| SC147- BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY) | 47 |
| SC165- NIDDRIE SOUTH JN TO HAYMARKET WEST JN | 47 |
| SC167- CRAIGLOCKHART JN TO SLATEFORD JN | 47 |

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**SC147 (BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY))**

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 26 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

A brake van (in which the competent person must ride) must be formed as the leading vehicle where denoted below by the letters '**BV'**.

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Torness siding | Innerwick | Freight | Up Berwick | 8 vehicles may be propelled. BV |
| Oxwellmains Down Siding | Oxwellmains Down Main line | Freight | Down Main | Propelling movement must not pass beyond ED485 Signal. |
| North Goods Loop Signal EH514 | Haymarket Platform 1 | Loco hauled ECS | Up North | May be propelled. BV |

**Dated: 07/12/13**

**SC165 (NIDDRIE SOUTH JN TO HAYMARKET WEST JN)**

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 26 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

A brake van (in which the competent person must ride) must be formed as the leading vehicle where denoted below by the letters **'BV'**.

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Gorgie Jn | Haymarket West Jn | ECS | Down | May be propelled |
| Haymarket West Jn | Gorgie Jn | ECS | Up | May be propelled |
| Niddrie West Jn | Niddrie South Jn | ECS | Up | 2 coaching stock vehicles may be propelled |

**Dated: 07/12/13**

**SC167 (CRAIGLOCKHART JN TO SLATEFORD JN)**

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 26 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

A brake van (in which the competent person must ride) must be formed as the leading vehicle where denoted below by the letters '**BV**'.

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Slateford Jn | Craiglockhart Jn | | Up | Trains not exceeding 150f (45m) may be propelled |

**Dated: 07/12/13**

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# LOCAL INSTRUCTIONS
## Table of Contents

| | Page |
|---|---|
| **SC147- BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)** | |
| BERWICK TO RESTON GSP | 43 |
| RESTON TSC TO LONGNIDDRY TSC | 44 |
| LONGNIDDRY TSC TO EDINBURGH WAVERLEY | 45 |
| TORNESS SDG GSP | 45 |
| OXWELLMAINS | 45 |
| DUNBAR | 45 |
| DREM | 45 |
| CRAIGENTINNY | 46 |
| EDINBURGH WAVERLEY | 48 |
| EDINBURGH WAVERLEY TO HAYMARKET | 49 |
| ENTIRE LINE OF ROUTE | 52 |
| **SC151- PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)** | |
| BAILEYFIELD GF | 53 |
| LEITH SOUTH YARD | 53 |
| **SC153- CRAIGENTINNY TO POWDERHALL (GOODS LINE)** | |
| POWDERHALL | 56 |
| **SC161- MILLERHILL YARD TO PORTOBELLO** | |
| NEWCRAIGHALL | 57 |
| NEWCRAIGHALL | 59 |
| **SC164 – TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION** | 64 |
| ENTIRE LINE OF ROUTE | |

# SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

## BERWICK To Reston GSP

**Rule Book, Module P1** - When single line working is introduced, it must apply between the facing crossover (No. 535) at the north end of Berwick station and Reston crossovers.

When single line working is in operation over the Down line, it will not be necessary to appoint a handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey Tweedmouth signals TW180R, TW180 and TW176. Sections 3.5 and 6.2 are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman. Section 6.2(b) is modified accordingly.

The above arrangements are applicable in all weather conditions.

**Dated: 02/12/06**

# SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

## BERWICK To Reston TSC

### Clarification of existing power supply restrictions - Chathill TSC to Reston TSC

No more than 4 long distance cross-border trains in Electric Mode may be operated over the section covered by Marshall Meadows Feeder Station in any one-hour period (normally 2 per line). These are the lines between Chathill TSC 45m 56ch and Reston TSC 46m 22ch (note change of mileage between locations) and includes Belford, Tweedmouth and Berwick Loops, and Berwick Station areas.

**Dated: 07/09/20**

# SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

## Reston TSC To LONGNIDDRY TSC

### Clarification of existing power supply restrictions - Longniddry TSC to Reston TSC

No more than 4 long distance cross-border trains in Electric Mode may be operated over the section covered by Innerwick Feeder Station in any one-hour period (normally 2 per line). These are the lines between Longniddry TSC 13m 32ch and Reston TSC 46m 22ch and includes Granthouse Loops, and Dunbar Station area.

**Dated: 07/09/20**

# SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

**Torness Sdg GSPThe siding connection is controlled from a switch panel located in a cabinet adjacent to the points. The panel is electrically released from Edinburgh signalling centre.**

To operate the siding connection, the person in charge of the movement must first communicate with the signaller, thereafter open the door of the switch panel cabinet by means of the plunger provided. When the signaller gives permission for the panel to be operated, the 'F' indication above No.2 switch will become illuminated and No.2 switch must be turned to the right hand position. When this has been done, the 'F' indication will be extinguished and replaced by the illumination of the 'ACC' indication. Thereafter, No.1 switch must be turned to the right hand position to operate the points. The illuminated 'R' indicates that the points are correctly set.

After the train movement is completed, the switches must be restored to the left hand position, the signaller advised when this has been done and the cabinet door closed.

**Overhead crane gantry** - A position light signal is located on the overhead crane gantry to indicate to the person in charge of the movement when the crane jib is operating and when it is clear to proceed under the gantry.

The aspects exhibited are :-

| Aspect | Meaning |
|---|---|
| One white light and one red light horizontally displayed two white lights at an angle of 45 degrees | Jib operating - do not proceed under crane gantryJib not operating - clear to proceed under crane gantry |

When no aspect is exhibited, the person in charge of the movement must work to the instructions of the power station staff in attendance. A proceed indication exhibited does not override any other handsignal or instruction which requires the driver to stop.

**Dated: 02/12/06**

# SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

**Oxwellmains**

**Lafarge sidings**

**Down sidings** - Train movements are made under the control of the Lafarge shunter.

**Dated: 08/11/08**

# SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

**LONGNIDDRY TSC To EDINBURGH WAVERLEY**

**Clarification of existing power supply restrictions - Edinburgh Waverley to Longniddry TSC**

No more than 4 long distance cross-border trains in Electric Mode may be operated over the section covered by Portobello Feeder Station in any one-hour period (normally 2 per line). These are the lines between Edinburgh Waverley Station 0m 00ch and Longniddry TSC 13m 32ch and includes Prestonpans Loop.

**Dated: 07/09/20**

# SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

**DUNBAR**

Drivers of ECML trains timetabled via the Up Main line or the Down Main line at Dunbar at ED498 signal on the Up line, or ED487 on the Down line, should accept the route if signalled towards the Up or Down passenger loop respectively. There is no requirement to stop at the signal and advise the signaller in these circumstances. (The Rule Book, Module S7, Section 1.2 is modified accordingly).

**Dated: 07/12/13**

# SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

**DREM**

Drivers of ECML trains timetabled via the Up Main line or the Down Main line at Drem at EF544 signal on the Up line, or EF533 signal on the Down line, should accept the route if signalled towards the Up or Down Passenger loop respectively. There is no requirement to stop at the signal and advise the signaller in these circumstances. (The Rule Book, Module S7, Section 1.2 is modified accordingly).

**Dated: 07/12/13**

# SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

## Craigentinny

High Speed Trains arriving in No.1 or 2 Reception / Departure line, requiring to fuel, must be brought to a stand with the centre of the driving cab in line with 'H' stopping marker.

The Inspection shed, Maintenance shed and Heavy Repair shed must be considered to be sidings set apart for the purpose of carrying out repairs and the instructions contained in the Rule Book, Module T10 be observed.

## Repair, Inspection, Maintenance & Cleaning Sheds -

### Movements to and from Sheds

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

1. When required to move vehicles into the Shed on a depot siding, the driver must stop at the signal situated on the approach to the Shed doors.
2. The shunter must depress the plunger mounted on the signal. The plunger must not be operated until the train is at a stand at the signal. If the designated person has removed all the protection inside the Shed, opened the Shed doors and lowered the wheel stops, the signal will show a proceed aspect. The driver may then proceed with the movement as far as the line is clear, keeping a good look out at all times for persons or obstructions.
3. If, after the plunger has been depressed, the Shed doors remain closed and the signal continues to display a stop aspect, the shunter must request the designated person to remove the protection. When this has been done, the shunter must again depress the plunger on the signal to change it to a proceed aspect. The movement may then proceed as far as the line is clear.
4. To enable a movement to be made out of a shed, the shunter must depress the plunger mounted below the signal. The movement must not be started unless the signal concerned is showing a proceed aspect or the conditions detailed in Clause 6 have been met.

   A movement must only proceed as far as the line is clear. These instructions also apply when the whole of the locomotive is not within the Shed in which case the shunter is responsible for advising the driver when the Shed exit signal concerned is showing a proceed aspect.
5. No vehicle or part of a vehicle must be allowed to pass a signal showing a stop aspect during failure and then only under direct supervision of the designated person.
6. If the signals into or out of a shed fail when a movement is required, the vehicle must stop at the signal and must only proceed as far as the line is clear, after the designated person has personally advised the driver and shunter that the protection has been removed, and the stop aspect signal may be passed.

**Sounding of horns at night** - Drivers must not sound their horns within the Depot Boundary between the hours of midnight and 06 00, except to give warning of danger or when absolutely necessary in connection with working movements.

## Reception/Departure Lines

Illuminated stop boards are provided at the East end of Nos. 1 and 2 Reception / Departure lines. Incoming trains must not pass these boards unless authorised by the chargeman or person in charge.

An illuminated stop board is provided at the West end of the By-pass line. Westbound movements must not pass this board unless authorised by the chargeman or person in charge.

### Ingoing movements

Ingoing trains to the depot will normally be signalled to No.1 or No.2 Reception / Departure line.

Should, however, it be necessary to run trains to either No.3 or No.4 Departure line, the signaller at Edinburgh signalling centre has instructions that, before clearing the respective signals, he will first obtain the permission of the yard supervisor, by telephone, requesting the line to which the train is to be run.

### Yard bothy signal panel

The signaller at Edinburgh signalling centre will inform the panel operator, by telephone, when a train for the depot is approaching the East depot line.

The panel operator must inform the signaller at Edinburgh signalling centre, by telephone, when a train is ready to depart onto the East Depot line towards Portobello, giving the train number of the train concerned.

The normal position of the switches on the panel is as follows :-

| Type of switch | Normal position | Reverse position |
|---|---|---|
| Points | Left | Right |
| Signals | Vertical | Horizontal |

An occurrence book must be maintained to record signal disconnections, failures of equipment and any other exceptional circumstances.

**Blockage of lines to electric trains** - Craigentinny T&RSD is specially nominated in accordance with NR/BS/LI/131 3.2.2.b.

**Dated: 02/12/17**

# SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

## EDINBURGH WAVERLEY, PLATFORM 7

If platforms 8 and 9 are unavailable, 9, 10 & 11 car Class 390s may be signalled into platform 7 via Platform 11 when arriving from the West end. A Car Stop Marker is installed to provide stopping points for the Class 390 9, 10 & 11 cars.

**Dated: 15/02/20**

# SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

## EDINBURGH WAVERLEY

**Calton Tunnels – protection of staff by lockout** – The tunnel lockouts are of the ‘key enabled’ type. To activate any of these lockouts, the COSS must obtain the appropriate key, for the North or South tunnel, from the lockfast cabinet at either Abbeyhill Jn. (Down side access point) or at the Waverley end of the tunnels (Down South line between tunnel portal and signal E815). When operated, the lockout will provide protection between the appropriate tunnel portals.

**Calton North Tunnel - Down line Marker Lights** - 19 electric bulkhead marker lights are provided on the wall of Calton North tunnel, Down side of the line, commencing 8 yards from the Craigentinny end of the tunnel and extending at intervals of 25 yards to 8 yards from the Waverley end of the tunnel.

These lights are provided to assist drivers of Down trains to determine their direction of travel when adverse conditions prevail in the tunnel.

**Working of Coaching Stock Vehicles without a brake van** - Working of fitted coaching stock vehicles without a brake van is authorised as shown below, subject to any special conditions listed :-

| From | To | Line | Remarks |
|---|---|---|---|
| Craigentinny T&RSD | Edinburgh Waverley | Down Berwick | ECS |
| Edinburgh Waverley | Craigentinny T&RSD | Up Berwick | ECS |

**Electrical Isolation of Overhead Line Equipment on platform 4 line** - When platform 4 line at Waverley station requires to be isolated, this must be in accordance with the instructions contained in RT/E/S29987 (Local Isolation and Earthing of 25 kV AC. Overhead Line Equipment.)

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

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

**South siding –** Trains proceeding to the siding must run to the buffer stop when the siding is clear throughout.

Drivers of trains within the siding must advise the signaller when the train is ready to depart. A train must not draw forward towards exit signal E816 unless that signal has been cleared or permission has been obtained from the signaller for the movement to be made.

Drivers must not alight from, or join, a train within this siding unless the train is at the buffer stop and must only use the driving cab at the buffer stop end for this purpose

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

**Sprinter Multiple Units** - Coupling / uncoupling operations involving these units in platform 9 must only be carried out as under :-

An attaching movement must only be made to a single unit provided such unit is positioned on straight track. A detaching movement must only be carried out on straight track.

Reference to "unit" in this instruction must be taken to mean 2 vehicles.

**Platform 9** - Freight trains are prohibited from working through the station via platform 9 line due to track alignment and potential structure damage resulting from vibration.

**No.16 Mid siding** - Trains proceeding to the siding must run to the buffer stop when the siding is clear throughout.

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

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

### Through platforms additional TPWS equipment

Additional TPWS train stop equipment (TSS-2) is provided to protect against any potential start-away SPAD in the following through platforms:

| Platform | Platform starting signal | TSS-2 distance from signal |
|---|---|---|
| 2 | E444 | 110m on approach |
| 11 | E471 | 18m on approach |
| 19 | E489 | 40m on approach |

Each TSS-2 is energised when the platform starting signal to which it applies is at danger and no route has been set up to it. To prevent false TPWS brake demands being caused by this equipment during attaching and detaching movements when the platform starting signal is at danger, the following instructions apply for platforms 2, 11 and 19 **only**:

### Multiple unit trains drawing up –

If a movement will pass over the TSS-2, after receiving permission to draw up the platform from the signaller the driver must use the TPWS train stop override in the driving cab immediately before starting the movement. If a TPWS brake demand occurs during the movement, the driver must immediately contact the signaller, explain what has happened and not make any further movement until the signaller gives permission.

### Caledonian Sleeper trains –

When a Caledonian Sleeper train requires to draw up platform 19 during shunting operations, the driver must stop the leading driving cab of the movement at the stop marker provided.

**Dated: 27/01/2019**

# SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

## EDINBURGH WAVERLEY To HAYMARKET

**Protection of staff by lockout -** Lockouts are provided throughout this area as follows :-

| Location | Lockout Cabinet | Telephone | Protects |
|---|---|---|---|
| Waverley Plat. 2 | Adjacent to signal E444 | At cabinet | Plat. 1 between E400 and E459 ; Plat. 2 between E444 and E457 |
| Waverley Plat. 3 | Buffer end | At cabinet | Plat. 3 from buffer to E428 |
| Waverley Plat. 4 | Buffer end | Shared with TRTS telephone | Plat. 4 from buffer to E436 |
| Waverley Plat 5. /6 | Buffer end | At cabinet | Plat. 5 from buffer to E450; Plat. 6 from buffer to E452 |
| Waverley Plat. 7 | Adjacent to E432 | Shared with E432 SPT | Plat. 7 between E455 and E432 ; South Plat. Loop between E454 and E821 |
| Waverley Plat. 11 | Adjacent to E471 | Shared with E471 SPT | Plat. 11 between E456 and E471 ; Plat. 10 between E454 and E467 |
| Waverley plats. 12/13 | Buffer end Plat. 12 | Shared with TRTS telephone for 12/13 | Plat. 12 from buffer to E473 ; Plat 13 from buffer to E475 |
| Waverley plats. 14/15 | Buffer end Plat. 14 | Shared with TRTS telephone for 14/15 | Plat. 14 from buffer to E477 ; Plat 15 from buffer to E479 |
| Waverley plats. 16/17 ; 16 Mid Road * | Buffer end Plat. 16 | Shared with TRTS telephone for Plat. 16 | Plat. 16 from buffer to E481 ; 16 Mid Road ; Plat 17 from buffer to E485 |
| Waverley plat. 18 * | Buffer end | Shared with TRTS telephone | Plat. 18 from buffer to E487 |
| Waverley Plat. 19 | Adjacent to E489 | Shared with E489 SPT | Plat. 19 between E458 and E489 ; Platform 20 between E462 and E491 |
| Waverley plat. 9 | Top of ramp, Berwick end | At cabinet | Plat. 9 between E448 and E465 |
| Waverley plat. 8 | Top of ramp, east end | At cabinet | Plat. 8 between E446 and E463 |
| South siding | Top of ramp, east end of plat. 10 | At cabinet | South siding ; South platform loop between E454 and E821 |
| Line W Mound Tunnel | (1) Bottom of ramp plats. 20 / 21, west end ; (2) adjacent to E493, west end of tunnel | (1) Shared with E463 SPT ; (2) at Gardens East access point | Line W between E482 and E493 |
| Lines X and Y Mound Tunnel | (1) Adjacent to E481 plat.16 ; (2) adjacent to E493, west end of tunnel | (1) Shared with E481 SPT ; (2) at Gardens East access point | Line X between E484 and E495 ; Line Y between E486 and E497 |

| | | | |
|---|---|---|---|
| Line Z Mound Tunnel | (1) Adjacent to E489 plat.19 ; (2) adjacent to E493, west end of tunnel | (1) Shared with E489 SPT ; (2) at Gardens East access point | Line Z between E488 and E499 |
| Down South Princes St. Gardens | Gardens West access point | Wall mounted at West access point | Down South **only** between E493 and E503 |
| Up South Princes St. Gardens | Gardens West access point | Wall mounted at West access point | Up South **only** between E495 and E502 |
| Down North Princes St. Gardens | Gardens West access point | Wall mounted at West access point | Down North **only** between E497 and E505 |
| Up North Princes St. Gardens | Gardens West access point | Wall mounted at West access point | Up North **only** between E499 and E504 |
| Down South Haymarket Tunnel | (1) Gardens West access point ; (2) east end plats. 2/3 Haymarket | (1) Wall mounted at West access point ; (2) Shared with EH510 SPT | Down South **only** between tunnel portals |
| Up South Haymarket Tunnel | (1) Gardens West access point ; (2) east end plats. 2/3 Haymarket | (1) Wall mounted at West access point ; (2) Shared with EH510 SPT | Up South **only** between tunnel portals |
| Down North Haymarket Tunnel | (1) Gardens West access point ; (2) east end plats. 2/3 Haymarket | (1) Wall mounted at West access point ; (2) Shared with EH510 SPT | Down North **only** between tunnel portals |
| Up North Haymarket Tunnel | (1) Gardens West access point ; (2) east end plats. 2/3 Haymarket | (1) Wall mounted at West access point ; (2) Shared with EH510 SPT | Up North **only** between tunnel portals |
| Haymarket Plat. 0 | At buffer end | Shared with TRTS telephone | Plat. 0 from buffer to EH519 |

***** Lockout temporarily out of use.

**Edinburgh Waverley and Haymarket platform lockouts – alternative procedure -** Where a platform lockout is to be used under the alternative arrangements detailed in the General Instructions under the heading **"Protection of Staff on or about the line by Lockout"**, for the type of work specified, the procedure detailed below is additional to the requirements of the Rule Book, Module T10.

The General Instructions headed "CLEANING TRACK AREAS IN STATIONS" do not apply

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**General**

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

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

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

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

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

When work is to take place on a train, or a train is standing in a platform line(s) to be protected by the lockout, the person requiring the blockage must arrange to provide protection on the train / vehicles as shown in Rule Book, Module T10.

**Method of Protection**

**Imposing the blockage**

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

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

(b) The person requiring the blockage must:

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

The signaller will record this detail.

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

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

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

**Method of Protection**

**During the work**

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

**When work is completed**

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

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

**PRINCES STREET GARDENS**

The procedure for the use of a lockout to afford staff protection may require to be applied for each intervening track in this multi-track area to allow access to/egress from the portion of line where work requires to be carried out. Lockout protection must be taken of all necessary intervening tracks before staff are permitted to proceed to the line concerned and must not be given up until all staff are safely located at the site of work. When work is completed, this procedure must again be applied before staff are permitted to proceed to the agreed exit point from the railway.

**HAYMARKET TUNNELS**

The tunnel lockouts are of the ‘key enabled’ type. To activate any of these lockouts, the COSS must obtain the appropriate key from the lockfast cabinet at the Waverley end of platforms 2 and 3 at Haymarket station.

**HAYMARKET SOUTH TUNNEL**

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

1. The Rule Book, Module TS1 Regulation 13
2. The Rule Book, Module T3
3. In emergency, the Rule Book, Module TW1, Section 46

**Dated: 27/01/19**

# SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

## Entire Line Of Route

### MAIN LINE CROSSOVERS CONTROLLED FROM LOCAL SWITCH PANELS

The following instructions are applicable in respect of Reston and Stenton main line crossovers which are controlled from switch panels located in lineside lockfast cabinets. The switch panels are electrically released from Edinburgh signalling centre.

A facing crossover must not be used except when required in connection with single line working, or where the facing crossover is within a possession.

A trailing crossover may be used for any movement between the Up and Down line.

To use the trailing crossover, the competent person must first communicate with the signaller, thereafter open the door of the switch panel cabinet by means of the plunger provided.

When the signaller gives permission for the panel to be operated, the ‘F’ indication above No.3 switch will become illuminated and the No.3 switch must then be turned to the right hand position. When this has been done, the ‘F’ indication will be extinguished and replaced by illumination of the ‘ACC’ indication. Thereafter, No.1 switch must be turned to the right hand position to operate the trailing crossover.

The illuminated ‘R’ indicates that the points are correctly set.

After the train movement through the crossover concerned has been completed, the switches must be restored to the left had position, the signaller advised when this has been done, and the cabinet door closed.

When single line working is in operation, drivers of trains requiring to proceed over the single line in the wrong direction via a facing crossover may be instructed by the signaller to draw towards the facing crossover without the Pilotman being present. The Rule Book, Module P1, Section 5 is modified accordingly.

**Dated: 02/12/06**

# SC151 - PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)

## Baileyfield GF

**Engineer's sdg** - The ground frame lever, when set for entry to the yard, operates Yodalarms. The alarms will continue to sound even though the train has been 'shut in' at the ground frame. To silence the alarms, it will be necessary for the person in charge to press the alarm cancel plunger provided, after restoring the ground frame to normal.

The person in charge of the movement must remove the metal slipper scotches which are fitted to the line approx 30 feet ahead of the run off points prior to arrival / departure of the train.

The person in charge of the movement must replace the metal slipper scotches after the arrival / departure of the train.

**Shunting** - A road vehicle may be used to shunt rail vehicles within the depot provided the undernoted conditions are complied with :-

1. Not more than 2 rail vehicles may be moved at any one time. The term '2 rail vehicles ' must be taken to mean 1 bogie rail wagon and 1 runner wagon.
4. Propelling must only be carried out with the runner wagon at the leading end of the movement.
5. Such movements must be confined within the siding(s) designated for use by the S&C Depot.
6. Movements must be made at a speed not exceeding walking pace.
7. The person in charge of the movement will be responsible for ensuring that the provisions of the Rule Book, Module SS2, so far as they apply, are carried out.

**Dated: 02/12/06**

# SC151 - PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)

## Leith South Yard

**Leith South yard** - Drivers of trains requiring to enter Leith South yard must bring their train to a stand at the Stop board on the Portobello side of Seafield level crossing, and await permission from the person in charge of the movement to pass over the level crossing and enter the yard. If the person in charge of the movement is not accompanying the train, the driver must await his arrival at this Stop board. If the person in charge of the movement does not arrive within ten minutes of the train being brought to a stand, the driver must communicate with the signaller at Edinburgh signalling centre, and explain the circumstances, taking care to state the position of his train.

The signaller at Edinburgh signalling centre must arrange for EW&S Freight Control to be advised of the situation. The driver must wait for either the person in charge of the movement to arrive, or, for instructions from an EW&S representative and must keep the signaller at Edinburgh signalling centre advised accordingly.

The person in charge of the movement must not give permission for a train to proceed aver Seafield level crossing from either direction unless he has closed and secured the gates against the roadway.

The normal position of the level crossing gates is across the railway and they must be kept in this position until it is necessary to close them against the roadway for the passage of trains.

The person in charge of the movement must advise the signaller at Edinburgh signalling centre when a train is ready to depart from Leith South yard. The person in charge of the movement must not arrange to close the gates at Seafield level crossing until signal EP616 has been cleared for the movement to proceed.

### Regulations for train working by locomotive at Leith Docks –

Drivers, shunters and others must strictly comply with these regulations :-

a) That these regulations and conditions shall extend and apply to the whole of the railway lines on the quays, piers and bridges of the harbour and docks of Leith, and elsewhere within the bounds of the said harbour and docks (to whomsoever belonging), and to every description of traffic thereon.

b) That only suitable and approved locomotives shall be used in the conduct of traffic on the lines

c) That the superintendent of the harbour and docks may issue, from time to time and as authorised by the Forth Ports Authority, signed directions relating to all or any of the following matters, viz -

   (i) The length of trains on the said lines or on any specified part or parts thereof;

   (ii) The stopping or standing of locomotives or trains at any specified place or position on the said lines;

   (iii) The periods during which any of such directions shall be in force; and

   (iv) Any matters consequential to the regulations of the foregoing matters.

d) (i) The length of any trains on the lines within the dock gates or from the railway stations to such lines shall not exceed thirty wagons except that on all lines, within the docks the length of any train which is being propelled shall not exceed ten wagons.

**Note** - On special occasions it may be necessary to restrict the length of a train below the above allowances.

(ii) Trains shall not be allowed to stand across the main road entrances to the docks or on the swing bridges.

e) That there shall constantly accompany each locomotive or train two qualified shunters, each wearing a red cap; that at all times when any locomotive or wagon under their charge is working in any direction on the dock lines, one shunter shall be at the leading end of such locomotive or wagon; that when passing level crossings, sheds, stacks of timber, or other things which obstruct the view, the shunter at the leading end shall walk 30 feet in advance of the locomotive or wagon and that it shall be his special duty to give warning to all persons to keep out of danger, and to see that the line and crossings are clear, and to signal traincrew as may be necessary.

f) That traincrew shall keep a sharp lookout before putting their locomotives in motion in any direction, and must not do so until a signal is received from the shunter.

g) That the sounding of the locomotive horn shall be practiced only when absolutely necessary, and then with great caution, and after a careful lookout.

h) That the speed of the locomotives or wagons or trains, with, or without locomotives working traffic at the dock sheds and quays shall not, except as after provided, exceed 4 mph.

i) That the speed of locomotives or wagons or trains working coal traffic direct between the hoists and cranes on the North side of the Edinburgh and Imperial Docks and the station yards at Leith South yard shall not exceed 8 mph subject to alteration from time to time as the said superintendent may deem it consistent with public safety to direct.

j) That the British Railways Board and others using the said rails shall have the whole risk and responsibility, directly and indirectly, connected with their traffic thereon, but shall nevertheless be subject to such directions as may from time to time be given by the superintendent of the Harbour and Docks in relation thereto; and the officers and servants of the British Railways Board and others aforesaid having charge of the said traffic shall be bound to conform to such directions.

k) That the use of the locomotives in the conduct of the traffic referred to in these conditions and regulations shall continue only during the pleasure of the Forth Ports Authority.

### Instructions for the working of shunting tractors in the Dock Area at Leith Docks:-

a) These regulations apply upon the Forth Ports Authority lines in the Dock Area at Leith South when used by British Railways under agreement in terms of Section 42(2) of the Forth Ports Authority Order Confirmation Act 1969.

b) Only suitable and approved tractors shall be used for shunting in the Dock Area and towing of rail vehicles by means of rope or chain is authorised.

c) At commencement and finish of duty, the tractor driver will carry out the duties as set out in the Road Service Vehicles Driver's Handbook.

d) The tractor will be driven by a leading railman and in addition, a second leading railman will accompany each tractor. This second leading railman must wear a red cap and at all times when the tractor is moving wagons shall be at the leading end of the movement. When passing level crossing, sheds, stacks of timber, or other obstructions which obstruct the view, the leading railman shall walk 30 feet in advance of the movement and shall give warning to all persons to keep out of danger and see that the line and crossings are clear and shall give any necessary signals to the tractor driver.

Maximum permissible speed when moving wagons is 4 mph and a sufficient number of hand brakes must be applied to such wagons to enable the tractor driver to control vehicles as required. When the tractor is propelling vehicles, the vehicles must be coupled to each other.

e) Groups of rail vehicles being moved by tractor must never exceed 235f (70m). Tractor drivers must use discretion as to the tractor's capabilities under varying rail / road conditions upon curves and gradients.

f) Staff must not pass in front of moving vehicles to hook or unhook draw chains or ropes.

g) When working in conjunction with a locomotive, extreme caution must be exercised and a tractor must not be positioned in preparation for a movement until the wagons brought by the locomotive have been detached and the locomotive moved clear.

h) Care must be exercised when negotiating curves in order to avoid buffer locking.

i) Should a drawsling, rope or chain become defective, the BR supervisor must be advised and the defective appliance replaced.

j) When visibility is less than 100 yards and during lighting up hours, the tractor lights must be switched on.

k) Tractor drivers must face the direction of travel and must keep a sharp lookout at all times.

l) The tractor driver must not put the tractor in motion in any direction until a signal is received from the accompanying leading railman.

m) The tractor horn shall be sounded only when absolutely necessary.

n) The British Railways Board and others using the rails shall have the whole risk and responsibility, directly and indirectly, connected with their traffic hereon, but shall nevertheless, be subject to such directions as may from time to time be given by the superintendent of the Harbour and Docks in relation thereto to comply with the Forth Ports Authority Bye-Laws and the officers and servants of the British Railways Board and others aforesaid having charge of said traffic shall be bound to conform to such directions.

o) The use of shunting tractors in the conduct of the traffic referred to in these conditions and regulations shall continue only during the pleasure of the Forth Ports Authority.

**Unitank sidings** - The couplings must be in an extended position when shunting to and from these sidings.

## Leith Docks Coal Handling Plant - Discharging of Merry-go-round trains

1. With the exception of train movements being made during discharge and which are signal controlled, all movements within the Dock area must be made in accordance with the instruction 'Regulations for train Working by locomotive at Leith Docks' as shown on Pages 9.51 to 9.53. Rail staff must not pass through the discharge house on foot when a train is in position for discharge.

8. When a loaded train arrives on the discharge siding it must be brought to a stand at the notice board worded 'Discharging trains - engage slow speed control'. The person in charge of the movement must check the position of the points leading to the topping-up sidings, ensure that they are correctly set for the movement to take place and ascertain that no conflicting movement is about to be made. Thereafter, he must contact the Forth Ports Authority operator on site and report the number of wagons on the train and the name of the supply colliery.

9. The signalling arrangements at the discharge house are :-

   *For ingoing movements*
   Signal L1 - capable of displaying a red or yellow aspect.
   Signals L2R/L2 - capable of displaying a red, yellow or flashing red aspect.

   *For outgoing movements*
   Signal L3 - capable of displaying a red or yellow aspect.

   The aspects displayed have the following special meanings :-

   | | | |
   |---|---|---|
   | Red | - | stop immediately even though not at a signal. |
   | Yellow | - | draw forward ½ mph only (slow speed control). |
   | Flashing Red | - | set back slowly (slow speed control) |

10. When the ingoing signal L1 changes from red to yellow, the train may proceed through the discharge house at ½ mph under slow speed control and, except in emergency, the movement should continue until the locomotive reaches signal L2. Should a flashing red indication be exhibited, the driver must stop if he has not already done so and set the train back at ½ mph.

11. When the last vehicle has been discharged, signal L2 will change to a red aspect and, when the train is at a stand, the person in charge of the movement, after securing the train, must uncouple the locomotive. The person in charge of the movement, after ascertaining that no conflicting movement is about to take place, must handsignal the locomotive past signal L2 at red. The locomotive accompanied by the person in charge of the movement must then round the train and attach at the east end. The person in charge of the movement is responsible for detaching, attaching and operation of the hand points. The locomotive, if required to pass through the discharge house to the rear of the train, must only do so when signal L1 shows a yellow aspect.

12. When the train is ready to depart and signal L3 is exhibiting a yellow aspect, the train may proceed to leave the Dock area at a speed not exceeding the permitted maximum laid down for working in the docks.

13. Movements of wagons from the topping-up sidings should also be made through the discharge house in accordance with the above arrangements so far as they are applicable.

14. Prior to departure of the merry-go-round from Leith South, the person in charge of the movement must obtain an assurance from the C&W examiner that all wagon doors are closed for the return journey.

**SAI Ltd private sidings** - Before entering the sidings, the person in charge of the movement must obtain an assurance from the firm's representative that shunting operations using the road vehicle have ceased and the road vehicle has been set aside clear of the sidings.

**Dated: 02/12/06**

# SC153 - CRAIGENTINNY TO POWDERHALL (GOODS LINE)

## POWDERHALL

Trains must be brought to a stand in the loop at Powderhall. Prior to being rounded, the person in charge of the movement must arrange with a representative of Edinburgh District Council to open the security gate into the Depot and ensure that the siding is clear for acceptance of the train. The person in charge of the movement must liaise with Edinburgh District Council staff as to the subsequent positioning of the train within the Depot.

The person in charge of the movement must comply with the instruction on the notice board facing the loop worded ‘Five wagon brakes must be applied at the gate end of the train’.

Edinburgh District Council staff will comply with the instruction on the notice board facing the terminal worded ‘Five wagon brakes must be applied at the gate end of the train’.

Light locomotives arriving at Powderhall to uplift trains must stop at the notice board on the approach to the Depot security gate and await instructions from a representative of Edinburgh District Council.

**Automatic Warning System** - With reference to the Rule Book, Handbook RS/521 Section 4.15, Cancelling indicators are not provided.

**Dated: 07/12/13**

# SC161 - MILLERHILL YARD TO PORTOBELLO

## NEWCRAIGHALL

### MILLERHILL DEPOT

Rail vehicles arriving at Millerhill Depot will normally be signalled to enter the Arrival line from Up Millerhill signal EM22 as far as STOP signal MD2 stopping point.

Trains may be signalled to enter the Departure line from Up Millerhill signal EM22 as far as the stopping position opposite the wash.

Drivers of trains standing at signal MD2 requiring to proceed into the Depot will contact the YC using the GSMR radio.

When the YC has ensured that the movement can proceed safely by:

Ensuring that no conflicting movements are taking place and that

All facing and trailing points are correctly set

The YC will then give the Driver a proceed aspect (associated position light) to pass MD2 to proceed to the Depot.

Drivers should pass MD2 only when the associated position light is 'OFF'. The train will continue to the steps outside the Yard Coordinators building, where the Depot Operator will take over.

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.Each vehicle will pass through the MRX machine and Wash Plant which are situated on the Arrivals Road.

**Rail Vehicle Roads**

Millerhill Depot has the following Roads.

| Road/Siding | Use |
|---|---|
| Arrivals | MRX and Wash Plant |
| Departure | For rail vehicles departing the depot to the mainline |
| 3 | Stabling of rail vehicles, platform level access for 12 vehicles |
| 4 | Stabling of rail vehicles, platform level access for 12 vehicles |
| 5 | Stabling of rail vehicles, platform level access for 12 vehicles |
| 6 | Stabling of rail vehicles, platform level access for 12 vehicles |
| 7 | Stabling of rail vehicles, platform level access for 12 vehicles |
| 8 | Stabling of rail vehicles, platform level access for 12 vehicles |
| 9 | Stabling of rail vehicles, platform level access for 12 vehicles |

All roads at Millerhill Depot are electrified.

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

**Facilities**

The person responsible for protection for Millerhill Depot is the Yard Co-Ordinator.

**Carriage Wash**

The Carriage Wash is situated to the North end of the Depot.

Work requiring the operator's feet to be above cab floor level on the outside of a rail vehicle, i.e. maintenance on the carriage wash, will only commence after a local OLE isolation has been applied by a certificated Nominated Person.

**Yard Coordinators Bothy**

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

**Facilities Building**

1. The Facilities Building is situated at the South of the depot next to the main car park.
2. The Facilities Building has offices, meeting rooms, training rooms, messing and hygiene facilities.

**Overhead Line Equipment (OLE)**

1. All roads within the boundaries of Millerhill Depot are supplied with OLE.
2. The OLE on No.8 and No.9 sidings can be isolated.
3. A local isolation must be taken if the feet of a person working in the area will be above cab floor level on the exterior of a rail vehicle.
4. The isolation for work undertaken within No.8 and No.9 sidings is undertaken by a local Nominated Person

**Rail Vehicles arriving at Millerhill Depot**

1. Rail vehicles arriving at Millerhill Depot will normally be signalled to enter the Arrival line from Up Millerhill signal EM22 as far as STOP signal MD2 stopping point.
2. Trains may be signalled to enter the Departure line from Up Millerhill signal EM22 as far as the stopping position opposite the wash.
3. Drivers of trains standing at signal MD2 requiring to proceed into the Depot will contact the YC using the GSMR radio.
4. When the YC has ensured that the movement can proceed safely by:

- Ensuring that no conflicting movements are taking place and that
- All facing and trailing points are correctly set
- The YC will then give the Driver a proceed aspect (associated position light) to pass MD2 to proceed to the Depot.

5. Drivers should pass MD2 only when the associated position light is 'OFF'. The train will continue to the steps outside the Yard Coordinators building, where the Depot Operator will take over.
6. Before any movement takes place, the YC / 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

7. 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.
8. The YC shall ensure that defect books on vehicles stabled in the yard at Millerhill Depot are checked and any defects recorded within are reported to Maintenance Control.
9. Each vehicle will pass through the MRX machine and Wash Plant which are situated on the Arrivals Road at 3mph.

**Rail Vehicles departing from Millerhill Depot**

1. When rail vehicles are ready to depart the depot, the YC must advise the Signaller via the dedicated telephone line
2. Drivers must report to the YC for instructions via the GSMR handset
3. When authorised, Drivers will proceed to signal EM65 or, if departing via the arrival road, EM63 and then EM67.
4. The YC should not give the driver permission to proceed towards EM67 until the rail vehicles have cleared EM65 or EM63.
5. When there is no YC on duty, the driver can use TRTS to leave the depot.
6. The driver is to ensure that there are no other movements taking place and then draw up to the depot exit signal.
7. The driver must then contact the signaller via GSMR and wait for the departure signal to clear.
8. If exiting the arrival road, the driver is required to stop at the GPL signal at the end of the MRX and contact the signaller from there.

**Rail Vehicle Movements Within Millerhill Depot Boundary**

1. The YC will;

- Ensure that all staff, materials and obstructions are clear of the siding that the rail vehicle movement will take place in.
- Contact the Depot Operator by depot radio, informing them of the details of the move; rail vehicle / unit number to be moved and the road the vehicle / unit is to be brought into.

2. Authorisation must only be given for one movement at a time.
3. Before a train is placed into a servicing road, the relevant road must be able to accept it.
4. All staff working on or near the running line (within 3m (10') of line or 1.25m (4') of adjacent platform edge) must be warned of the move.
5. When the movement is complete, the train must be protected in accordance with MR/I/06/MH, Depot Protection Arrangements.

6. When departing the servicing road, all protection must have been removed by the responsible person and checked by the Depot Operator prior to the movement taking place.
7. The warning horn must be used when commencing a vehicle movement.
8. Vehicles must stop 2 metres from any other vehicle or 2 metres from the buffer ends. Increase to 5 metres for HST's.
9. Clear all points that become facing, prior to reversing, unless completely unavoidable (i.e. HST's). Where all points cannot be cleared, visually check those points are set correctly for the reverse movement.

**General**

This details the procedures to be applied when Sets/vehicles arrive at Millerhill Depot to ensure safety of staff, vehicles and infrastructure whilst administering anti-freeze and lubricating oils to units. There is also CET and freshwater filling points on each of the servicing roads.

1. Servicing activities at Millerhill Depot are undertaken on the servicing roads
2. CET servicing aprons are situated between each road 4 thru 9 within Millerhill Depot.
3. The Servicer is made aware of which units/vehicles will present for fuelling and servicing by the Yard Coordinator (YC), who in turn is informed by Control prior to arrivals
4. No units will present at Millerhill Depot for servicing without prior notification being given to the Yard Co-ordinator.

**Arrival at Servicing Point**

1. The YC gives permission for the unit to enter the depot. The Signaller either puts the unit in via the slot board or the telephone as instructed by the YC.
2. The YC will select the road the unit will be entered into.
3. The mainline driver will proceed to the designated Stop Board
4. The main line driver will hand over the set to Depot Operator
5. The YC will then instruct Depot Operator to move set into Millerhill Depot.
6. The YC or Depot Operator will control the move.
7. The Depot Operator will move the unit into the required service point.
8. The YC will instruct the Depot Operator when a move is required via Depot Radio.

**Stopping in Position (numerous positions) for Servicing**

1. Unit will stop as per the Stop Boards situated as requested by Servicer (depending on type of unit requiring servicing).
2. Whilst unit is stopped the brakes are placed in the full position and engines are shut down
3. The Servicer shall confirm with the Depot Operator that the unit is the correct position and that servicing is safe to commence.
4. If unit must be repositioned the Servicer will communicate with the Depot Operator face to face.

**Completion of Servicing and Exiting Service Point**

1. The Servicer will communicate with the Depot Operator that servicing is complete and the unit is ready for a move
2. The Depot Operator will radio YC to advise that the unit is ready to leave the servicing area. The Yard Coordinator will then advise where the unit needs to be stabled.

**Date: 18/06/2022**

# SC161 - MILLERHILL YARD TO PORTOBELLO

## NEWCRAIGHALL

Where traincrew require to change cabs on arrival at this station, the following instructions must be carried out :-

The driver must:

- remain in the leading cab on arrival at Newcraighall until the conductor arrives, and
- on arrival of the conductor at the leading cab, proceed to the cab at the opposite end of the train, mobilise that cab and tell the conductor that he/she (the driver) has control of the train.

The conductor must:

- after carrying out door operations, proceed to the leading cab, and
- remain in the leading cab after the departure of the driver, prepared to operate the emergency brake if the train moves, and
- after the driver has confirmed that he/she has taken control of the train at the opposite end, leave the cab and carry out station/train operations as normal.

If the driver requires to leave the cab of a train at the platform other than as detailed above, he/she must first remove the drivers control key.

**Dated: 02/12/06**

# SC164 - TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION

**Entire Line Of Route**

## Protection of staff by lockout

Lockouts are provided at Tweedbank Station as follows:

| Platform | Lockout Number | Limits |
|---|---|---|
| 1 | 9040 | EMB241 – Buffer Stops |
| 2 | 9041 | EMB243 – Buffer Stops |

The lockout cabinets are located at the buffer end of the platforms concerned.

**Tweedbank platform lockouts - alternative procedure**

If the work which requires the use of a platform lockout involves any of the following, the person requiring the blockage must have a minimum competence level as detailed in Module T10:

- Cleaning of track in platforms
- White lining platforms
- Train maintenance staff working on trains at track level
- Staff carrying out manual railhead treatment

A lockout key may also provide protection for the adjoining (platform) line(s).

When you have reached a clear understanding you must record the following on the form provided for this purpose.

The details of the person requiring the blockage
- The line affected
- The nature of the work
- The time required

When you release a lockout key, you must record the details in the occurrence book of the name, employing organisation, time and the lockout platform number granted. These combined generate the task number.

You may allow the blockage to be taken if you have not cleared a route or given authority for a movement to or from the affected platform line. You must then tell the person requiring the blockage and select the appropriate lockout roundel. The Normal indication will extinguish, the Release indication will flash and the appropriate screen reminder indications, outlining the extent of the area affected by operation of the lockout, will illuminate. When the key is removed from the cabinet the Release indication will steady.

**Protection of staff on or about the line by lockout**

You must place reminder appliances on the controls for those signals controlling movements to and from the affected line, using exit controls where possible for routes into the affected area and entrance controls for routes out of the affected area.

The person requiring the blockage will tell you when the lockout key is in his possession and ask you to read the entry you have made in the occurrence book. When this person is satisfied that this is correct, he will repeat his name, employing organisation and task number.

The lockout key will be kept in the personal possession of the person who requested the blockage, throughout, until returned to the cabinet.

The person who requested the blockage will tell you when the work has been completed and everyone is clear of the line, repeating his name, employing organisation and task number. You may then instruct this person to replace the lockout key in the cabinet.

The replacement of the key in the control unit within the cabinet will cause the lockout roundel indication to flash. You must select the roundel to:
- Extinguish the indication
- Extinguish the limits of the lockout area on the screen
- Illuminate the Normal indication

This locks the key within the cabinet control unit again. You may then remove all reminder appliances as the signal routes are again available for use. The person who requested the protection will ask for your permission to relock the cabinet. You may give this permission if you have obtained the normal indication as detailed above.
The person requesting lockout protection will, normally, be the same individual who completes the work and gives up the protection. In exceptional circumstances, the person requesting lockout protection may hand over to a relief if he tells you the name and employing organisation of his relief and, again, quotes the task number to you.

Any fault or failure associated with the lockout equipment must be dealt with as detailed above in the instructions headed failure of equipment and must be reported to Route Control.

**Dated: 06/06/2015**

# LIST OF MODULE PAGES AND DATES

| Page | Date Last Changed |
|---|---|
| **1** | **07 September 2024** |
| **2** | **07 September 2024** |
| 3 | 03 October 2009 |
| 4 | 03 October 2009 |
| 5 | 04 September 2010 |
| 6 | 04 September 2010 |
| 7 | 04 September 2010 |
| 8 | 04 September 2010 |
| 9 | 03 April 2010 |
| 10 | 03 April 2010 |
| 11 | 31 August 2019 |
| 12 | 31 August 2019 |
| 13 | 29 February 2019 |
| 14 | 29 February 2019 |
| 15 | 04 June 2016 |
| 16 | 04 June 2016 |
| 17 | 02 March 2024 |
| 18 | 02 March 2024 |
| 19 | 01 December 2018 |
| 20 | 01 December 2018 |
| 21 | 02 September 2017 |
| 22 | 02 September 2017 |
| 23 | 04 June 2016 |
| 24 | 04 June 2016 |
| 25 | 04 June 2016 |
| 26 | 04 June 2016 |
| 27 | 02 March 2024 |
| 28 | 02 March 2024 |
| 29 | 04 June 2016 |
| 30 | 04 June 2016 |
| 31 | 04 June 2022 |
| 32 | 04 June 2022 |
| 33 | 04 June 2022 |
| 34 | 04 June 2022 |
| 35 | 04 June 2016 |
| 36 | 04 June 2016 |
| 37 | 04 June 2016 |
| 38 | 04 June 2016 |
| 39 | 03 June 2023 |
| 40 | 03 June 2023 |
| 41 | 04 June 2016 |
| 42 | 04 June 2016 |
| 43 | 04 June 2016 |

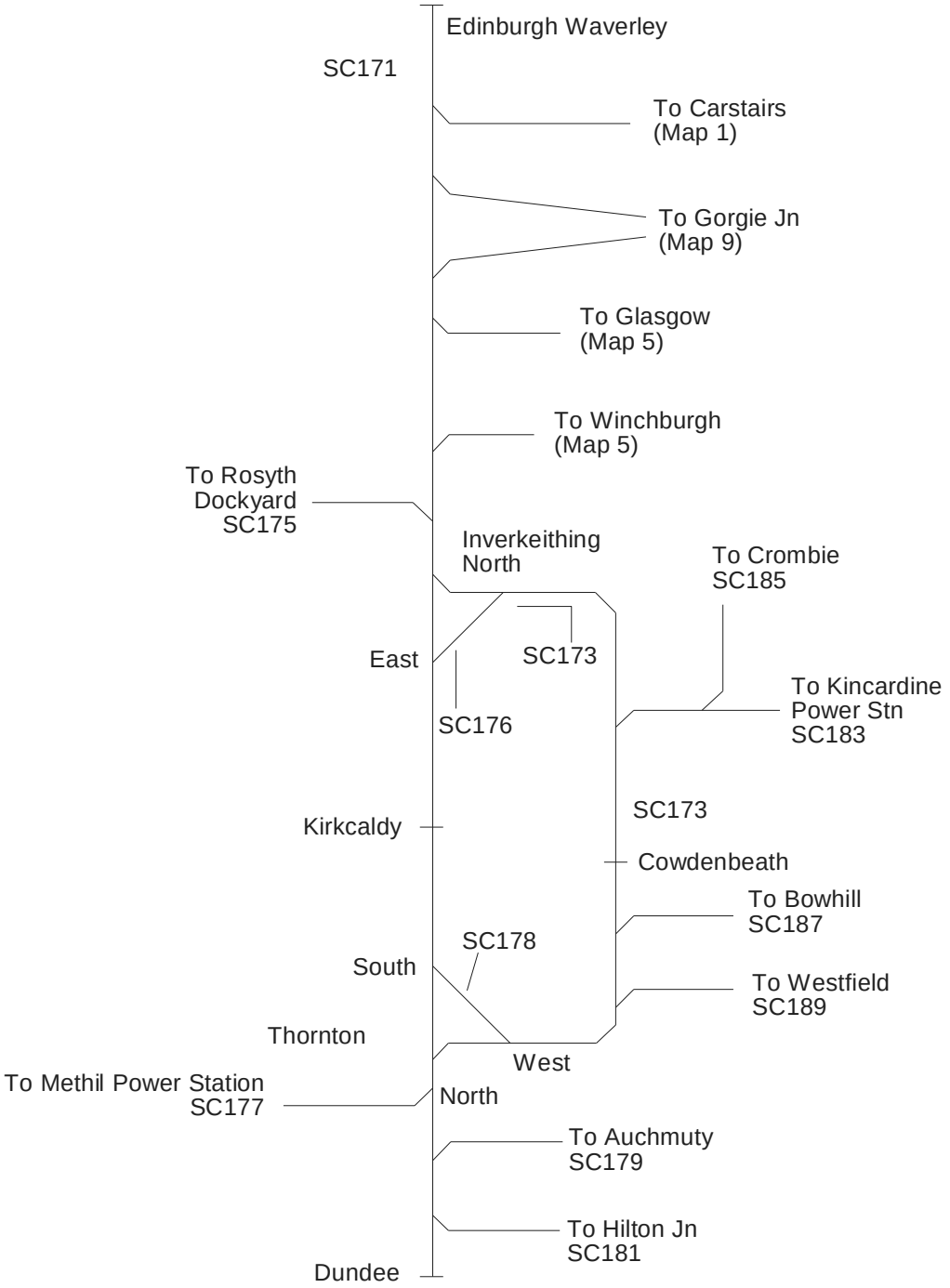
| Page | Date Last Changed |
|---|---|
| 44 | 04 June 2016 |
| 45 | 02 September 2017 |
| 46 | 02 September 2017 |
| 47 | 02 March 2024 |
| 48 | 02 March 2024 |
| 49 | 03 September 2016 |
| 50 | 03 September 2016 |
| 51 | 01 December 2018 |
| 52 | 01 December 2018 |
| 53 | 01 December 2018 |
| 54 | 01 December 2018 |
| 55 | 04 June 2016 |
| 56 | 04 June 2016 |
| 57 | 03 October 2009 |
| 58 | 03 October 2009 |
| 59 | 07 December 2013 |
| 60 | 07 December 2013 |
| 61 | 03 September 2022 |
| 62 | 03 September 2022 |
| 63 | 29 February 2020 |
| 64 | 29 February 2020 |
| 65 | 04 June 2011 |
| 66 | 04 June 2011 |
| 67 | 03 September 2022 |
| 68 | 03 September 2022 |
| 69 | 03 June 2023 |
| 69A | 02 September 2023 |
| 69B | 02 September 2023 |
| 70 | 03 June 2023 |
| 71 | 02 December 2017 |
| 72 | 02 December 2017 |
| 73 | 01 September 2012 |
| 74 | 01 September 2012 |
| 75 | 03 October 2009 |
| 76 | 03 October 2009 |
| 77 | 03 October 2009 |
| 78 | 03 October 2009 |

# TABLE OF CONTENTS

| | Page |
|---|---|
| Maps | 3 |
| Table A Diagrams | 9 |
| Special Working Arrangement | 57 |
| Local Instructions | 61 |

# MAPS

## MAP 10: EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)



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# TABLE A DIAGRAM

## Table of Contents

| | Page |
|---|---|
| SC171- EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY) | 11 |
| SC173- INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA | 38 |
| SC175- ROSYTH DOCKYARD TO INVERKEITHING SOUTH JN (GOODS | 45 |
| SC176- INVERKEITHING NORTH JN TO INVERKEITHING EAST JN | 46 |
| SC177- THORNTON NORTH JN TO (FORMER) METHIL POWER STATION (GOODS LINE) (OOU) | 47 |
| SC178- THORNTON SOUTH JN TO THORNTON WEST JN | 48 |
| SC181- LADYBANK JN TO HILTON JN | 49 |
| SC183- STIRLING TO CHARLESTOWN JN | 51 |
| SC189- WESTFIELD TO REDFORD JN (GOODS LINE) | 56 |

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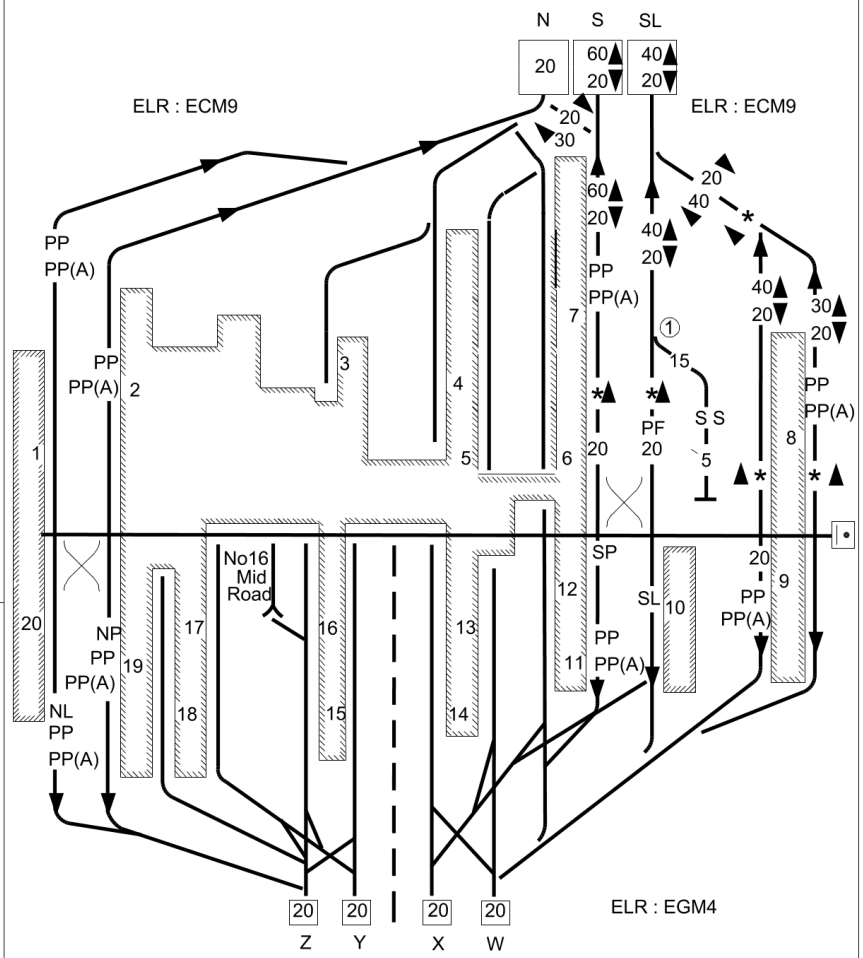
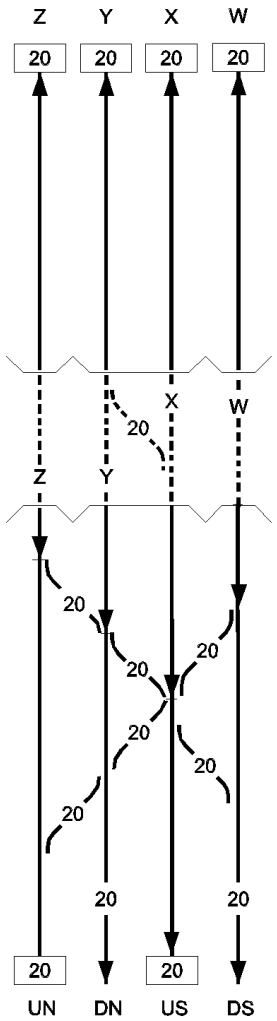
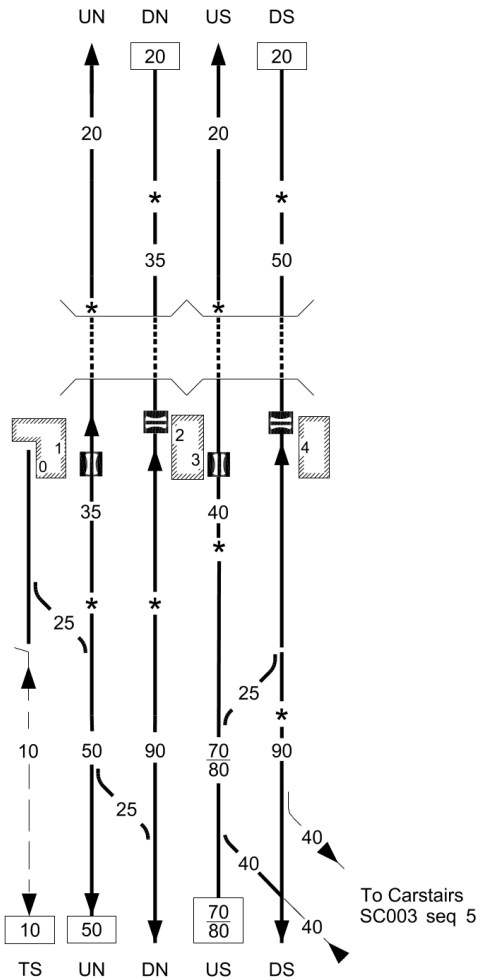
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 001 | Edinburgh Waverley to Dundee (via Kirkcaldy) | ECN1 | Scotland | 04/05/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Waverley (East End) | 0 21 |   | TCB Edinburgh SC (E) AC: Cathcart ECR<br>GSM-R<br>Axle Counter area |
| | 0 19 * | | N (= North) and S (= South) lines are bi-directional |
| | 0 11 * | | AWS is not provided between Waverley East and West ends<br>Platforms 3-6, 12-18 - PP<br>On platform lines, PP and PP(A) only for booked movements or during periods of significant service disruption |
| | 0 10 * | | |
| Edinburgh SC | 0 07 | | NL = North Loop<br>NP = North Platform<br>SP = South Platform<br>SL = South Platform Loop<br>SS = South Sidings ① |
| **EDINBURGH WAVERLEY** | 0 00 | | |
| | 0 00 | | For details of lockouts in the station area see Local Instructions |
| | | | 20 mph over all bay platforms at East and West End and over through platform and loop lines and intermediate connections except where shown |
| Waverley (West End) | 0 15 | | Z, Y, X and W lines are bi-directional |

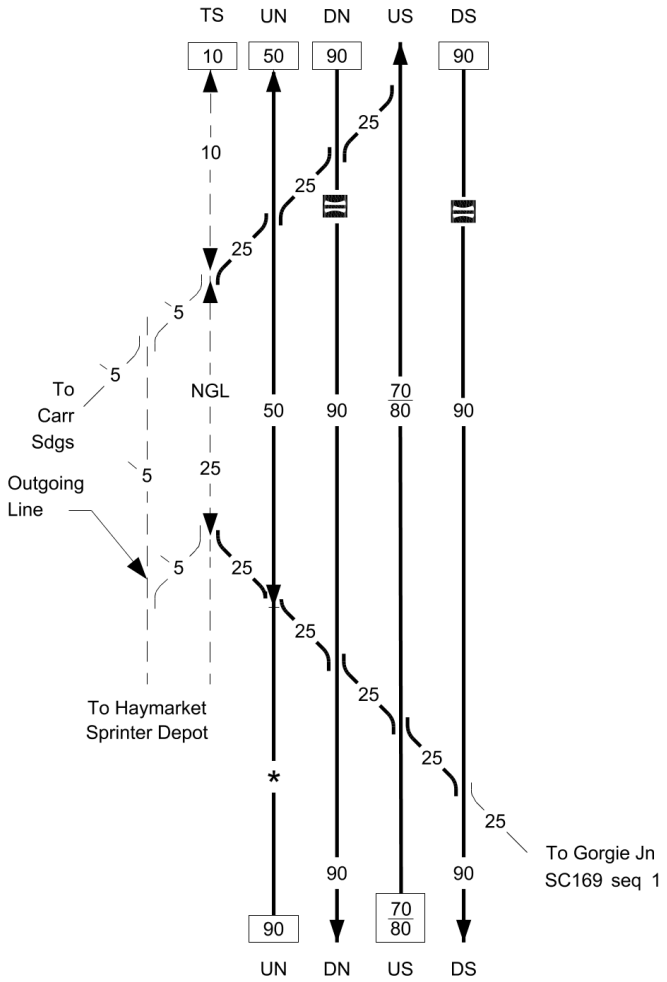
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 002 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 EGM3 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Mound Tunnels<br>130 yards | 0 16<br>to<br>0 22 |  | TCB Edinburgh SC (E)<br>AC: Cathcart ECR<br>GSM-R<br><br>N = North lines<br>S = South Lines<br><br>AWS is not provided between top of the page and Mound Tunnels (excl.)<br><br>For details of lockouts in this area see Local Instructions<br><br>ELR - ECN2 = North Lines<br>EGM3 = South Lines |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 003 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 EGM3 EGM2 | Scotland | 30/11/2019 |

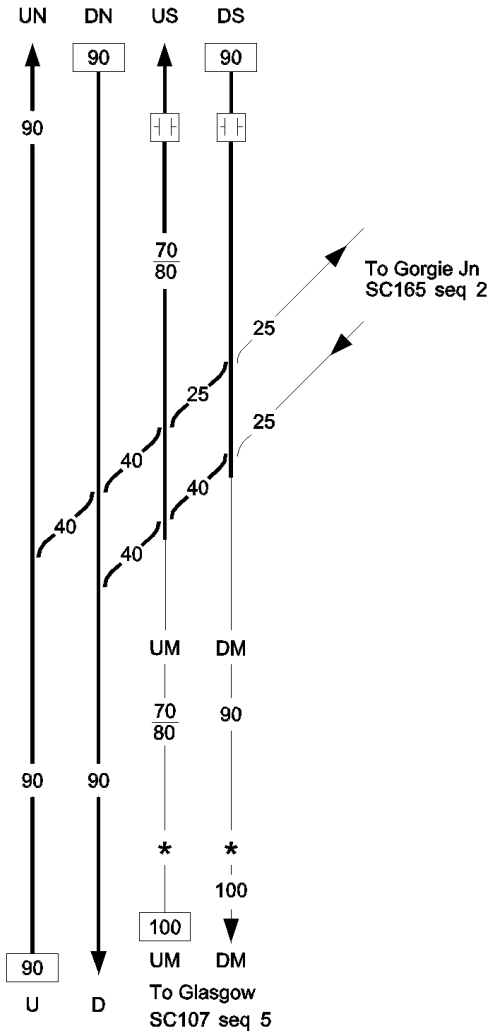
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB Edinburgh SC (EH) AC: Cathcart ECR<br>GSM-R<br><br>N = North Lines<br>S = South Lines<br>TS = Through Siding<br><br>North lines' mileages differ from South lines' mileages between Haymarket Station and the bottom of the page<br><br>North Lines' mileages are shown in brackets [ ]<br><br>Platform 0 - PP<br><br>Mileage change on South lines only<br><br>ELR - ECN2 = North lines<br>EGM3 = South lines to Haymarket Stn.<br>EGM2 = South lines, Haymarket Stn. and beyond.<br><br>For details of tunnel lockouts see Local Instructions<br><br>= Automatic Power Change Over - Pantograph Lower<br><br>= Automatic Power Change Over - Pantograph Raise |
| | 0 33 * | | |
| Haymarket North & South Tunnels<br>1040 yards | 0 47 *<br>to<br>1 14 | | |
| APCO Balise for static changeover<br>APCO Balise for static changeover<br>**HAYMARKET** | 1 17<br>1 18<br>1 19 | | |
| | 46 02 | | |
| | 45 78 * | | |
| | [1 27] * | | |
| | 45 73 * | | |
| Haymarket East Jn | 45 72<br>[1 29] | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 004 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 EGM2 | Scotland | 30/11/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| APCO Zone commencement (Selective)<br><br>Haymarket Central Jn | 45 62<br>(1 40)<br><br>[1 63] *<br>45 35<br>[1 66] |  | GSM-R<br>TCB Edinburgh SC (EH)<br>AC: Cathcart ECR<br><br>OLE on South Lines only<br><br>N = North Lines<br>S = South Lines<br>TS = Through Siding<br>North lines' mileages differ from South lines' mileages on this page<br><br>North Lines' mileages are shown in brackets [ ]<br><br>= Automatic Power Change Over - Pantograph Lower<br><br>ELR - ECN2 = North lines<br>EGM2 = South lines |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 005 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 EGM2 EGM1 | Scotland | 20/02/2016 |

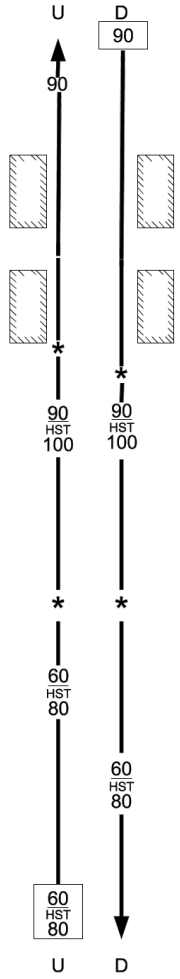
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| OHNS | 45 05 | | TCB Edinburgh SC (EH) AC: Cathcart ECR<br>GSM-R<br>OLE on South Lines only<br>N = North Lines<br>S = South Lines<br>North lines' mileages differ from South lines' mileages between the top of the page and Haymarket West Jn<br>North Lines' mileages are shown in brackets [ ] |
| Haymarket West Jn | 44 73<br>[2 28] | | |
| | 44 60 * | | ELR - ECN2 = North lines<br>EGM2 = South lines to Haymarket West Jn.<br>EGM1 = Main lines, Haymarket West Jn. and beyond. |



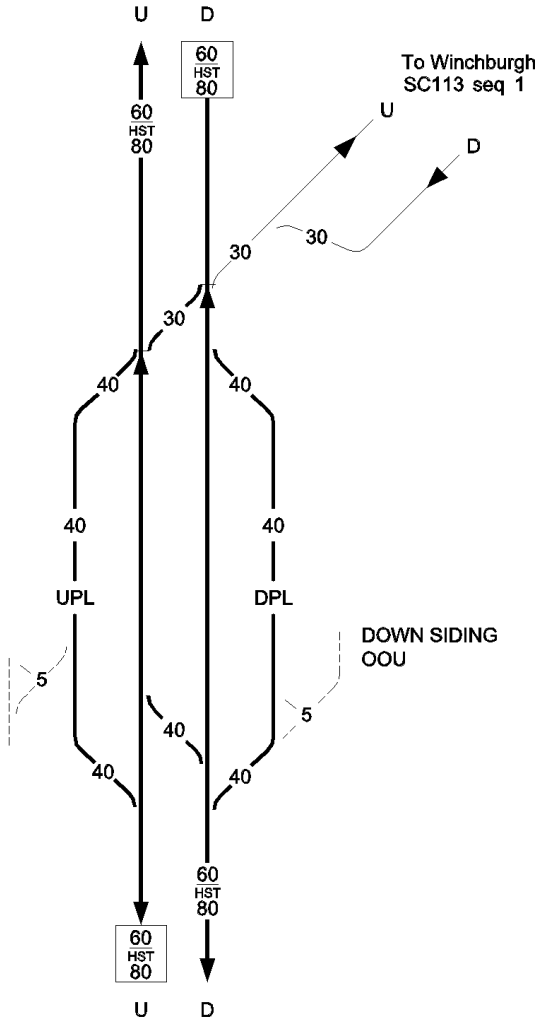
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 006 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>90 90<br>90 90<br>* *<br>75 75<br>* *<br>90<br>90 90<br>U D | TCB Edinburgh SC (EH & EAL)<br>GSM-R |
| | 3 42 * | | |
| | 3 69 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 007 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 26/11/2023 |

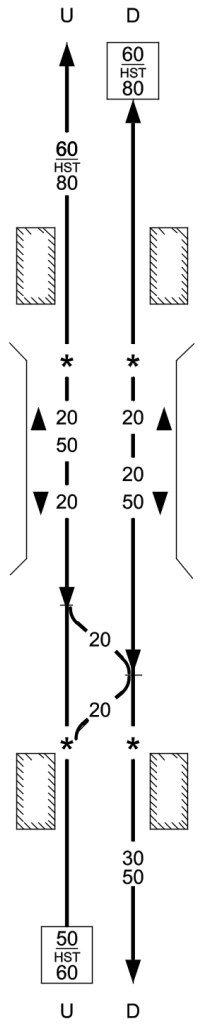
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Edinburgh SC (EAL)<br>GSM-R |
| **SOUTH GYLE** | 4 45 | | |
| **GATEWAY STN** | 5 33 | | |
| | 5 58 *<br>6 00 * | | |
| | 8 34 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 008 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Dalmeny Jn | 9 02 |  | TCB Edinburgh SC (EAL) GSM-R<br><br>UPL 945f (285m)<br>(45 SLU's)<br><br>DPL 760f (230m)<br>(36 SLU's) |
| Dalmeny Up Sdgs GF | 9 21 | (S) | |
| Dalmeny Down Sdgs GF | 9 26 | (S) | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 009 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 01/09/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R<br>TCB Edinburgh SC (EY) |
| **DALMENY** | 9 35 | | |
| | 9 43 * | | The Forth Bridge is bi-directional and trains can be signalled in either direction at any time. |
| Forth Bridge<br>1m 1100 y | | | |
| | 11 20 * | | |
| **NORTH QUEENSFERRY** | 11 22 | | |

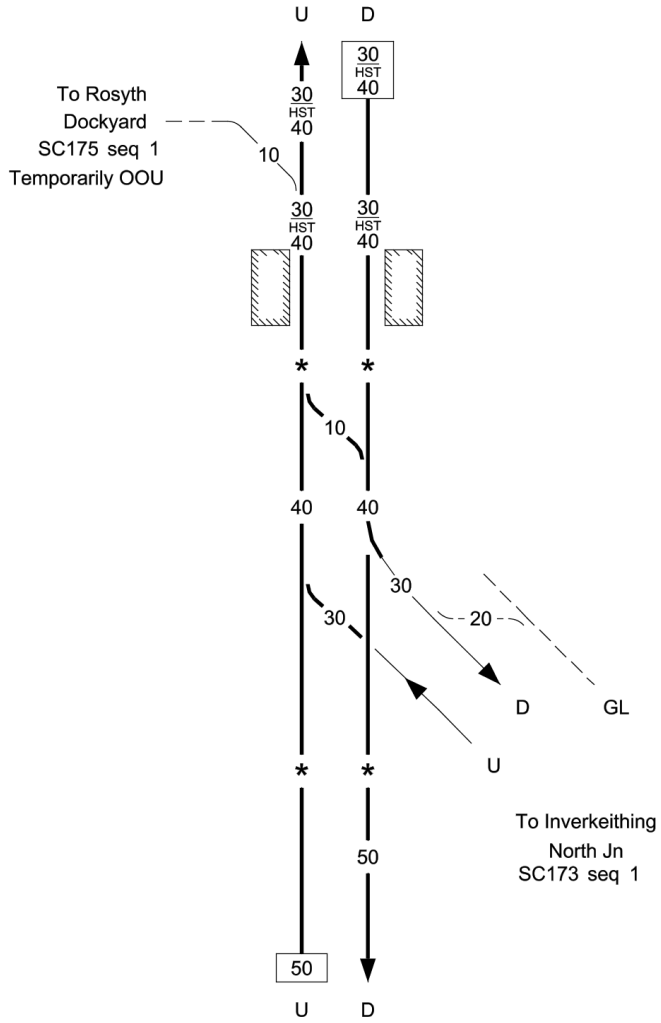


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 010 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 20/02/2016 |

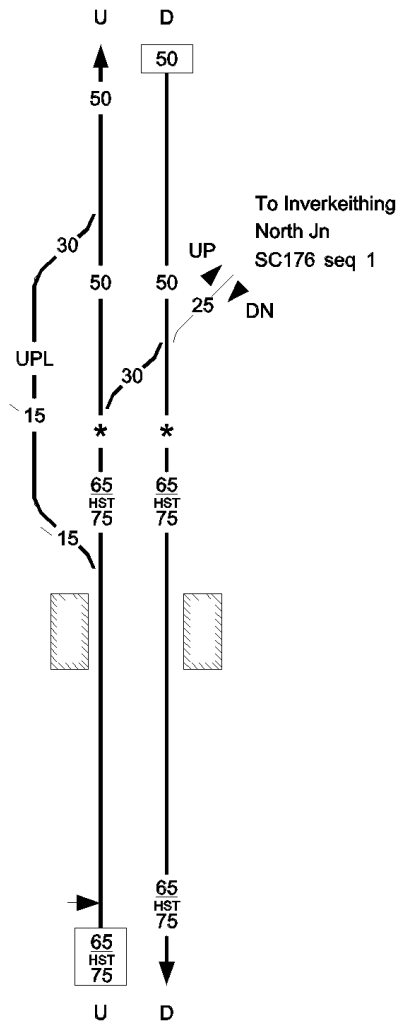
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>50 HST 60 / 30 50 | TCB Edinburgh SC (EY & EV)<br>GSM-R |
| North Queensferry Tunnel<br>460y | 11 29<br>to<br>11 50 | | |
| | 12 05 * | * * | |
| | | 40 HST 65 / 40 | |
| | 12 15 * | * * | |
| | | 50 HST 65 / 35 50 | |
| Inverkeithing Tunnel<br>410y | 12 53<br>to<br>12 72 | | |
| | 12 77 * | * * | |
| | | 30 HST 40 / 30 HST 40<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 011 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 17/06/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EV) GSM-R |
| Inverkeithing South Jn | 13 03 | | |
| **INVERKEITHING** | 13 12 | | |
| | 13 18 * | | |
| Inverkeithing Central Jn | 13 21 | | |
| | 13 32 * | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 012 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Edinburgh SC (EV) GSM-R |
| Inverkeithing East Jn | 13 49 | | UPL 1285f (390m) (61 SLU's) |
| | 13 50 * | | |
| **DALGETY BAY** | 14 51 | | |
| Aberdour HABD (Up) | 16 31 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 013 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>65 HST 75 / 65 HST 75 | TCB Edinburgh SC (EU)<br>GSM-R |
| | 17 14 * | * * | |
| **ABERDOUR** | 17 34 | 50 50 | |
| | 17 35 * | * * | |
| | | 55 65 | |
| | 17 77 * | * * | |
| | | 65 HST 75 / 65 HST 75 | |
| | 19 19 * | * * | |
| | | 65 65 | |
| | 19 71 * | * * | |
| | | 35 HST 40 / 35 HST 40<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 014 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 20/02/2016 |

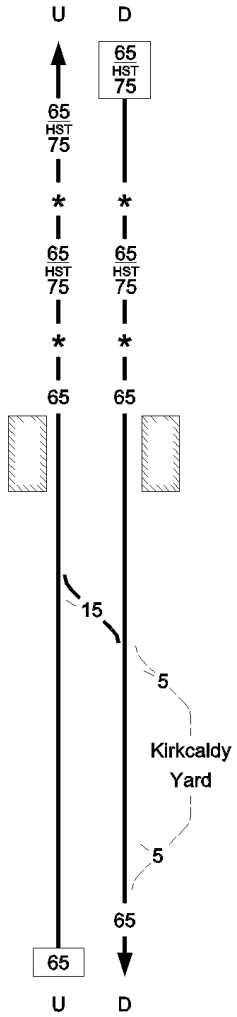
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **BURNTISLAND** | 20 10 | U D<br>35 HST 40<br>35 HST 40 | TCB Edinburgh SC (EU)<br>GSM-R |
| | 20 20 * | * *<br>50 50 | |
| | 20 40 * | * *<br>65 HST 75 | |
| | 21 64 * | * *<br>65<br>65<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 015 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>65 | TCB Edinburgh SC (EU)<br>GSM-R |
| | | 65 | |
| | 22 23 * | * * | |
| Kinghorn Tunnel<br>260y | 22 28<br>to<br>22 40 | 20/30 20/30 | |
| | 22 42 * | * * | |
| | | 45 45 | |
| **KINGHORN** | 22 59 | | |
| | 22 69 * | * * | |
| | | 65 65 | |
| | 23 40 * | * * | |
| | | 65 HST 75 / 65 HST 75 | |
| | 24 70 * | * * | |
| | | 65 HST 75 / 65 HST 75 | |
| | | U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 016 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 20/02/2016 |

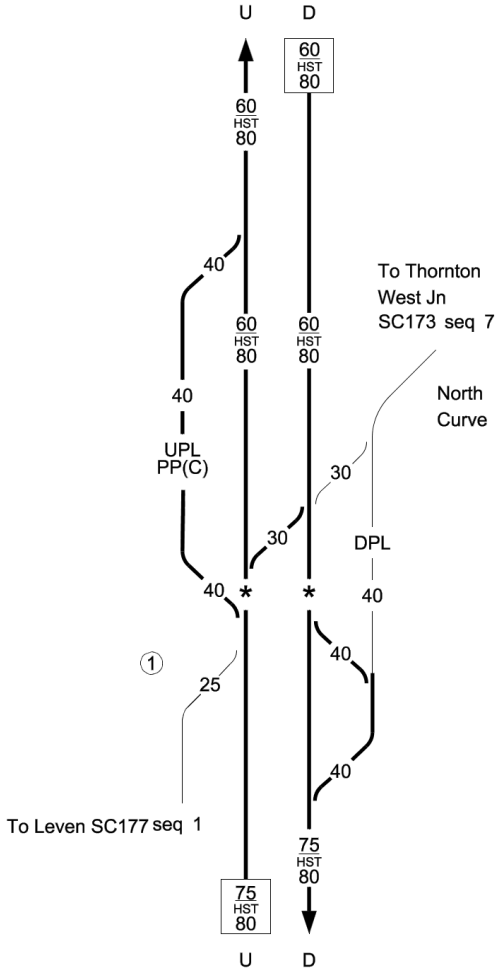
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EK) GSM-R |
| | 24 78 * | | |
| | 25 40 * | | |
| **KIRKCALDY** | 25 70 | | |
| South End | 26 01 | | |
| North End | 26 19 | | |



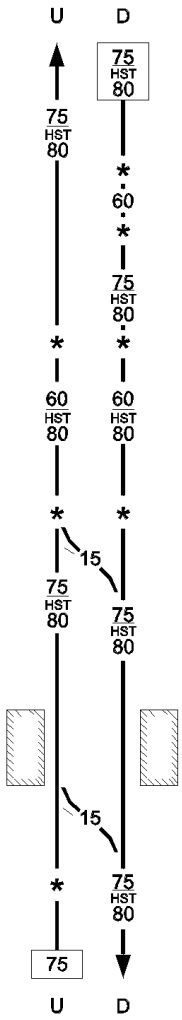
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 017 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>65<br>65 | TCB Edinburgh SC (EK)<br>GSM-R |
| | 27 20 * | * | |
| | | 65 HST 80 | |
| | 27 77 * | * * | |
| | | 60 HST 80 60 HST 80 | |
| | 27 78 * | * * | |
| | | 65 HST 80 65 HST 80 | |
| | 28 23 * | * * | |
| | | 75 HST 80 75 HST 80 | |
| Thornton South Jn | 30 24 | 20 | Edinburgh SC (ET) |
| | 30 24 * | * * 20 South Curve | |
| | | 60 HST 80 | To Thornton West Jn SC178 seq 1 |
| | | 60 HST 80<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 018 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 07/01/2024 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| Thornton North Jn | 30 | 62 |   | TCB Edinburgh SC (ET) GSM-R<br>UPL 1345f (410m)<br>(64 SLU's) PP(C)- Detaching- only during periods of significant disruption<br>DPL 1200f (365m)<br>(57 SLU's)<br>1765f (535m) when entered from North Curve<br>(84 SLU's)<br>1 25mph over connection between main line and branch |
| | 30 | 63 * | | |

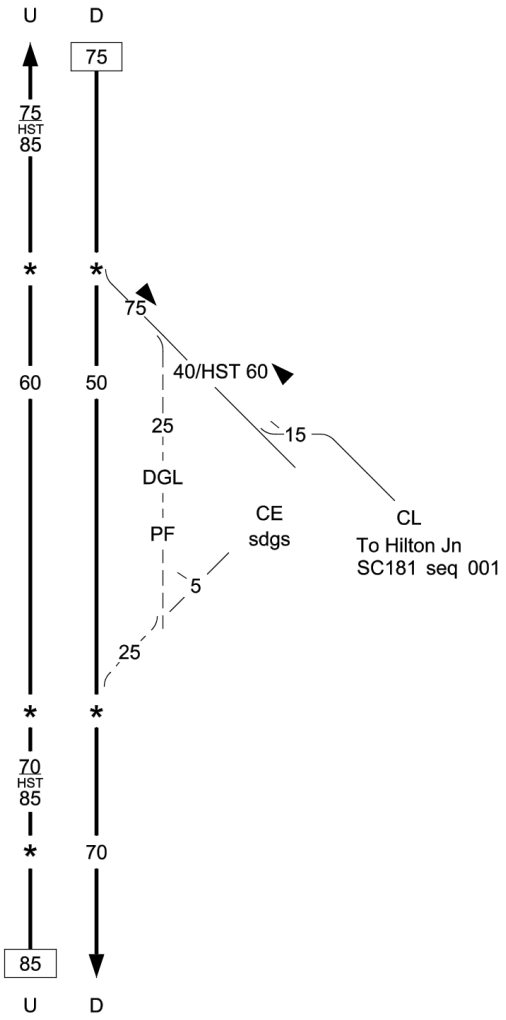
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 019 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Edinburgh SC (ER) GSM-R |
| | 32 13 * | | |
| | 32 25 * | | |
| | 32 71 * | | |
| | 33 00 * | | |
| **MARKINCH** | 33 20 | | |
| | 35 65 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 020 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 20/02/2016 |

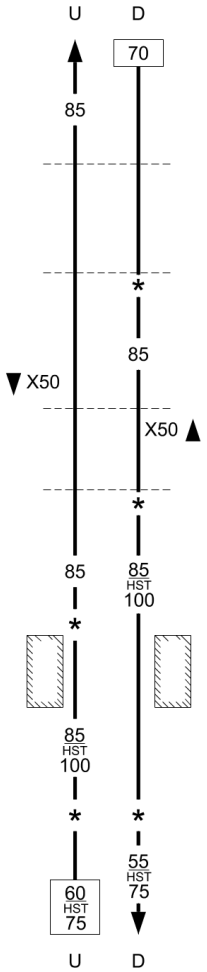
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>75 HST 80<br>75 | TCB Edinburgh SC (EB)<br>GSM-R |
| | 36 00 * | * | |
| | | 75 HST 80 | |
| | 36 62 * | * * | |
| | | 75 HST 85 75 HST 85 | |
| Heatherinch LC (UWC) | 38 71 | T | |
| | | 50 | |
| | 38 79 * | * | |
| **LADYBANK** | 39 04 | | |
| | | 75 | |
| | | 75 HST 85 | |
| | | U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 021 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 29/05/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Edinburgh SC (EB) GSM-R |
| Ladybank Jn | 39 09 * | | DGL 1395f (420m) (66 SLU's) |
| CE Sdgs GF | 39 30 | (S) | |
| | 39 45 * | | |
| | 39 66 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 022 | Edinburgh Waverley to Dundee (via Kirkcaldy) | ECN2 | Scotland | 30/03/2022 |

| Location | Mileage M | Mileage Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | | | TCB Edinburgh SC (EB) GSM-R |
| Sweetholme LC (UWC) | 40 | 22 | | T | |
| Bow of Fife LC (AHBC) | 40 | 46 | * | | |
| Cults Mill LC (R/G-X) | 41 | 42 | | T | |
| Hospital Mill LC (R/G) | 41 | 69 | * | | |
| | 42 | 19 | * | | |
| **SPRINGFIELD** | 42 | 26 | | | |
| | 44 | 20 | * | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 023 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 29/07/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>55 HST 75<br>60 HST 75 | GSM-R<br>TCB Edinburgh SC (EB) |
| | 44 40 * | * * | |
| | 44 48 * | * 55 HST 60 | |
| **CUPAR** | 44 50 | | |
| | | 60 | |
| Cupar SB | 44 58 | | AB Cupar SB (CP) |
| | 44 79 * | * * | |
| | | 85 HST 95 85 HST 95 | |
| | 48 60 * | * * | |
| | | 75 HST 85 75 HST 85 | |
| Seggiehill LC (R/G-X) | 49 37 | T X50 X50 | |
| | 49 62 * | * * | |
| | | 70 HST 85 70 HST 85 | |
| | | U D | |

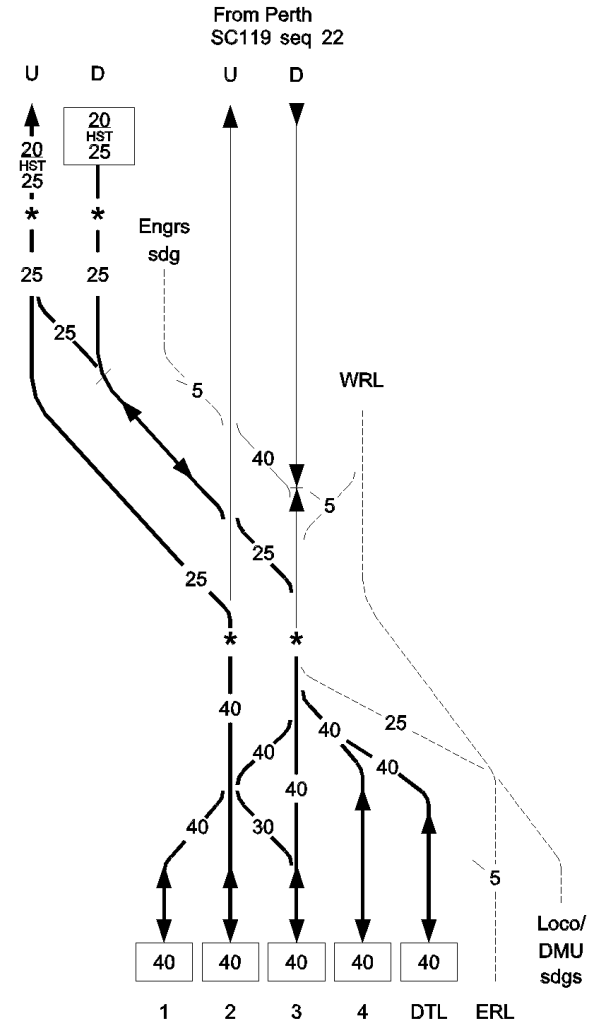
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 024 | Edinburgh Waverley to Dundee (via Kirkcaldy) | ECN2 | Scotland | 28/02/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>70 HST 85 / 70 HST 85 | AB Cupar SB (CP) — GSM-R |
| | 50 50 * | * * | |
| | | 55 HST 75 / 55 HST 60 | |
| **LEUCHARS** | 50 68 | | |
| | 50 77 * | * | |
| | | 15 | |
| Leuchars SB | 51 01 | | Leuchars SB (LE) |
| | 51 10 * | * * | |
| | | 75 HST 85 / 75 HST 85 | |
| | 52 27 * | * * | |
| | | 60 HST 85 / 60 HST 85 | |
| | 52 28 * | * * | |
| | | 75 HST 85 / 75 HST 85 | |
| | | U D | |

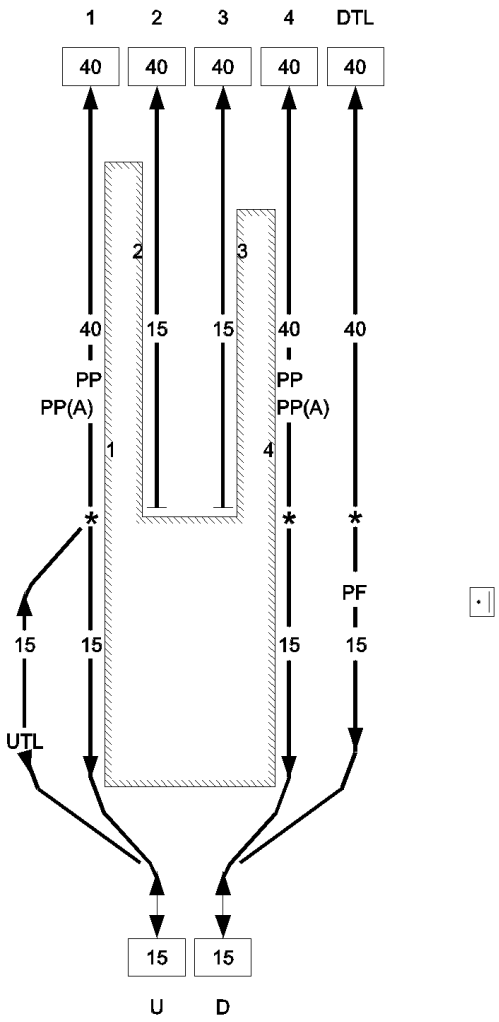
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 025 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>75 HST 85 / 75 HST 85 | GSM-R<br>AB Leuchars SB (LE) |
| | 52 51 * | * * | |
| | | 75 HST 80 / 75 HST 80 | |
| | 53 08 * | * * | |
| | | 70 HST 80 / 70 HST 80 | |
| | 53 77 * | * * | |
| St Fort GF | 54 00 | (S) 5 75 HST 85 / 75 HST 85 | St Fort Up intermediate Block Section between Tay Bridge South SB and 54m 12ch |
| | 55 33 * | * * | DRS 1705f (575m) (81 SLU's) |
| | | 65 65 | Down sdgs (DRS) OOU |
| | | 15 5 | |
| | 56 31 * | * * | |
| Tay Bridge South SB | 56 38 | 20 HST 35 / 20 HST 35 | TCB Tay Bridge South SB (TS) |
| | | | Dundee SC (D) |
| Tay Bridge 2m 360y | 57 60 * | * * | |
| | | 20 HST 25 | |
| | | 20 HST 25<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 026 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 20/02/2016 |

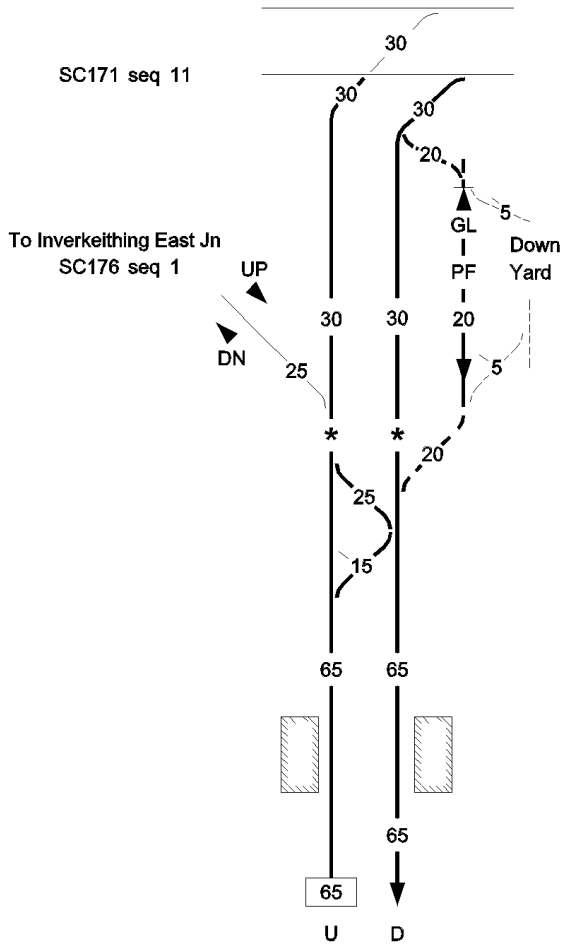
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB Dundee SC (D) GSM-R |
| | 58 17 * | | |
| | | | WRL = West Reception Line |
| Dundee Central Jn | 0 36 ① | | ① = Perth lines mileage |
| | 58 69 * | | |
| | | | DTL = Down Through line |
| | | | ERL = East Reception line |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC171 | 027 | Edinburgh Waverley to Dundee (Via Kirkcaldy) | ECN2 | Scotland | 20/02/2016 |

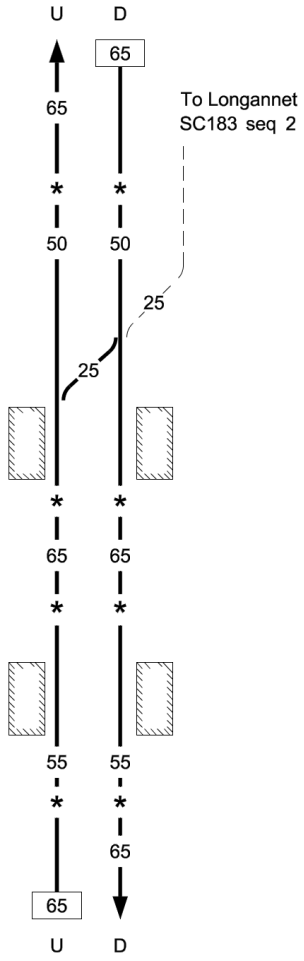
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **DUNDEE** | 59 14 |  | TCB Dundee SC (D) GSM-R<br>DTL = Down Through line<br>Platforms 2 & 3 - PP<br>On platform lines 1 and 4 in both directions, PP only during periods of significant service disruption ; PP(A) only for booked movements or during periods of significant service disruption |
| | 59 15 * | | |
| Dundee SC | 59 17 | | UTL = Up Through line |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC173 | 001 | Inverkeithing Central Jn to Thornton North Jn (Via Cowdenbeath) | CWH1 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Inverkeithing Central Jn | 13 21 | SC171 seq 11 | TCB Edinburgh SC (EV) GSM-R |
| | | To Inverkeithing East Jn SC176 seq 1 | GL 1325f (400m) (63 SLU's) |
| Inverkeithing North Jn | 13 57 * | | |
| **ROSYTH** | 14 52 | | |

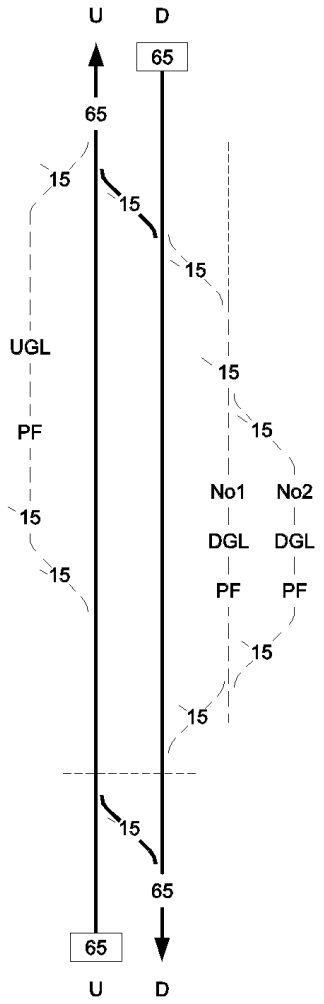


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC173 | 002 | Inverkeithing Central Jn to Thornton North Jn (Via Cowdenbeath) | CWH1 | Scotland | 04/03/2023 |

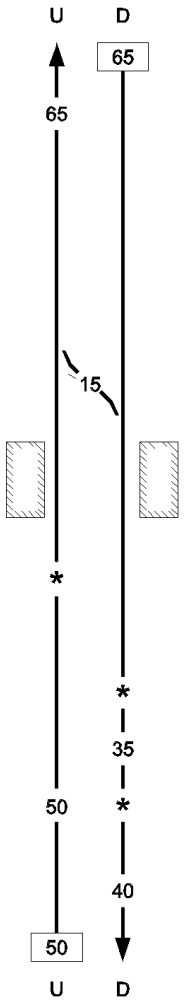
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Edinburgh SC (EO) GSM-R |
| | 16 20 * | | |
| Charlestown Jn | 16 45 | | |
| **DUNFERMLINE CITY** | 16 68 | | |
| | 17 00 * | | |
| | 17 50 * | | |
| **DUNFERMLINE QUEEN MARGARET** | 18 36 | | |
| | 18 45 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC173 | 003 | Inverkeithing Central Jn to Thornton North Jn (Via Cowdenbeath) | CWH1 | Scotland | 20/02/2016 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | | TCB Edinburgh SC (EO) GSM-R |
| Townhill Jn | 18 | 56 | | UGL 1365f (415m) (65 SLU's)<br>No1 DGL 1285f (390m) (61 SLU's)<br>No2 DGL 1285f (390m) (61 SLU's) |
| Halbeath LC (CCTV) | 19 | 12 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC173 | 004 | Inverkeithing Central Jn to Thornton North Jn (Via Cowdenbeath) | CWH1 CWH2 | Scotland | 20/02/2016 |

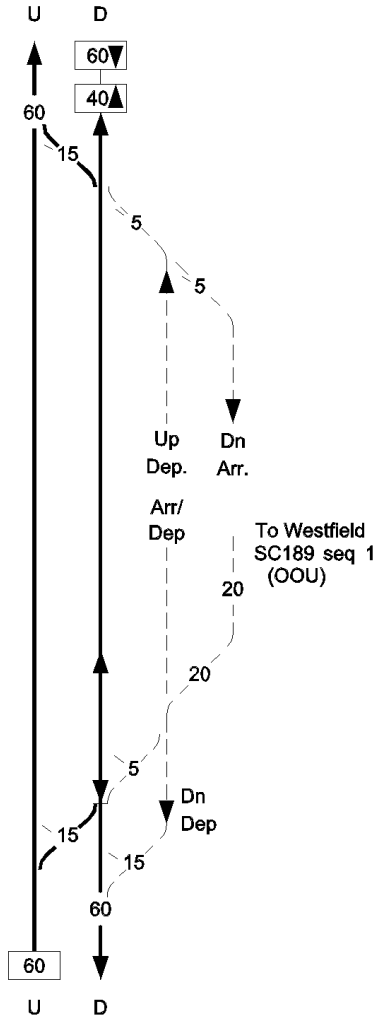
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **COWDENBEATH**<br><br>(Change of ELR CWH1 to CWH2) | 22 42<br><br>22 76<br>22 76 *<br>0 00 *<br><br>0 05 *<br><br>0 32 * |  | TCB Edinburgh SC (EC)<br><br>GSM-R |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC173 | 005 | Inverkeithing Central Jn to Thornton North Jn (Via Cowdenbeath) | CWH2 CWH3 | Scotland | 20/02/2016 |

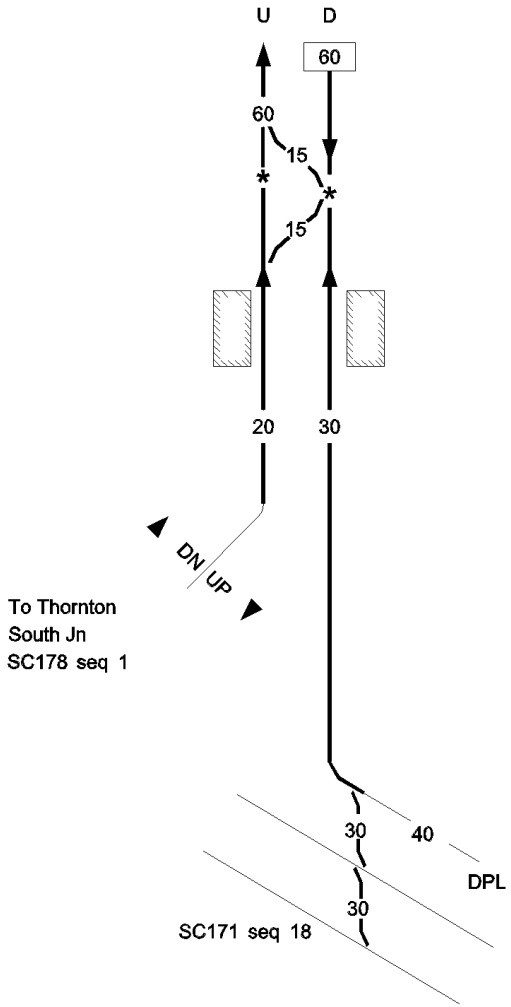
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>40<br>50 | TCB Edinburgh SC (EC)<br>GSM-R |
| | 0 50 * | * 40 | |
| (Change of ELR CWH2 to CWH3) | 0 70 | 40 | |
| | 27 00 | | |
| | 27 05 * | * * | |
| **LOCHGELLY** | 27 67 | | |
| | | | Edinburgh SC (ET) |
| | | 60<br>60<br>40 | |
| **CARDENDEN** | 30 00 | | |
| | | 60<br>40<br>60<br>U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC173 | 006 | Inverkeithing Central Jn to Thornton North Jn (Via Cowdenbeath | CWH3 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Clunybridge | 32 16 | | TCB Edinburgh SC (ET) GSM-R |
| Thornton Yard | 33 28 | | |
| Redford Jn | 33 45 | | |
| | 34 05 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC173 | 007 | Inverkeithing Central Jn to Thornton North Jn (Via Cowdenbeath) | CWH3 TNW | Scotland | 20/02/2016 |

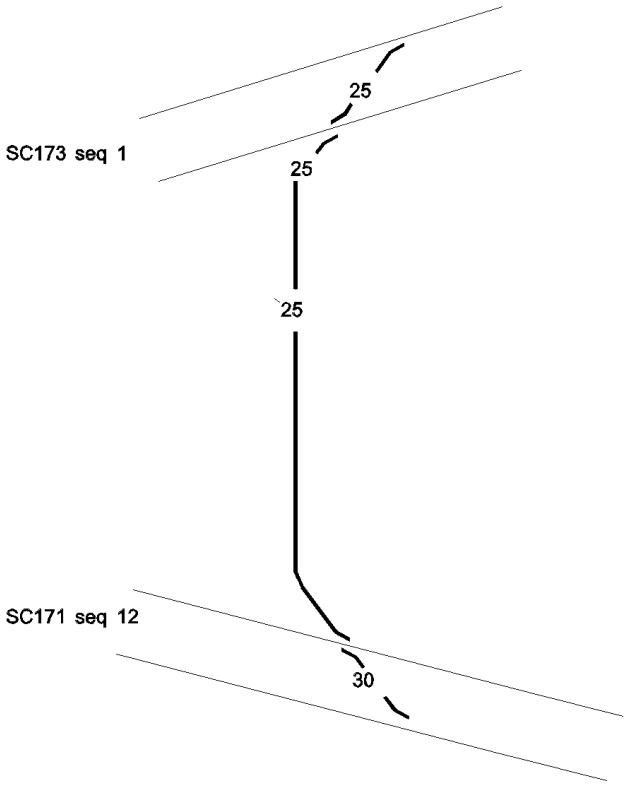
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| (Change of ELR CWH3 to TNW)<br>Thornton West Jn | 34 62<br>① 34 62 *<br>② 0 70 * |  | GSM-R<br>TCB Edinburgh SC (ET)<br><br>① = Thornton West to South mileage<br><br>② = Thornton West to North mileage<br><br>NOTE change of direction between Thornton West and Thornton South |
| **GLENROTHES WITH THORNTON** | ① 34 72<br>② 0 59 | | |
| Thornton North Jn | 0 00 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC175 | 001 | Rosyth Dockyard to Inverkeithing South Jn (Goods Line) | RHD2 RHD1 | Scotland | 17/06/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | Dockyard | YARD WORKING |
| Rosyth Dockyard | 1 21 | 5 | GSM-R<br>Down: Start of GSM-R area: 1m 16ch<br>Up: End of GSM-R area: 1m 16ch |
| Notice Board | 1 16 * | * | OT(S) Edinburgh SC |
| Ferry Toll Tunnel<br>130 yards | 1 06<br>to<br>1 00 | | |
| (Change of ELR<br>RHD2 to RHD1) | 1 00 | 20 | |
| | | | The Train Staff is located in a secure cabinet adjacent to signal EV412 |
| | 0 12 * | * ▼ | |
| | | ② Temporarily OOU. | |
| Inverkeithing South Jn | 0 02 | ① 10<br>10<br>SC171 seq 11 | ① = Through jn<br>② = Entire Rosyth Dockyard Line Temporarily Out of Use<br>Edinburgh SC (EV) |

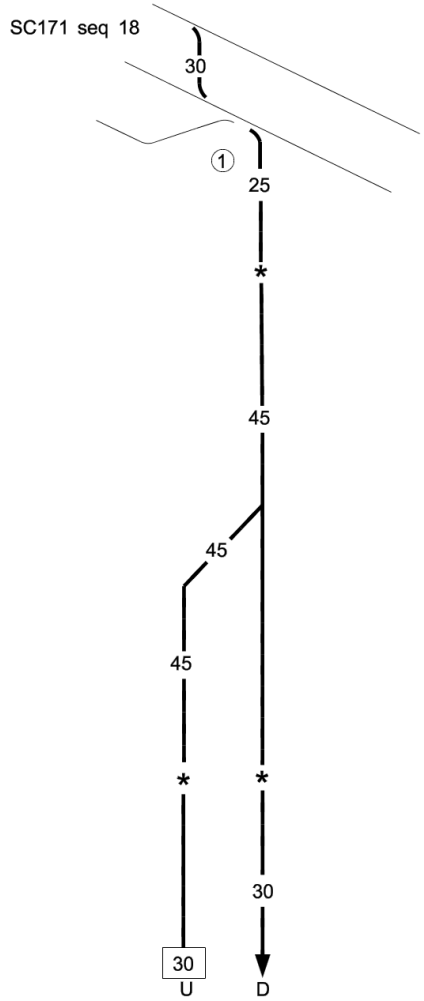
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC176 | 001 | Inverkeithing North Jn to Inverkeithing East Jn (Inverkeithing Curve) | IGE | Scotland | 20/02/16 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Inverkeithing North Jn | 0 33 | SC173 seq 1 | TCB Edinburgh SC (EV) |
| Inverkeithing East Jn | 0 00 | SC171 seq 12 | |



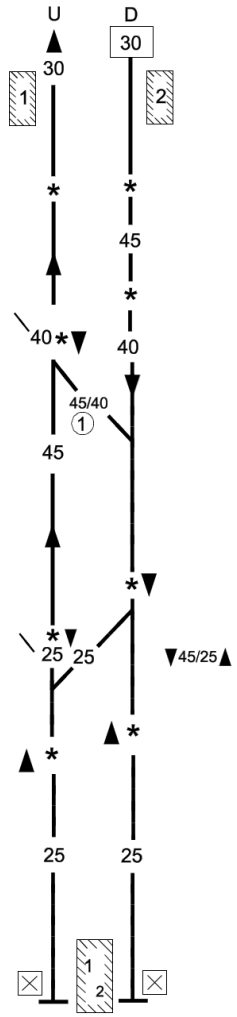
Scotland Route Sectional Appendix Module SC11

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| 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 |   | GSM-R<br>TCB Edinburgh SC (ET, ETL)<br>1 25mph over connection between main line and branch |
| | 0 20 * | | |
| Earlseat Jn | 0 72 | | |
| | 3 46 * | | |

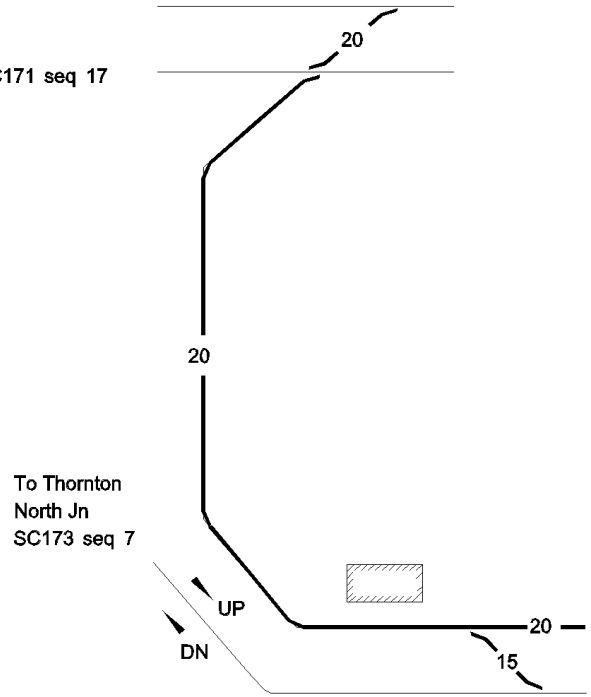
Scotland Route Sectional Appendix Module SC11

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC177 | 002 | Thornton North Jn to Leven | MTL1 | Scotland | 07/01/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| CAMERON BRIDGE | 4 04 |  | GSM-R<br>TCB Edinburgh SC (ETL) |
| | 4 17 * | | Platform 1 & 2 = 200m |
| | 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 *<br>5 58<br>5 29* | | |
| | 5 61 * | | |
| | 5 67 * | | Platform 1 & 2 - PP<br>Platform 1 & 2 = 205m |
| Leven East Jn | 5 76 | | LOD (T) PLATFORM 1<br>LOD (T) PLATFORM 2<br>See Local Instructions for detail of LOD |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC178 | 001 | Thornton South Jn to Thornton West Jn | CWH3 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (ET) |
| Thornton South Jn | 35 38 | SC171 seq 17 | |
| **GLENROTHES WITH THORNTON** | 34 72 | To Thornton North Jn SC173 seq 7 | NOTE change of direction between Thornton West and Thornton North |
| Thornton West Jn | 34 62 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC181 | 001 | Ladybank Jn to Hilton Jn | CDC1 | Scotland | 29/05/2016 |

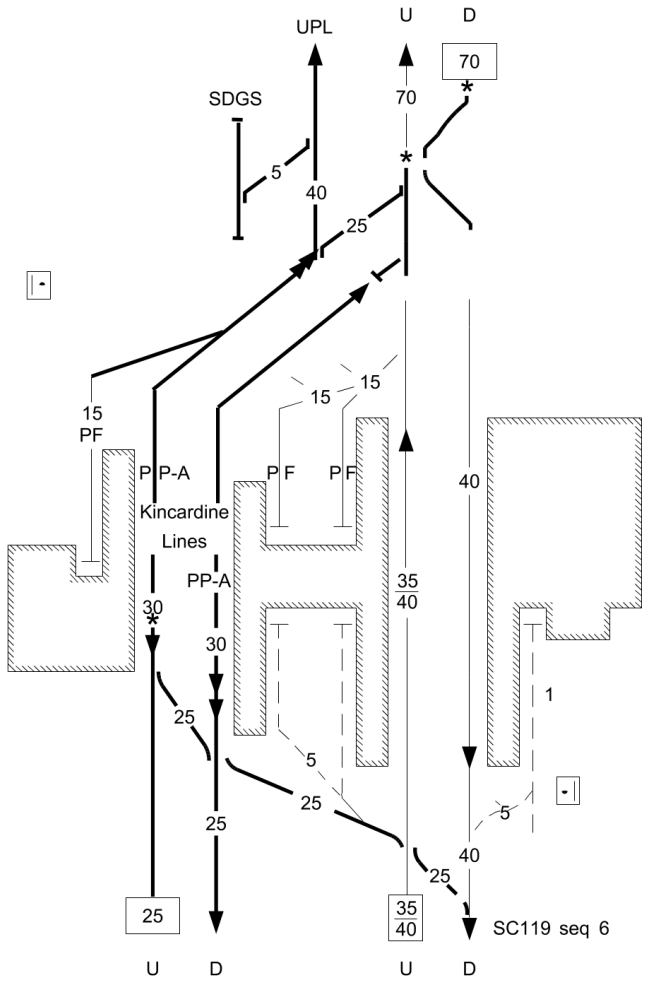
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Ladybank Jn | 0 03 | SC171 seq 21; 50; DGL; ▼75; 15; ▲15; ▲40/60; CL | TCB Edinburgh SC (EB); GSM-R |
| Anniesmuir LC (MSL) | 0 19 | T | CL 1525ft (465m) (73 SLU's) |
| | ▲ 0 33 * | * 15 | |
| Golf Club footpath crossing (MSL) | 0 40 | | |
| | 0 53 * | 40/HST70 * | Down direction; * 55/HST70 |
| | ▲ 0 74 * | * | |
| | ▼ 6 39 * | 55/HST70 | * 45/HST60 |
| | ▲ 6 42 * | * | |
| | | Up direction; 45/HST60 | NRN 092 |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC181 | 002 | Ladybank Jn to Hilton Jn | CDC1 CDC2 | Scotland | 11/06/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 45/HST60 | TCB Edinburgh SC (EB) GSM-R |
| | 6 68 * | ▲45/HST60 * 55▼ | |
| | 7 50 * | *▼ | |
| | | 55/HST70 | |
| | 12 60 * | * | |
| Oudenarde LC (UWC) | 13 03 | T | |
| (Change of ELR CDC1 to CDC2) | 14 10 / 44 18 | 55 | |
| Eastfield LC (UWC) | 44 55 | T | |
| | 45 17 * | * 55 ▼ 50 | |
| | 45 58 * | * * 30 30 | |
| Hilton Jn | 45 66 | 30 SC119 seq 15 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC183 | 001 | Stirling to Charlestown Jn. | SAA | Scotland | 04/11/2018 |

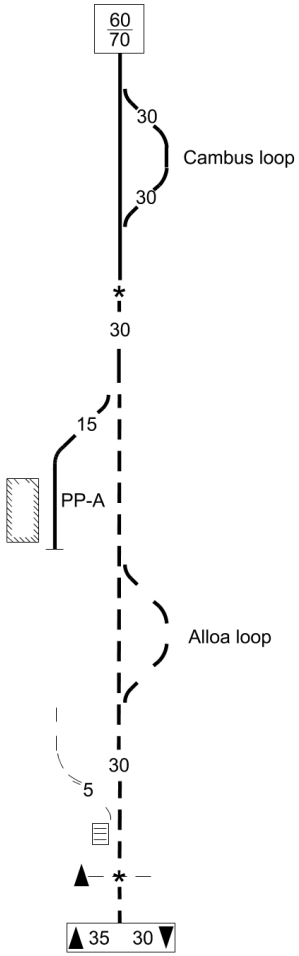
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Stirling Middle SB | 118 08 * | ① | TCB Stirling Middle (SM) AC: Cathcart ECR<br>GSM-R<br>AB Stirling Middle (SM) AC: Cathcart ECR<br>① Main line mileage |
| | 118 11<br>0 00 | ① | |
| **STIRLING** | 118 24<br>0 13 | ① | PP-A booked movements or during periods of significant service disruption<br>1 Siding not wired |
| Stirling North SB | 118 38 | ① | Stirling North SB (SN) AC: Cathcart ECR |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC183 | 002 | Stirling to Charlestown Jn. | SAA | Scotland | 04/11/2018 |

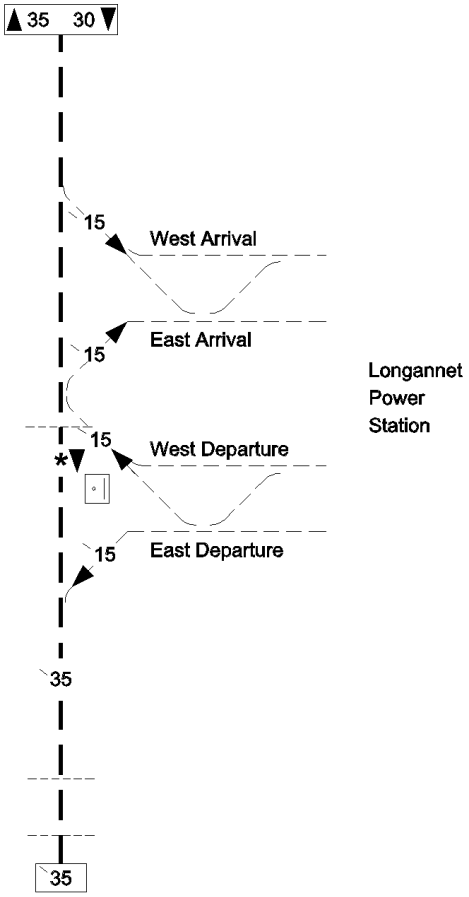
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U: 25 / 35 / 35 / 35 / 60 / 60 / 60 / 60 / 70<br>D: 25 / 30/35 / 35 / 40/60 / 35 / 40/60 / 60 / 60 | GSM-R<br>TCB Stirling Middle SB (SK) SAK Panel AC: Cathcart ECR |
| | 0 28 * | | |
| | 0 47 * | | |
| | 0 49 * | | |
| | 0 70 * | | |
| Causewayhead Jn | 1 05 | | |
| Waterside LC (CCTV) | 1 46 | | |
| | 1 60 * | | |
| Manor Neuk LC (UWC) | 2 59 | T | |
| Manor Powis LC (UWC) | 2 71 | T | |
| Blackgrange LC (CCTV) | 3 43 | | |
| Cambus LC (CCTV) | 4 59 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC183 | 003 | Stirling to Charlestown Jn | SAA KNE1 | Scotland | 04/11/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB Stirling Middle SB (SK) SAK Panel AC: Cathcart ECR<br>GSM-R |
| | | | Cambus loop 2091f (637m)<br>(99 SLU's) |
| | 6 52 * | | |
| | | | AWS provided on goods line |
| **ALLOA TOWN** | 6 77 | | PP-A - Attaching, Only during periods of significant service disruption |
| | 7 06 | | Alloa station lockout - See local instructions<br>Limit of OLE - Alloa Stn Buffers |
| | | | Alloa loop 2055f (626m)<br>(97 SLU's) |
| (Change of ELR SAA to KNE1) | 8 14 | | |
| | 0 00 | | |
| Kincardine GSP | 3 50 | S | See local instructions<br>NRN 068 |
| Kincardine LC (R/G) | 3 77 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC183 | 004 | Stirling to Charlestown Jn | KNE1 | Scotland | 20/02/2016 |

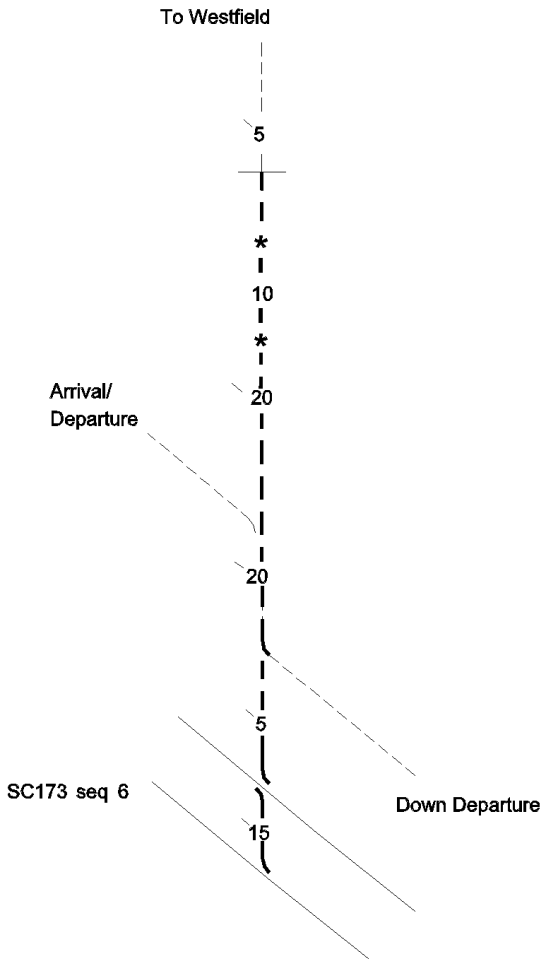
| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | | GSM-R |
| | | | | AWS provided up to the West Arrival line (excl) |
| | | | | Longannet SB (LG) |
| | | | | Also applies to West Arrival Line. |
| Longannet No 4 LC (UWC) | 5 | 50 | T | |
| Longannet SB | 5 | 62 * | | |
| Culross LC (UWC) | 8 | 60 | T | |
| | | | | TCB Edinburgh SC (EO) |
| Valleyfield Colliery LC (UWC) | 9 | 60 | T | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC183 | 005 | Stirling to Charlestown Jn | KNE1 KNE2 | Scotland | 20/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Edinburgh SC (EO) GSM-R |
| (Change of ELR KNE1 to KNE2) | | 35 35 | |
| Charlestown Jn | 15 39 | SC173 seq 2 25 ① 25 | ① = Through jn |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC189 | 001 | Westfield to Redford Jn (Goods Line) - Out of use | CRE | Scotland | 27/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R |
| Westfield Notice Board | 28 77 | | OT(S) Edinburgh SC (ET) |
| | 32 19 * | | YARD WORKING applies between the end of the line and Westfield Notice Board. |
| | 32 35 * | | |
| | 33 04 | | |
| | 33 28 | | Westfield branch out of use:<br>Points secured to prevent access |
| Redford Jn | 33 45 | | |

# SPECIAL WORKING ARRANGEMENT

## Table of Contents

| | Page |
|---|---|
| SC171- EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY) | 60 |
| SC173- INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA | 60 |

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**SC171 (EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY))**

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 26 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

A brake van (in which the competent person must ride) must be formed as the leading vehicle where denoted by the letters 'BV'.

Trains may be assisted in rear between the places listed below in accordance with the Rule Book, Module TW1, Section 15. The assisting locomotive must be coupled to the train. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where indicated.

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| North Goods Loop<br>Sig EH514 | Haymarket<br>Platform 1 | Loco hauled ECS | Up North | May be propelled.<br>BV |

**Dated: 07/12/13**

**SC173 (INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA COWDENBEATH))**

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 26 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

A brake van (in which the competent person must ride) must be formed as the leading vehicle where denoted by the letters 'BV'.

Trains may be assisted in rear between the places listed below in accordance with the Rule Book, Module TW1, Section 15. The assisting locomotive must be coupled to the train. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where indicated.

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Inverkeithing North Jn | Inverkeithing East Jn | Engineers | Single | May be propelled.<br>BV |
| Inverkeithing East Jn | Inverkeithing North Jn | Engineers | Single | May be propelled.<br>BV |
| Thornton Yard | Townhill | Freight | Up | May be assisted in rear. |

**Dated: 07/12/13**

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# LOCAL INSTRUCTIONS
## Table of Contents

| | Page |
|---|---|
| **SC171- EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)** | |
| EDINBURGH WAVERLEY | 63 |
| EDINBURGH WAVERLEY TO HAYMARKET | 64 |
| HAYMARKET EAST JN TO HAYMARKET CENTRAL JN | 67 |
| BETWEEN SAUGHTON AND HAYMARKET STATION | 69 |
| FORTH BRIDGE | 69 |
| HOSPITAL MILL LC (R/G) | 70 |
| TAY BRIDGE SOUTH SB | 70 |
| TAY BRIDGE | 70 |
| DUNDEE | 71 |
| HAYMARKET SOUTH TUNNEL | 71 |
| **SC173- INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA COWDENBEATH)** | |
| THORNTON YARD | 71 |
| GLENROTHES WITH THORNTON | 71 |
| **SC175- ROSYTH DOCKYARD TO INVERKEITHING SOUTH JN (GOODS LINE)** | |
| ENTIRE LINE OF ROUTE | 72 |
| **SC177- THORNTON NORTH JN TO (FORMER) METHIL POWER STATION (GOODS LINE) (OOU)** | 72 |
| THORNTON NORTH JN TO METHIL POWER STATION (GOODS LINE) | 72 |
| **SC181- LADYBANK JN TO HILTON JN** | |
| ANNIESMUIR LC (UWC) | 73 |
| **SC183- STIRLING TO CHARLESTOWN JN** | |
| STIRLING TO CAUSEWAYHEAD JN | 73 |
| KINCARDINE GSP | 73 |
| LONGANNET SB | 74 |
| ALLOA TOWN | 76 |
| **SC189- WESTFIELD TO REDFORD JN (GOODS LINE)** | |
| WESTFIELD NOTICE BOARD TO REDFORD JN | 77 |
| ENTIRE LINE OF ROUTE | 78 |

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# SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

## EDINBURGH WAVERLEY

**Electrical Isolation of Overhead Line Equipment on platform 4 line** – When platform 4 line at Waverley station requires to be isolated, this must be in accordance with the instructions contained in RT/E/S/29987 (Local Isolation and Earthing of 25 kV AC. Overhead Line Equipment).
The shift signaller manager at Edinburgh signalling centre must be requested to provide the necessary signal protection and an assurance to this effect must be received before the isolation is imposed.
The shift signaller manager at Edinburgh signalling centre must be advised when the line is re-energised.
**South siding -** Trains proceeding to the siding must run to the buffer stop when the siding is clear throughout.
Drivers of trains within the siding must advise the signaller when the train is ready to depart. A train must not draw forward towards exit signal E816 unless that signal has been cleared or permission has been obtained from the signaller for the movement to be made.
Drivers must not alight from, or join, a train within this siding unless the train is at the buffer stop and must only use the driving cab at the buffer stop end for this purpose.
**Sounding of horns during the night** – Drivers must not sound their horns within the precincts of the station nor under the station roof between midnight and 06.00, except to give warning of danger or when absolutely necessary in connection with working movements.
**Propelling movements from station area to Princes Street Gardens** – Drivers and shunters must not commence a propelling movement from platforms 12 to 18 inclusive until they are advised where it must be brought to a stand and also the subsequent move.
**Propelling movements from Princes Street Gardens to station area** – Drivers in charge of propelling movements must not proceed past Down South line signal E.846 or Down North line signal E.848 towards the station area unless the 'P' indication associated with either signal is exhibited.
**Sprinter Multiple Units** – Coupling / uncoupling operations involving these units in platform 9 must only be carried out as under:-
An attaching movement must only be made to a single unit provided such unit is positioned on straight track. A detaching movement must only be carried out on straight track.
Reference to "unit" in this instruction must be taken to mean 2 vehicles.
**Platform 9** – Freight trains are prohibited from working through the station via platform 9 line due to track alignment and potential structure damage resulting from vibration.
**No.16 Mid siding** - Trains proceeding to the siding must run to the buffer stop when the siding is clear throughout.
Drivers of trains within the siding must advise the signaller when the train is ready to depart from the siding. A train must not draw forward towards exit signal E837 unless that signal is showing a proceed aspect or permission has been obtained from the signaller for the movement to be made.
Drivers must not alight from a train within this siding unless the train is at the buffer stop and only then from the driving cab at the buffer stop end.
**Through platforms additional TPWS equipment**
Additional TPWS train stop equipment (TSS-2) is provided to protect against any potential start-away SPAD in the following through platforms:

| Platform | Platform starting signal | TSS-2 distance from signal |
|---|---|---|
| 2 | E444 | 110m on approach |
| 11 | E471 | 18m on approach |
| 19 | E489 | 40m on approach |

Each TSS-2 is energised when the platform starting signal to which it applies is at danger and no route has been set up to it. To prevent false TPWS brake demands being caused by this equipment during attaching and detaching movements when the platform starting signal is at danger, the following instructions apply for platforms 2, 11 and 19 **only**:

### Multiple unit trains drawing up –

If a movement will pass over the TSS-2, after receiving permission to draw up the platform from the signaller the driver must use the TPWS train stop override in the driving cab immediately before starting the movement. If a TPWS brake demand occurs during the movement, the driver must immediately contact the signaller, explain what has happened and not make any further movement until the signaller gives permission.

### Caledonian Sleeper trains –

When a Caledonian Sleeper train requires to draw up platform 19 during shunting operations, the driver must stop the leading driving cab of the movement at the stop marker provided.

**Dated: 23/11/19**

# SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

## EDINBURGH WAVERLEY To HAYMARKET

**Protection of staff by lockout -** Lockouts are provided throughout this area as follows :-

| Location | Lockout Cabinet | Telephone | Protects |
|---|---|---|---|
| Waverley Plat. 2 | Adjacent to signal E444 | At cabinet | Plat. 1 between E400 and E459 ; Plat. 2 between E444 and E457 |
| Waverley Plat. 3 | Buffer end | At cabinet | Plat. 3 from buffer to E428 |
| Waverley Plat. 4 | Buffer end | Shared with TRTS telephone | Plat. 4 from buffer to E436 |
| Waverley Plat. 5/6 | Buffer end | At cabinet | Plat. 5 from buffer to E450; Plat. 6 from buffer to E452 |
| Waverley Plat. 7 | Adjacent to E432 | Shared with E432 SPT | Plat. 7 between E455 and E432 ; South Plat. Loop between E454 and E821 |
| Waverley Plat. 11 | Adjacent to E471 | Shared with E471 SPT | Plat. 11 between E456 and E471 ; Plat. 10 between E454 and E467 |
| Waverley plats. 12/13 | Buffer end Plat. 12 | Shared with TRTS telephone for 12/13 | Plat. 12 from buffer to E473 ; Plat 13 from buffer to E475 |
| Waverley plats. 14/15 | Buffer end Plat. 14 | Shared withTRTS telephone for 14/15 | Plat. 14 from buffer to E477 ; Plat 15 from buffer to E479 |
| Waverley plats. 16/17 ; 16 Mid Road * | Buffer end Plat. 16 | Shared withTRTS telephone for Plat. 16 | Plat. 16 from buffer to E481 ; 16 Mid Road ; Plat 17 from buffer to E485 |
| Waverley plat. 18 * | Buffer end | Shared with TRTS telephone | Plat. 18 from buffer to E487 |
| Waverley Plat. 19 | Adjacent to E489 | Shared with E489 SPT | Plat. 19 between E458 and E489 ; Platform 20 between E462 and E491 |
| Waverley plat. 9 | Top of ramp, Berwick end | At cabinet | Plat. 9 between E448 and E465 |
| Waverley plat. 8 | Top of ramp, east end | At cabinet | Plat. 8 between E446 and E463 |
| South siding | Top of ramp, east end of plat. 10 | At cabinet | South siding ; South platform loop between E454 and E821 |
| Line W Mound Tunnel | (1) Bottom of ramp plats. 20 / 21, west end ; (2) adjacent to E493, west end of tunnel | (1) Shared with E463 SPT ; (2) at Gardens East access point | Line W between E482 and E493 |
| Lines X and Y Mound Tunnel | (1) Adjacent to E481 plat.16 ; (2) adjacent to E493, west end of tunnel | (1) Shared with E481 SPT ; (2) at Gardens East access point | Line X between E484 and E495 ; Line Y between E486 and E497 |

| | | | |
|---|---|---|---|
| Line Z Mound Tunnel | (1) Adjacent to E489 plat.19 ; (2) adjacent to E493, west end of tunnel | (1) Shared with E489 SPT ; (2) at Gardens East access point | Line Z between E488 and E499 |
| Down South Princes St. Gardens | Gardens West access point | Wall mounted at West access point | Down South **only** between E493 and E503 |
| Up South Princes St. Gardens | Gardens West access point | Wall mounted at West access point | Up South **only** between E495 and E502 |
| Down North Princes St. Gardens | Gardens West access point | Wall mounted at West access point | Down North **only** between E497 and E505 |
| Up North Princes St. Gardens | Gardens West access point | Wall mounted at West access point | Up North **only** between E499 and E504 |
| Down South Haymarket Tunnel | (1) Gardens West access point ; (2) east end plats. 2/3 Haymarket | (1) Wall mounted at West access point ; (2) Shared with EH510 SPT | Down South **only** between tunnel portals |
| Up South Haymarket Tunnel | (1) Gardens West access point ; (2) east end plats. 2/3 Haymarket | (1) Wall mounted at West access point ; (2) Shared with EH510 SPT | Up South **only** between tunnel portals |
| Down North Haymarket Tunnel | (1) Gardens West access point ; (2) east end plats. 2/3 Haymarket | (1) Wall mounted at West access point ; (2) Shared with EH510 SPT | Down North **only** between tunnel portals |
| Up North Haymarket Tunnel | (1) Gardens West access point ; (2) east end plats. 2/3 Haymarket | (1) Wall mounted at West access point ; (2) Shared with EH510 SPT | Up North **only** between tunnel portals |
| Haymarket Plat. 0 | At buffer end | Shared with TRTS telephone | Plat. 0 from buffer to EH519 |

***** Lockout temporarily out of use.

**Edinburgh Waverley and Haymarket platform lockouts - alternative procedure -** Where a platform lockout is to be used under the alternative arrangements detailed in the General Instructions under the heading **"Protection of Staff on or about the line by Lockout"**, for the type of work specified, the procedure detailed below is additional to the requirements of the Rule Book, Module T10.

The General Instructions headed "CLEANING TRACK AREAS IN STATIONS" do not apply.

**General**

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

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

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

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

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

When work is to take place on a train, or a train is standing in a platform line(s) to be protected by the lockout, the person requiring the blockage must arrange to provide protection on the train / vehicles as shown in Rule Book, Module T10.

**Method of Protection**

**Imposing the blockage**

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

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

(b) The person requiring the blockage must:

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

The signaller will record this detail.

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

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

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

**Method of Protection**

**During the work**

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

**When work is completed**

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

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

**PRINCES STREET GARDENS**

The procedure for the use of a lockout to afford staff protection may require to be applied for each intervening track in this multi-track area to allow access to/egress from the portion of line where work requires to be carried out. Lockout protection must be taken of all necessary intervening tracks before staff are permitted to proceed to the line concerned and must not be given up until all staff are safely located at the site of work. When work is completed, this procedure must again be applied before staff are permitted to proceed to the agreed exit point from the railway.

**HAYMARKET TUNNELS**

The tunnel lockouts are of the ‘key enabled’ type. To activate any of these lockouts, the COSS must obtain the appropriate key from the lockfast cabinet at the Waverley end of platforms 2 and 3 at Haymarket station.

**HAYMARKET SOUTH TUNNEL**

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

1. The Rule Book, Module TS1, Regulation 13
2. The Rule Book, Module T3
3. In emergency, the Rule Book, Module TW1, Section 46.2

**Dated: 27/01/19**

# SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

## 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

Rail vehicles leave Haymarket Depot via signal EH918

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.

There are 16 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.

| Road/Siding | Use |
|---|---|
| 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 and Stabling (Carriage Sidings) |
| 7 Rd | Maintenance Shed and Stabling (Carriage Sidings) |
| 8 Rd | Maintenance Shed and Stabling (Carriage Sidings) |
| 9 Rd | Heavy Maintenance and Stabling (Carriage Sidings) |
| 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) |

**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**

L1-4 work is undertaken in 6 Rd, 7 Rd, 8 Rd, A Rd and B Rd.

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.

DP panel, flashing lights automatic derailer’s.

**Level 5 Maintenance Facilities**

1. L5 work is undertaken in 9 Rd, 10 Rd and C Rd.
2. 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.
3. DP panel, flashing lights automatic derailer's.

**Fuelling and Servicing Facilities**

1. Fuelling and Servicing work is undertaken in the Slip Fuel Rd, 3 Rd, 4 Rd and 5 Rd.
2. Persons working on a road within facilities where fuelling and servicing is undertaken must apply their personal issue padlock to the DP panel for the road concerned.
3. DP panel, flashing lights manual derailer's and stop boards.

**Carriage Wash Facilities**

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

**Underframe Wash Facilities**

1. Underframe wash work is undertaken in 1 Rd.
2. Persons undertaking underframe wash work must apply their personal issue padlock to the DP Panel
3. DP panel, flashing lights automatic derailer's.

**Overhead Line Equipment (OLE)**

1. There is **no** OLE within the boundaries of Haymarket Depot.
2. There is 25KV ac railway OLE infrastructure immediately adjacent to the south boundary of the depot.
3. 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 and 5 to 10 Rds approaching from the East end

1 Rd and 5 to 8 Rds approaching from the West end.

A, Rd B Rd and C Rd

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 shunter 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 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 shunter must request the Designated Person to remove the protection. When this has been done, the shunter 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.
4. 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 Clause 7 have been met. A movement must only proceed as far as the line is clear. These instructions also apply when the whole of the train is not within the Maintenance Building in which case the shunter is responsible for advising the driver when the Maintenance Building exit signal concerned is showing a proceed aspect.
5. No vehicle or part of a vehicle must be allowed to pass a signal showing a stop aspect except during failure and then only under direct supervision of the Designated Person.
6. The passing of a red signal will be treated in the same way as a signal passed at danger.
7. However, 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 shunter that protection has been removed and the stop aspect signal may be passed.

The following instructions apply to the maintenance facilities on;

3 Rd

4 Rd

Fuel Rd approaching from the East end

1. When required to make a move into the maintenance facility or Fuel Rd, the driver must stop at the Stop Board.
2. 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.

**Dated: 18/03/2022**

# SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

**Between Saughton and Haymarket Station**

## EDINBURGH TRAM LINES ADJACENT TO NETWORK RAIL INFRASTRUCTURE

### General

Edinburgh tram lines run adjacent to Network Rail infrastructure between Saughton and Haymarket Station from 3 miles 30 chains to 1 mile 19 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**

Propelling Rail movements in reverse must be controlled by communication/authorisation of the Machine Controller.

5 Assistance.
Should the vehicle fail and be unable to run under its own power, it may be moved by another RRV or locomotive using the tow bar caried on the vehicle. The speed of these movement must not exceed 5mph (Walking Pace) and the Road Rail Driver must travel on the vehicle with the Machine Controller observing on foot from the adjacent walkway.

**Dated: 06/05/23**

# SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

## Forth Bridge

**Forth Bridge Two Way Working** –

Drivers of trains timetabled over the Forth Bridge at North Queensferry EY680 signal on the Up Fife Line, and Dalmeny EY651 signal on the Down Fife Line, should accept the route if signalled onto the Forth Bridge in the wrong direction, as two way working is in operation. There is no requirement to stop at the signal and advise the Signaller in these circumstances. (The Rule Book, Module S7 Clause 1.2 is modified accordingly)

**Road Rail Vehicles Accessing/Egressing the Forth Railway Bridge.**

1.Prohibitions.
All RRVs that are prohibited on any bridges or viaducts with guard rails unless authorised by the RAM(Track)

The following RRV s are prohibited from use on the Forth Rail Bridge within the confines of the bespoke track system at this location, that is non-traditionally sleeper/ballasted track,i.e, Long Timbers contained in trough girders:

All Low Rail 360-degree RRVs.

All RRVs with Low under clearance in rail mode.

All vehicles prohibited from working on a gradient greater than 1in70 as per their Vehicle Acceptance Certificate

2.General,
These instructions apply to all Road Rail Vehicles that are required to access the Forth Rail Bridge for engineering operations

The vehicle must not be relied upon to actuate Track Circuits and the “Line Clear Verification process “will apply as per GE/RT8000… or pre-arranged corporate re-set has been pre-arranged prior to the works commencing.

3.Working of the vehicle on Rail.
The driving cabs are suitable for normal working in the forward direction when on rail. Where this is not possible rail movements in reverse must be controlled by communication/authorisation of the Machine Controller

4 Working of vehicle on Rail with Trailing Load
The continuous brake must be operable on all vehicles accessing/egressing the Forth Rail bridge.

Propelling Rail movements in reverse must be controlled by communication/authorisation of the Machine Controller.

5 Assistance.
Should the vehicle fail and be unable to run under its own power, it may be moved by another RRV or locomotive using the tow bar caried on the vehicle. The speed of these movement must not exceed 5mph (Walking Pace) and the Road Rail Driver must travel on the vehicle with the Machine Controller observing on foot from the adjacent walkway.

**Dated: 06/05/23**

# SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

### Hospital Mill LC (R/G)

If the red/green lights fail, trains must be cautioned in accordance with the signal box special instructions unless a competent person is appointed at the level crossing to communicate with the signaller at Cupar. That person must obtain the signaller's permission on each occasion before the crossing is used.

If the barrier controls fail and cannot be operated by the crossing users, an attendant qualified as competent by the local operations manager must be appointed to operate the barriers by hand.

Upon arrival, the attendant must reach a clear understanding with the signaller at Cupar as to the method of working and then work to the signaller's instructions.

**Dated: 04/03/17**

# SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

### Tay Bridge South SB

**St Fort Fuel sidings** – Trains conveying tanks destined for the sidings must be brought to a stand opposite the siding connection. The person in charge of the movement must then proceed to the sidings while the train is drawn forward clear of the siding connection.

The tail lamp must be removed before an inwards movement passes the security gates. Railway hand lamps must not be taken beyond the security gates and the firm's person in charge will supply hand lamps as necessary.

The person in charge of the movement must ensure that the siding to which the train is to run is clear throughout and the security gates giving access to the siding are open. The person in charge of the movement must then operate the ground frame for the inwards movement before he operates the switch provided at the ground frame to illuminate the 'SET BACK' indicator positioned on the Leuchars side of the siding connection. When the inwards movement has passed clear of the siding connection, the person in charge of the movement must operate the switch to extinguish the indicator. Should the person in charge of the movement observe anything abnormal during the inwards movement, he must immediately operate the switch to extinguish the indicator and advise the signaller accordingly.

The illumination of the 'SET BACK' indicator is the driver's authority to enter the sidings. Should the indicator be extinguished during the inwards movement, the driver must immediately bring the train to a stand. The Rule Book Section J is modified accordingly.

**St Fort Up I.B** Home signal – Should it be necessary to comply with the provisions of the Rule Book Module S5, Part B, 1, in addition to the complying with the instructions in this section each driver is required to stop especially and check the position of the points at St Fort Ground Frame.

**Dated: 28/01/13**

# SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

### Tay Bridge

The disused esplanade platforms on the Tay Bridge are out of use.

Where the engineer takes possession of the line on the bridge and an engineer's train requires to work within the possession, a double line possession must be taken.

**Movement restrictions** - In normal working, only the following locomotive types are permitted onto the bridge – Class 20, 37, 47, 56, 57, 60, 66, 67, 68, 70, 73 and 97/3.

In normal working, only the following freight / engineering vehicles are permitted onto the bridge - TTA, ZFV, ZXH, ZOA, YCV, ZBV, ZCV, ZJV, JPA, KVA, PCA and STUMEC. Wagons up to RA8 are permitted to use the bridge, conformation on a particular wagon's RA restrictions can be sought via Network Rail route control.

MU / HST trains are unrestricted in normal working.

Double - heading is prohibited except class 73's (or combination of 66/73) running light or hauling passenger coaching stock. Train failures on the bridge require either a barrier wagon of a minimum of 60 feet in length or recovery must be from the rear of the failed train where this will not result in locomotives being coupled together. This instruction does not apply to an HST which fails on the bridge.

**Note - Network Rail Route Control will impose further, additional, movement restrictions during high or severe wind conditions.**

**Dated: 08/05/21**

# SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

## DUNDEE

**Dundee station** - Authority is given to propel empty DMU trains from the Down through or Down platform lines at the East end of the station to the Down main line for shunting movements which come to a stand on the Camperdown side of signal D758 before proceeding to the Down through or Down platform lines, and from the Up through or Up platform lines to the Up main for shunting movements which come to a stand on the Camperdown side of signal D762 before proceeding to the Up through or Up platform lines.

**East reception line** - The stabling of vehicles in the headshunt of the East reception line beyond the connection with the loco release line is prohibited. Vehicles capable of movement under their own power must not be left unattended in the headshunt.

**Diesel Multiple Units** - Coupling and uncoupling operations involving diesel multiple units in platforms 2 and 3 is authorised as follows:

Permission is given to detach from a single class 15x unit or between two class 170 units in platforms 2 and 3 at Dundee, provided this takes place between the two units nearest the buffer stops only.

Coupling is permitted between two class 15x units or a class 15x unit and a class 170 unit, provided this takes place at the buffer stop end. Coupling of two class 170 units is not permitted in platforms 2 and 3.

**Dated: 04/11/13**

# SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

## HAYMARKET SOUTH TUNNEL

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

1. The Rule Book, Module TS1, Regulation 13.
2. The Rule Book, Module T3.
3. In emergency, the Rule Book, Module TW1, Section 46

**Dated: 07/12/13**

# SC173 - INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA COWDENBEATH)

## Thornton Yard

**Train working** – When a train requires to proceed to the yard from the Arrival / Departure line, the person in charge of the movement must, before the train passes beyond the stop board, ascertain over which line the train will run and ensure that the hand worked facing points are correctly set.

The driver of a train requiring to enter the yard on the Arrival/Departure line will be advised of the circumstances before the appropriate signal is cleared, or permission is given, for the train to proceed. Under such circumstances, the person in charge of the movement must carry out the duties of shunters as shown in the Rule Book, Module SS2, before giving the driver authority to pass the stop board at the entrance to the yard.

**Dated: 08/11/08**

# SC173 - INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA COWDENBEATH)

## GLENROTHES WITH THORNTON

Terminating trains must, after completion of station duties, proceed forward to come within signal ET.556 (South Curve) or signal ET.558 (North Curve) before forming a subsequent departing service.

**Dated: 02/12/06**

# SC175 - ROSYTH DOCKYARD TO INVERKEITHING SOUTH JN (GOODS LINE)

### Entire Line Of Route

**Train staff** - The train staff is located in a secure cabinet adjacent to EV412 signal

The driver of a train proceeding to the Rosyth branch at Inverkeithing South junction must advise the signaller at Edinburgh SC when he has obtained the train staff from the location secure cabinet adjacent to EV412 signal.

The driver must retain possession of the train staff at Rosyth Dockyard if the train is to be worked back to Inverkeithing South junction the same day. If not, and the train is to be stabled at Rosyth Dockyard clear of the single line, the driver must return the train staff to the secure cabinet adjacent to EV412 signal and advise the signaller when this has been done.

Before departing Rosyth Dockyard on to the single line towards Inverkeithing South junction, the driver must be in possession of the train staff. If necessary, he must collect the train staff from the secure cabinet adjacent to EV412 signal and advise the signaller when the train staff has been obtained.

On return to Inverkeithing station, the driver must return the train staff to the secure cabinet adjacent to EV412 signal and advise the signaller when this has been done and that his train, complete with tail lamp attached, has arrived at Inverkeithing station.

### Rosyth Dockyard

**Movements within the Dockyard** - Each incoming movement will come to a stand on the approach to the first set of points, where the driver will be met by a member of the Dockyard staff who will be in overall control within the Dockyard area. The Rule Book, Module SS2, is modified accordingly.

The instructions of the member of the Dockyard staff must be obeyed by trains within the Dockyard area and the rail person in charge of the movement must exhibit the necessary handsignals to the driver.

If, during shunting, it is necessary for a movement to enter No.5 siding, such movement must not proceed beyond the notice board on the approach to the weighbridge.

**Dated: 12/09/09**

# SC177 - THORNTON NORTH JN TO METHIL POWER STATION (GOODS LINE)

### Double Dykes TMO LC

Drivers of trains proceeding from Thornton North Jn to the coal loading terminal at Earlseat must bring their trains to a stand at the notice board on the approach to Double Dykes LC.

The person in charge at the terminal will close the level crossing gates to the road, secure the loop points in the required position and set the derailer for the passage of the train before instructing the driver to proceed to the coal loading terminal.

Before allowing a train to depart towards Thornton North Jn the person in charge will close the level crossing gates to the road, set the derailer for the passage of the train and set the points to the required position.

**Dated: 04/08/2012**

# SC181 - LADYBANK JN TO HILTON JN

**Anniesmuir LC (UWC)**

Persons in charge of rounding movements within the loop must exercise great care when in the vicinity of the level crossing to avoid hindering any user who may be using the crossing.

**Dated: 12/02/10**

# SC183 - STIRLING TO CHARLESTOWN JN

**STIRLING To Causewayhead Jn**

**Module T2, Section 8 - Protection procedure T2-A (using a track circuit operating device - T-COD)**

T-COD switches are provided in lockfast cabinets on the Up Kincardine line at either end of the Forth Viaduct. When these switches are operated there is no requirement to place a T-COD on the Up Kincardine line. The system may be actuated at one cabinet and cancelled at another. The procedure detailed in this section must, in all other respects, be followed.

**Dated: 25/03/08**

# SC183 - STIRLING TO CHARLESTOWN JN

**Kincardine GSP**

All movements towards / from the Stirling direction requiring the operation of Kincardine GSP must be made via Longannet.

Movements proceeding from Kincardine to Longannet must not be brought to a stand on the single line once clear of the siding connection.

These arrangements are necessary because of the proximity of Kincardine LC (MSL) to the GSP.

**Dated: 24/01/09**

# SC183 - STIRLING TO CHARLESTOWN JN

## Longannet SB

**West arrival line** – Trains requiring to proceed from Kincardine to Scottish Power, Longannet via the West Arrival line must be brought to a stand short of the hand operated connection Down main to West Arrival line, and the points must be set by the person in charge of the movement in the required position before proceeding.

**Layout and signalling arrangements – Scottish Power, Longannet** – The application of the signal worked from the Scottish Power control room is as follows:-

**Hopper entrance signals**

| NO. | ASPECT | APPLICATION |
|---|---|---|
| S1N | Red (Normal) | Stop at this signal |
| S1S | Yellow | Proceed forward with caution at ½ **m.p.h.** |
| **Emergency stop signals** | | |
| S2N | | |
| S3N | | |
| S4N | Red | Stop immediately even though not at signal |
| S5N | | |
| S6N | | |
| | Yellow (Normal) | Proceed forward with caution at ½ **m.p.h.** |
| S2S | | |
| S3S | | |
| S4S | Flashing Red | Reverse slowly |
| S5S | | |
| S6S | | |

One way spring points are situated in the following lines:-

North hopper approach line, trailing end of facing connection form East Arrival line, normal line for West Arrival line.

South hopper approach line, trailing end of facing connection form West Arrival line, normal line for East Arrival line.

**Working arrangements**

1. (a) On the hopper approach lines between the inlet signals and signal S1N or S1S, drivers must proceed on the tail-light-ahead working principle at a maximum speed of approximately **5 m.p.h.** and between signal S1N and S1S and until the whole of the train is clear of the last lineside unit at **½ m.p.h.**

   (b) The person in charge of the movement must not alight from or rejoin the train unless it is safely clear of the discharge house, the lineside doorclosing gear and latching apperatus.

   (c) The person in charge of the movement **MUST** carry out a thorough external examination of the locomotive after discharging has been completed to ensure that no damage has been sustained.

   This examination must be done immediately after the train is clear of the discharge house. Should any damage have been sustained, Network Rail Route Control must be advised by the most expedient means.

2. A visual and audiable warning system is provided for each track and is timed to operate for a short period of time immediately prior to the appropriate signals S2 to S6 being cleared. This system will give warning when a train which has stopped in the hopper area is about to move again.

3. The C&W examiner will inform the person in charge of the movement of the train concerned the position of any cripples on the train and the defective vehicles must be placed in the adjacent cripple siding if the defect cannot be remedied on site. If the length of the train is such that cripples in the front portion of the train cannot be detached in the adjacent cripple siding, such vehicle(s) must be detached in the opposite cripple siding.

4. Drivers must exercise great caution when working on the East Arrival, West Arrival and West Departure lines and be prepared to stop clear of the level crossings.

5. (a) If the hopper entrance signals S1N or S1S fail, the driver will be authorised by the Coal Handling Plant Controller to pass the appropriate entrance signal at danger provided all other signals on that line are working normally.

   (b) If two or more signals are not working normally, discharging will not take place on that line and the driver will be authorised by the Coal Handling Plant Controller to pass the necessary signals at danger to enable the train to proceed forward to the appropriate ground position light signal controlled from Longannet box from where the train will be signalled to the opposite line for discharge.

   (c) If two or more signals fail during a discharging movement, all signals will be replaced to red and an EW&S supervisor will attend to supervise subsequent train movements. The supervisor in attendance must arrange for the person in charge of the movement to handsignal the movement from the discharge plant. The Coal Discharge Plant Operator must be advised by the supervisor in attendance when the discharging movement will restart who must also request the Coal Discharge Plant Operator to ensure that the person in charge of the movement is kept aware of train movement requirements. The supervisor in attendance must assist with relaying handsignals until discharging is complete.

6. Wrong direction and propelling movements are prohibited except that a light locomotive may travel in the wrong direction in order to assist a failed train.

7. If a failed train requires assistance, the person in charge of the movement must advise the Coal Handling Plant Controller of the circumstances and place three detonators on the line, 300 metres (approximately 300 yards) in advance of the failed train. The provisions of the Rule Book, Module M2, Section 5 must, thereafter, be observed and assistance provided at the front of the failed train.

8. If the apparatus affecting the “CRIPPLES / NO CRIPPLES” indication fails, the wagon examiner must inform the signaller at Longannet box whether there are cripples or not.

9. When an MGR train is stabled at Longannet with the locomotive immobilised, a minimum of 6 wagon handbrakes must be applied in addition to the application of both handbrakes on the locomotive.

**Dated: 03/10/09**

# SC183 - STIRLING TO CHARLESTOWN JN

## ALLOA TOWN

**Protection of staff by lockout -** Lockouts are provided at Alloa Town station.

At Alloa Town, the lockout cabinet is located at the top of the platform ramp. When operated, the lockout will block the platform line to the buffer stop and the single Kincardine line between signals SK6543 and SK6546.

**Alloa Town platform lockout – alternative procedure -** Where this lockout is to be used under the alternative arrangements detailed in the General Instructions under the heading **"Protection of Staff on or about the line by Lockout"**, for the type of work specified, the procedure detailed below is additional to the requirements of the Rule Book, Module T10.

The General Instructions headed "CLEANING TRACK AREAS IN STATIONS" do not apply.

**Taking a blockage**

The person requiring the blockage must:

- unlock the cabinet
- telephone the signaller giving his name, grade and employing organisation
- tell the signaller the nature of the work and for how long the blockage is required.

When the signaller is able to grant the blockage, and tells the person to withdraw the key, a green indication in the cabinet will illuminate and the person requiring the blockage must:

- press the button
- at the same time, turn the lockout key to release it from the cabinet
- if the green indication has extinguished and he has removed the lockout key, confirm to the signaller that the key is in his possession.

The signaller will then read back the entry that he has made to record the use of the lockout. If the person requesting the blockage is satisfied that the entry is correct, he must repeat his name, grade and employing organisation to the signaller. The lockout cabinet must then be relocked.

The person requesting the blockage must retain the lockout key until the work is complete and it is necessary to return the key to the cabinet except where it is necessary to hand over to a relief. If it is necessary to hand over to a relief, the person being relieved must tell the signaller the name, grade and employing organisation of his relief and confirm to the signaller that this person now has possession of the lockout key.

**Lifting a blockage**

The person giving up the blockage must tell the signaller when the work has been completed and the lines are clear, giving his name, grade and employing organisation. The signaller will instruct this person to replace the lockout key in the control unit. The person giving up the blockage must insert the key, turn it in the direction indicated and then ask the signaller for permission to relock the cabinet.

**Dated: 25/03/08**

# SC189 - WESTFIELD TO REDFORD JN (GOODS LINE)

## Westfield Notice Board To Redford Jn

To facilitate the loading of slurry on the single line (at 31 miles 470 yards), the provisions of the Rule Book, Module T3 must be observed so far as they can be applied prior to the train entering the branch at Redford Junction, subject to the undernoted modifications / exemptions.

The PICOP must accompany the train while it is on the branch. Authority is granted for the train to enter the possession for the purpose of loading on the single line (Section 11.2 is modified accordingly).

No marker boards are required in connection with this arrangement (Section 10.1 is exempt).

The train, after rounding at Westfield, must be brought to a stand on the single line at the loading point with the three wagons next to the locomotive adjacent to the loading point. Up to three wagons at a time will be loaded by mechanical shovel. Wagons must only be loaded when they are at a stand.

All movements associated with loading of the train must be controlled by handsignals between the person in charge of the movement and driver, in accordance with the Rule Book, Module SS2, Section 4.2.

After loading is complete, the PICOP must also ensure that the mechanical shovel is clear of the line, outwith the boundary fence/gate, and that the boundary fence/gate is reinstated (Section 14 is modified accordingly).

**Dated: 02/12/06**

# SC189 - WESTFIELD TO REDFORD JN (GOODS LINE)

**Entire Line Of Route**

## Westfield Opencast Rapid Loading Siding

The loading of trains at Westfield will be undertaken from a concrete loading pad by mechanical shovel tractors and up to six wagons at a time can be accommodated during loading.

Approximately 60 metres on the loading pad side of the weighbridge is a structure which spans the loading line and upon which a moveable spreader bar arrangement is mounted for the purpose of ensuring an even level of coal is maintained in each wagon after loading. The spreader bar will only be brought into use during the loading of CANOPIED MGR WAGONS. The normal position of the spreader bar is in the raised position and when lowered, an associated double sided notice board, facing toward both Thornton and the loading pad will be displayed indicating “STOP”.

Operation of the spreader bar is under control of the Spreader Bar Operator who is responsible for lowering and raising as required.

Drivers of arriving trains must stop at the weighbridge and not proceed toward the loading pad unless the spreader bar is in the raised position and the “STOP” board is in the horizontal position and no longer visible. If the “STOP” board is displayed or becomes imperfectly displayed, drivers must not permit their locomotive to pass beneath the spreader bar until it has been confirmed the spreader bar is in the fully raised position and locked.

Radio equipment supplied by British Coal will be used to control movement of trains during loading and drivers of trains arriving at Westfield, having previously obtained the radio handset at Thornton yard, will require to stop at the weighbridge where an initial test transmission with the Disposal Point Operator should be made and which must be preceded by the words “DRIVER TO DISPOSAL POINT OPERATOR” and which will be acknowledged. STRICT RADIO DISCIPLINE MUST BE MAINTAINED.

The Disposal Point Operator will be responsible for all aspects of train loading and movements on behalf of British Coal.

Trains will then run forward on the loading line and drivers will be requested to stop by the Disposal Point Operator when the last six wagons are in position on the loading pad. The locomotive will then be uncoupled and run round utilising the single line.

Movement of the train over the loading pad will require the Disposal Point Operator to instruct the driver to STOP or START as required and will not require to be acknowledged by the driver.

The Disposal Point Operator will advise the driver when movement may commence from the loading pad.

When a train comprising CANOPIED MGR WAGONS is being loaded, the spreader bar must be brought into use and at such point during the loading process when the locomotive has passed beyond the spreader bar, the person in charge of the movement must indicate to the driver to STOP when the train in such a position when the spreader bar is between the locomotive and the leading edge of the first wagon. The person in charge of the movement must then advise the Spreader Bar Operator to lower the spreader bar before the train is again allowed to move forward.

When the train is required to stop for lowering of the spreader bar behind the locomotive, the driver must advise the Disposal Point Operator “STOPPING TO ENGATE SPREADER BAR” and subsequently advise the Disposal Point Operator when the train will again move forward.

If a train comprising CANOPIED MGR WAGONS requires to set back to the loading pad during loading, the person in charge of the movement must, before the driver is instructed to commence such a movement, ensure the Spreader Bar Operator is advised to raise the spreader bar to avoid contact with the locomotive and subsequently when the spreader bar must again be lowered for forward movement of the train.

The radio system transmits a constant bleep tone every few seconds between voice transmissions and is an indication that the system is functioning. Should it become apparent that the radio equipment has ceased to function and cannot be restored, conventional communications between the person in charge of the movement and the driver must be observed for movement of the train.

On completion of loading, the Disposal Point Operator will advise the driver to draw forward over the weighbridge for gross weighing and when this has been satisfactorily concluded, the driver may proceed to Thornton yard where the radio handset should be given up.

**Dated: 02/12/06**

# LIST OF MODULE PAGES AND DATES

| Page | Date Last Changed |
|---|---|
| **1** | **07 September 2024** |
| **2** | **07 September 2024** |
| 3 | 03 October 2009 |
| 4 | 03 October 2009 |
| 5 | 03 October 2009 |
| 6 | 03 October 2009 |
| 7 | 04 June 2016 |
| 8 | 04 June 2016 |
| 9 | 05 June 2021 |
| 10 | 05 June 2021 |
| 11 | 04 June 2016 |
| 12 | 04 June 2016 |
| 13 | 04 June 2022 |
| 14 | 04 June 2022 |
| 15 | 04 June 2016 |
| 16 | 04 June 2016 |
| 17 | 02 September 2017 |
| 18 | 02 September 2017 |
| 19 | 03 June 2017 |

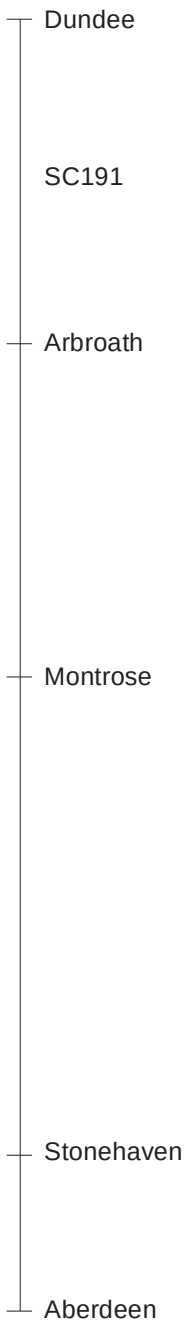
| Page | Date Last Changed |
|---|---|
| 20 | 03 June 2017 |
| 21 | 28 November 2020 |
| 22 | 28 November 2020 |
| 23 | 29 February 2020 |
| 24 | 29 February 2020 |
| 25 | 29 February 2020 |
| 26 | 29 February 2020 |
| 27 | 03 October 2009 |
| 28 | 03 October 2009 |
| 29 | 07 December 2013 |
| 30 | 07 December 2013 |
| 31 | 02 March 2019 |
| 32 | 02 March 2019 |
| 33 | 07 December 2013 |
| 34 | 07 December 2013 |
| 35 | 02 March 2019 |
| 36 | 02 March 2019 |

# TABLE OF CONTENTS

| | Page |
|---|---|
| Maps | 3 |
| Table A Diagrams | 5 |
| Special Working Arrangement | 27 |
| Local Instructions | 31 |

# MAPS

MAP 11: DUNDEE TO ABERDEEN



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# TABLE A DIAGRAM
## Table of Contents

| | Page |
|---|---|
| SC191- DUNDEE TO ABERDEEN | 7 |

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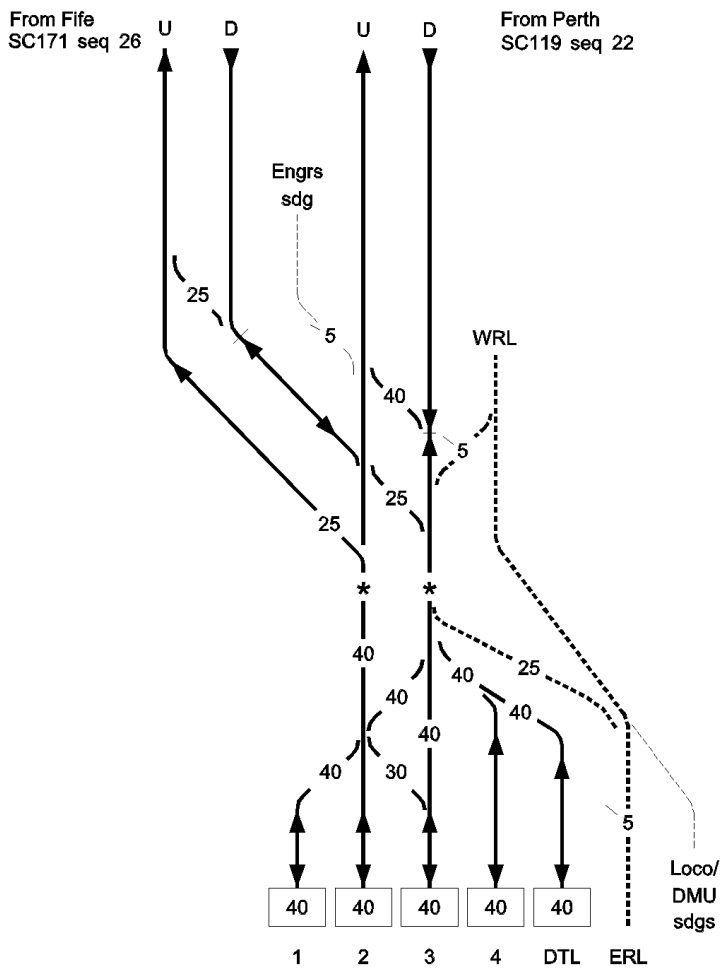
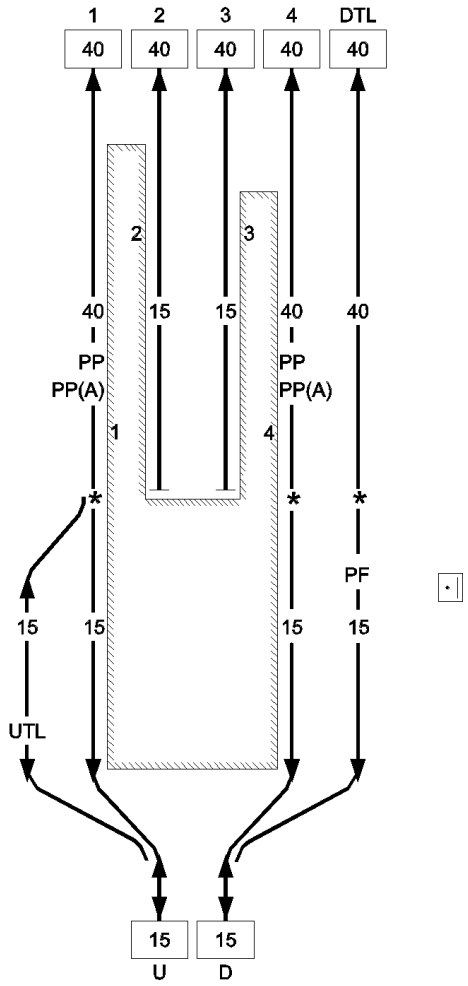
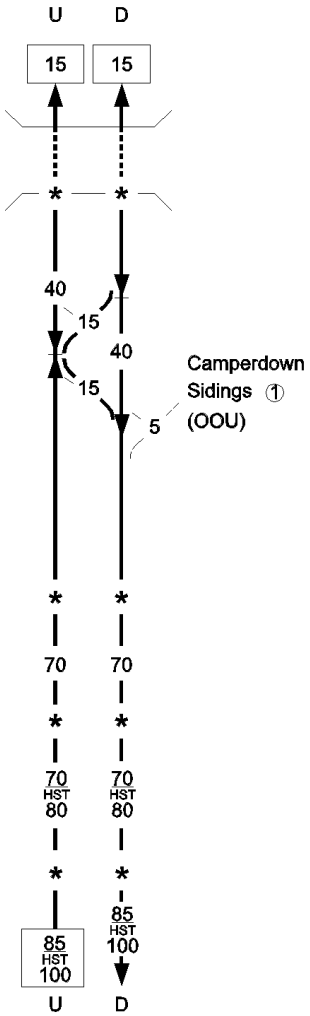
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 001 | Dundee to Aberdeen | ECN2 | Scotland | 27/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Dundee Central Jn | 0 36 ① |  | TCB Dundee SC (D) GSM-R |
| | 58 69 * | | WRL = West Reception Line<br>① = Perth lines mileage<br>DTL = Down Through line<br>ERL = East Reception line |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 002 | Dundee to Aberdeen | ECN2 | Scotland | 27/02/2016 |

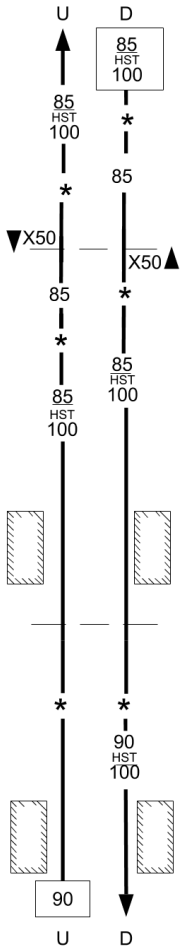
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **DUNDEE** | 59 14 |  | TCB Dundee SC (D) GSM-R<br>DTL = Down Through line<br>Platforms 2 & 3 - PP<br>On platform lines 1 and 4 in both directions, PP only during periods of significant service disruption ; PP(A) only for booked movements or during periods of significant service disruption<br>UTL = Up Through line |
| | 59 15 * | | |
| Dundee SC | 59 17 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 003 | Dundee to Aberdeen | ECN2 ECN3 | Scotland | 27/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Dundee SC (D) GSM-R |
| Dock Street Tunnel 610 yards | 59 28 to 59 56 * | | |
| (Change of ELR ECN2 to ECN3) | 59 77 | | ① Temporarily taken out of use |
| Camperdown Jn. | 59 77 / 0 21 | | |
| | 0 27 * | | |
| | 0 57 * | | |
| | 1 22 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 004 | Dundee to Aberdeen | ECN3 | Scotland | 14/03/2021 |

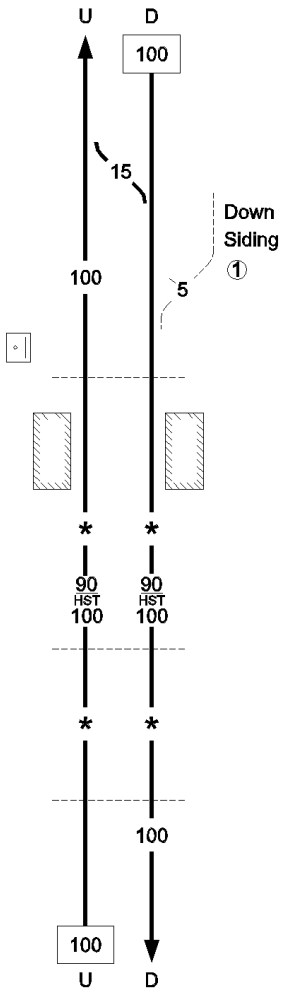
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Dundee SC (D) — GSM-R |
| | 2 19 * | | |
| | 2 55 * | | |
| Harecraig LC (R/G-X) | 2 56 | T | R/G for pedestrians only |
| | 2 59 * | | |
| | 3 12 * | | |
| | | | Carnoustie SB (CA) |
| | | | Up line only |
| **BROUGHTY FERRY** | 3 38 | | |
| Broughty Ferry LC (CCTV) | 3 42 | | |
| | 3 50 * | | |
| **BALMOSSIE** | 5 00 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 005 | Dundee to Aberdeen | ECN3 | Scotland | 27/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>90 HST 100<br>90 | TCB Dundee SC (D)<br>Down line only<br>GSM-R |
| | 5 10 * | * * | |
| | 5 65 | T 100 100 | |
| **MONIFIETH** | 5 72 | | |
| Barry West LC (CCTV) | 8 60 | | Carnoustie SB (CA) |
| **BARRY LINKS** | 8 67 | | |
| Anderson St. LC (UWC) | 9 34 | T | |
| **GOLF ST** | 9 70 | | |
| | | 100<br>100<br>U D | |

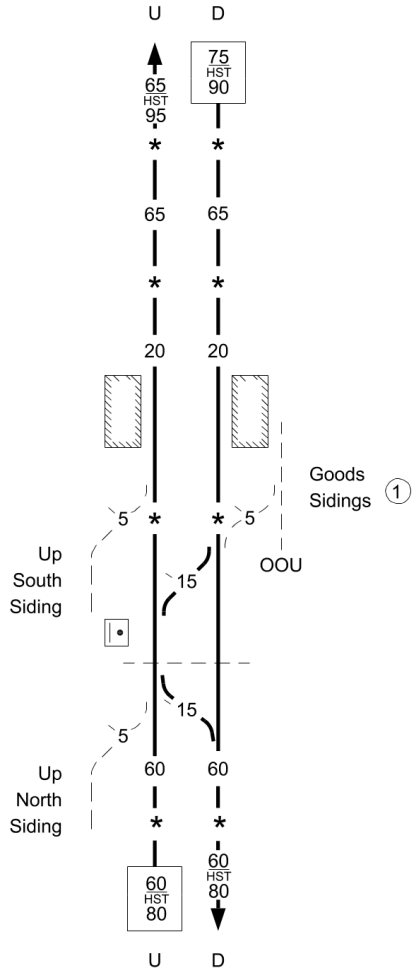
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 006 | Dundee to Aberdeen | ECN3 | Scotland | 27/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R<br>TCB Carnoustie SB (CA)<br>DRS 525f (160m)<br>(25 SLU's)<br>① Siding No.2 has been removed<br>AB |
| Carnoustie SB & LC (MCB) | 10 29 | | |
| **CARNOUSTIE** | 10 33 | | |
| | 10 35 * | | |
| Buckiehillock LC (UWC) | 11 08 | | |
| | 11 10 * | | |
| Panbride East LC (UWC) | 11 35 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 007 | Dundee to Aberdeen | ECN3 | Scotland | 11/05/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>100 100 | AB Carnoustie SB (CA) GSM-R |
| Easthaven LC (UWC) | 11 76 | T | |
| Hatton LC (UWC) | 12 58 | T | |
| Inverpeffor LC (UWC) | 13 26 | T | |
| Balcathie LC (R/G-X) | 14 54 | T X50 X50 | |
| | 14 78 * | * * 75 HST 95 75 HST 90 | |
| | 15 14 * | * 75 HST 90 65 HST 95 | |
| | | U D | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 008 | Dundee to Aberdeen | ECN3 | Scotland | 26/03/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | GSM-R |
| | | | AB Carnoustie SB (CA) |
| | 15 60 * | | |
| | 16 36 * | | |
| **ARBROATH** | 16 45 | | |
| | 16 54 * | | URS 898f (274m) (42 SLU's) |
| Arbroath SB & LC (MCB) | 16 60 | | Arbroath SB (AH) |
| | 17 06 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 009 | Dundee to Aberdeen | ECN3 ECN4 | Scotland | 27/02/2016 |

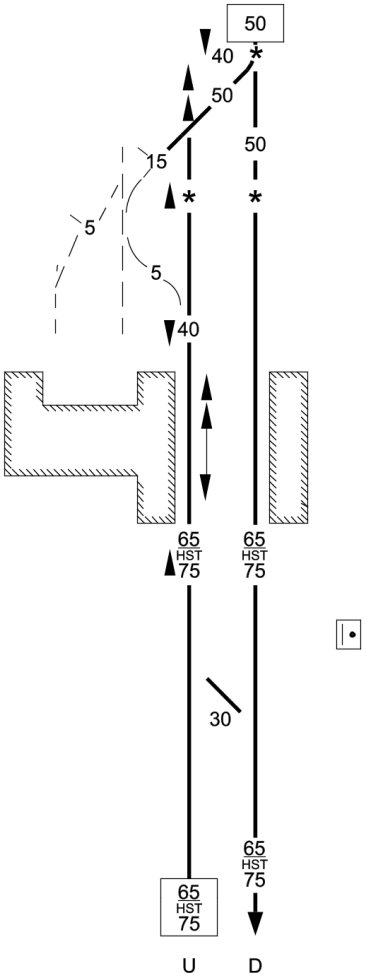
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| (Change of ELR ECN3 to ECN4) | 17 17 | | AB Arbroath SB (AH) GSM-R |
| | 17 55 | U: 60 HST 80; D: 60 HST 80 | |
| | 18 51 * | U: * 70 HST 80; D: * 70 HST 80 | |
| | 19 32 * | U: * 70 HST 85; D: * 70 HST 85 | |
| | 20 00 * | U: * 80 HST 85; D: * 80 HST 85 | |
| | 21 18 * | U: * 80 HST 90; D: * 80 HST 90 | |
| | 23 03 * | U: * 15; D: * OOU ① | ① Inverkeilor CrossoverTemporarily taken out of use |
| Inverkeilor SB | 23 10 | T; U: 80; D: 80 | Inverkeilor SB (IK) |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 010 | Dundee to Aberdeen | ECN4 | Scotland | 27/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D | GSM-R |
| | | 80 | AB Inverkeilor SB (IK) |
| | | 80 | |
| | 23 39 * | * * | |
| | | 80 HST 90 / 80 HST 90 | |
| | 24 00 * | * * | |
| | 25 44 | T | |
| | 26 40 | T 70 HST 90 / 70 HST 90 | |
| | 27 41 * | * | |
| | | 70 HST 85 | |
| | 28 48 | T | |
| | 28 49 * | * * 50 | TCB Montrose North SB (MN) |
| | | 50 | |
| Usan Junction | 28 55 | | |
| | | 50 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 011 | Dundee to Aberdeen | ECN4 | Scotland | 15/07/2017 |

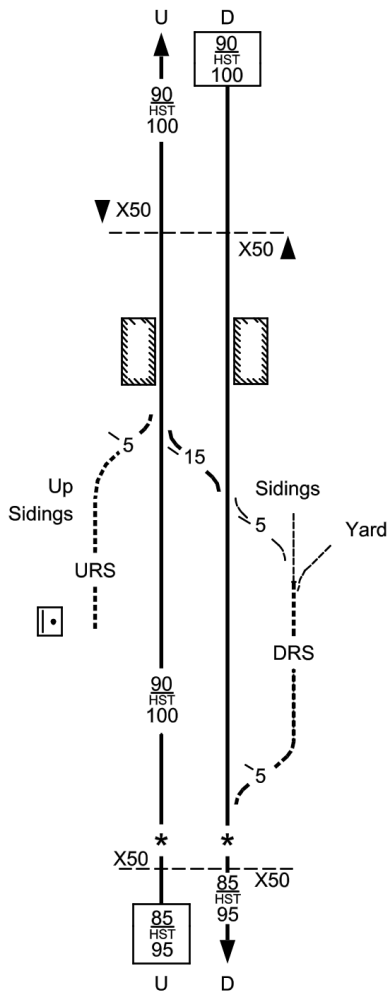
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R |
| Montrose South Junction | 30 26 * <br> 30 29 | | AB Montrose North SB (MN) |
| **MONTROSE** | 30 55 | | |
| Montrose North SB | 30 68 | | Montrose North SB (MN) |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 012 | Dundee to Aberdeen | | Scotland | 27/02/2016 |

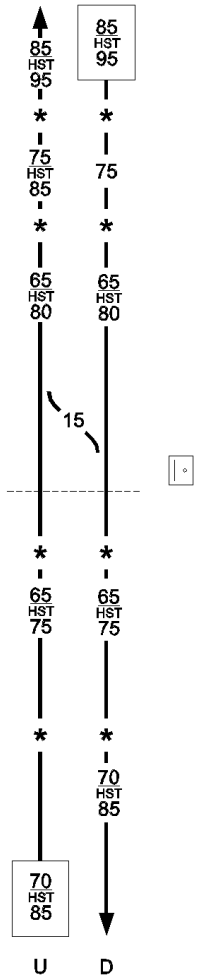
| Location | Mileage M Ch | Running lines & speed restrictions (ECN4 ECN5) | Signalling & Remarks |
|---|---|---|---|
| (Change of ELR ECN4 to ECN5) | 33 26 * / 203 11 | T; U: 65 HST 75 *; D: 65 HST 75 * | AB Montrose North SB (MN); GSM-R |
| | | U: 75 HST 85; D: 75 HST 85 | |
| Craigo SB | 205 15 | 15 OOU ① | Craigo SB (CO); URS 865f (260m) (42 SLU's) ① Craigo Crossover out of use |
| | 206 42 * | U: * ; D: * | |
| | 208 00 | T; U: 90 ; D: 90 | |
| | 208 20 * | U: * ; D: * | |
| | | D: 90 HST 100 | |
| | | U: 90 HST 100 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 013 | Dundee to Aberdeen | ECN5 | Scotland | 16/03/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R<br>AB Craigo SB (CO) |
| Back Settlement LC (R/G-X) | 209 65 | | |
| **LAURENCEKIRK** | 210 44 | | |
| | | | URS 1135f (340m)<br>(55 SLU's) |
| Laurencekirk SB | 210 62 | | Laurencekirk SB (LK)<br>DRS 945f (285m)<br>(45 SLU's) |
| Mondynes LC (R/G-X) | 214 17 *<br>216 31 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 014 | Dundee to Aberdeen | ECN5 | Scotland | 27/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D | GSM-R |
| | | | AB Laurencekirk SB (LK) |
| | 216 40 | T | |
| | 217 63 * | | |
| | 219 32 * | | |
| | | 15 | |
| Carmont SB & LC (MCB) | 219 39 | | Carmont SB (CM) |
| | 220 51 * | | |
| | 222 20 | T | |
| | 224 23 * | | |
| | | U D | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 015 | Dundee to Aberdeen | ECN5 | Scotland | 27/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>70 HST 85 / 70 HST 85<br>15 | AB Carmont SB (CM)<br>GSM-R |
| **STONEHAVEN** | 224 74 | | |
| Stonehaven SB | 224 75 | OOU 5 / 15<br>URS<br>70 HST 85 / 70 HST 85 | Stonehaven SB (SV)<br>URS 735f (225m)<br>(35 SLU's) |
| | 227 13 * | * / * | |
| | 228 00 | T<br>75 HST 85 / 75 HST 85 | |
| | 228 12 * | * / * | |
| | | 75 HST 80 / 75 HST 80 | |
| | 228 35 * | * / * | |
| | | 75 HST 95 | |
| | | 75 HST 95<br>U D | |

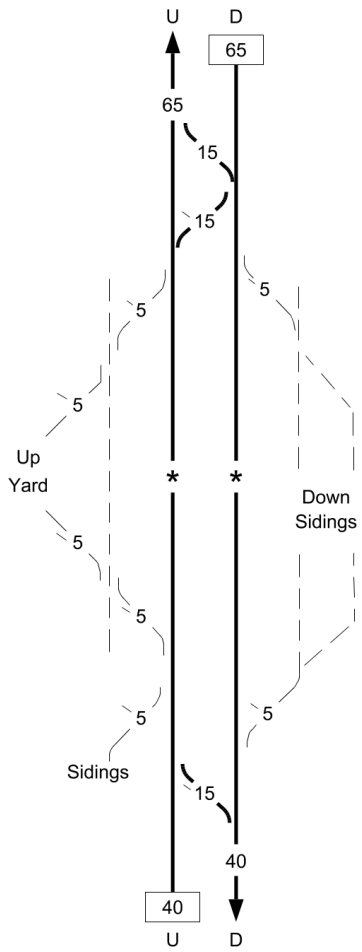
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 016 | Dundee to Aberdeen | ECN5 | Scotland | 23/08/2020 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>75 HST 95 / 75 HST 95 | AB Stonehaven SB (SV) GSM-R<br>Axle Counter on Down line |
| | 229 77 * | * * | |
| | | 75 HST 80 / 75 HST 80 | |
| | 230 38 * | * * | |
| | | 80 / 80 | |
| | 230 58 * | * * | |
| | | 80 HST 100 / 80 HST 100 | |
| | 230 59 | | TCB Aberdeen SB (A) |
| Newtonhill EGF | 230 67 | 15 | Axle Counters on Up and Down line |
| **PORTLETHEN** | 232 70 | 80 HST 100<br>80 HST 100<br>U D | DRS 885f (270m)<br>(43 SLU's)<br>URS 1050f (320m)<br>(50 SLU's) |

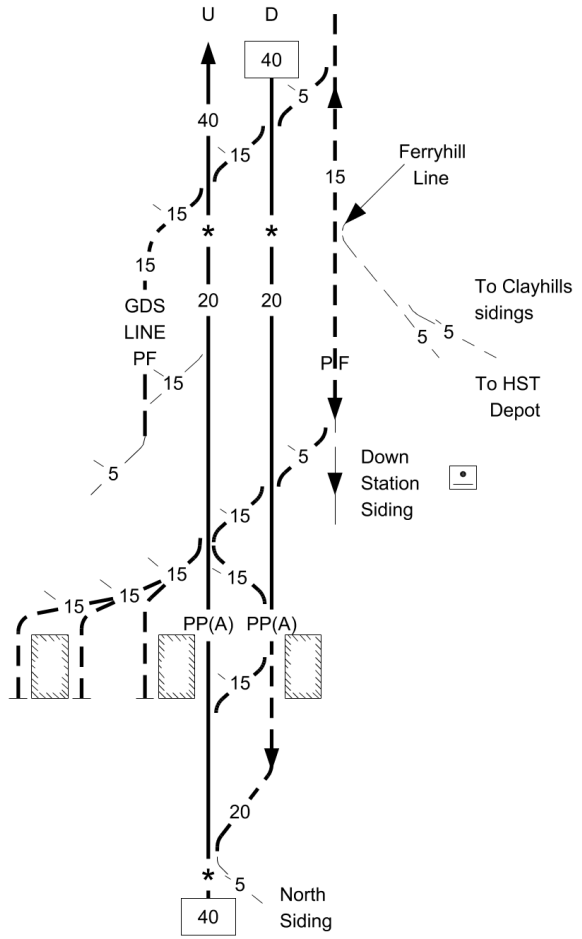
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 017 | Dundee to Aberdeen | ECN5 | Scotland | 27/04/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 233 00 | U: 80 HST 100 / D: 80 HST 100 | TCB Aberdeen SB (A) — GSM-R<br>Axle Counters on Up and Down line |
| | 234 16 * | * | |
| | | U: 80 HST 90 / D: 80 HST 90 | |
| | 234 75 * | * | |
| | 236 25 | T | |
| | | U: 65 / D: 65 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 018 | Dundee to Aberdeen | ECN5 | Scotland | 18/01/2020 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| Craiginches | 239 | 55 * |   | TCB Aberdeen SB (A) GSM-R |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC191 | 019 | Dundee to Aberdeen | ECN5 ANI1 | Scotland | 18/01/2020 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Ferryhill Jn | 240 40 |  | TCB Aberdeen SB (A) GSM-R |
| | 240 60 * | | |
| Aberdeen SB | 240 63 | | |
| **ABERDEEN** | 241 06 | | 10 mph over Platforms 3, 4 and 5 lines from the bottom of ramp to the buffer stops (inbound) |
| (Change of ELR ECN5 to ANI1) | 241 08 | | Platforms 3, 4 & 5 - PP |
| | 0 00 | | On platform lines, PP(A) only for booked movements or during periods of significant service disruption |
| | 0 20 * | | |

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# SPECIAL WORKING ARRANGEMENT
## Table of Contents

| | Page |
|---|---|
| SC191- DUNDEE TO ABERDEEN | 29 |

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**SC191 (DUNDEE TO ABERDEEN)**

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 26 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the 'Restrictions' column.

Trains may be assisted in rear between the places listed below in accordance with the Rule Book, Module TW1, Section 15. The assisting locomotive must be coupled to the train. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where indicated.

Trains may work in the wrong direction over the portion(s) of line shown below.

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Dundee | Camperdown Jn | Freight | Down | May be assisted in rear. |
| Montrose South | Montrose North | Freight | Down | May be propelled |
| Montrose South | Montrose North | Freight ECS | Up | May be propelled in the wrong direction. |
| Montrose North | Montrose South | Freight ECS | Up | May be propelled. |
| Montrose North | Hillside GF | Freight | Up | May be propelled in the wrong direction. |

**Dated: 07/12/13**

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# LOCAL INSTRUCTIONS
## Table of Contents

| | Page |
|---|---|
| **SC191- DUNDEE TO ABERDEEN** | |
| DUNDEE | 33 |
| CAMPERDOWN JN. | 33 |
| BALMOSSIE | 33 |
| GOLF ST | 33 |
| ARBROATH | 34 |
| INVERKEILOR SB TO USAN SB | 34 |
| CRAIGO SB TO LAURENCEKIRK SB | 34 |
| LAURENCEKIRK SB | 35 |
| STONEHAVEN | 35 |
| STONEHAVEN TO NEWTONHILL SB | 35 |
| CRAIGINCHES | 35 |
| ABERDEEN | 36 |

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# SC191 - DUNDEE TO ABERDEEN

## DUNDEE

**Dundee station** - Authority is given to propel empty DMU trains from the Down through or Down platform lines at the East end of the station to the Down main line for shunting movements which come to a stand on the Camperdown side of signal D758 before proceeding to the Down through or Down platform lines, and from the Up through or Up platform lines to the Up main for shunting movements which come to a stand on the Camperdown side of signal D762 before proceeding to the Up through or Up platform lines.

**East reception line** - The stabling of vehicles in the headshunt of the East reception line beyond the connection with the loco release line is prohibited. Vehicles capable of movement under their own power must not be left unattended in the headshunt.

**Diesel Multiple Units** - Coupling and uncoupling operations involving diesel multiple units in platforms 2 and 3 is authorised as follows:

Permission is given to detach from a single class 15x unit or between two class 170 units in platforms 2 and 3 at Dundee, provided this takes place between the two units nearest the buffer stops only.

Coupling is permitted between two class 15x units or a class 15x unit and a class 170 unit, provided this takes place at the buffer stop end. Coupling of two class 170 units is not permitted in platforms 2 and 3.

**Dated: 04/11/13**

# SC191 - DUNDEE TO ABERDEEN

## Camperdown Jn.

When the Depot is open, before wagons are placed in, moved, or uplifted from the APCM sidings, the person in charge of the movement must obtain the permission of the staff on duty at this Depot. When the Depot is closed, the person in charge of the movement must open the gates and observe the provisions of Rule Book, Module SS2.

**Dated: 02/12/06**

# SC191 - DUNDEE TO ABERDEEN

## BALMOSSIE

'5' and '6' car marker boards applicable to Down trains are provided at Balmossie and Golf Street. In each case the marker boards are situated in advance of the Down platform and drivers of 5 and 6 car stopping trains must bring their train to a stand with the leading cab opposite the appropriate marker board.

**Dated: 02/12/06**

# SC191 - DUNDEE TO ABERDEEN

## GOLF ST

'5' and '6' car marker boards applicable to Down trains are provided at Balmossie and Golf Street. In each case the marker boards are situated in advance of the Down platform and drivers of 5 and 6 car stopping trains must bring their train to a stand with the leading cab opposite the appropriate marker board.

**Dated: 02/12/06**

# SC191 - DUNDEE TO ABERDEEN

## ARBROATH

**Arbroath station** - When a passenger train is divided into two portions in the Up platform and the first portion proceeds on its journey, the station supervisor or person in charge at Arbroath station must inform the signaller at Arbroath box immediately the first portion passes the Up section signal.

When a Down train terminating at Arbroath or a Down through train which has been delayed beyond its booked time is brought to a stand at the Down platform, the driver must immediately advise the signaller that the train is complete with tail lamp attached.

**Down goods sdg** - When a train requires to propel from the Down main line to the Down goods sidings, the person in charge of the movement must intimate verbally or by handsignal to the signaller at Arbroath signal box when all is ready for the movement to be made.

**Dated: 02/12/06**

# SC191 - DUNDEE TO ABERDEEN

## Inverkeilor SB To Usan SB

**UB 261 (25m 570y) and UB 264 (Buckie Den Viaduct)** - The Up and Down cess walkways are closed and access on foot is prohibited. If, in emergency, a driver requires to alight on either of these bridges, **EXTREME CAUTION MUST BE EXERCISED.**

**Dated: 02/12/06**

# SC191 - DUNDEE TO ABERDEEN

## Craigo SB To Laurencekirk SB

**UB 274 (Marykirk Viaduct, 205m 1660y to 205m 1710y)** - The Up and Down cess walkways and the internal inspection walkway are closed and access on foot is prohibited. If, in emergency, a driver requires to alight at this location, **EXTREME CAUTION MUST BE EXERCISED.**

**Dated: 02/12/06**

# SC191 - DUNDEE TO ABERDEEN

## Laurencekirk SB

### Laurencekirk Down Reception Sidings

When a Down train arrives or terminates in the Down Reception sidings, the driver must immediately advise the signaller that the train is complete with tail lamp.

**Dated: 04/08/07**

# SC191 - DUNDEE TO ABERDEEN

## STONEHAVEN

### STONEHAVEN REVERSING MOVEMENTS

All drivers please note that reversing movements made on the Up line at Stonehaven station will be controlled by semaphore shunting signal SV40.

On completion of station duties, the train must be drawn forward to the 3 car marker board and, after changing cabs, the driver must call the signaller.

Follow the signallers instruction and obey the aspect at SV40 signal.

**Dated: 17/11/18**

# SC191 - DUNDEE TO ABERDEEN

## STONEHAVEN To Newtonhill SB

**Underbridge No. 335 (Muchalls Viaduct)** - The Up and Down cess walkways are closed and access on foot is prohibited. If, in emergency, a driver requires to alight at this location, **EXTREME CAUTION MUST BE EXERCISED.**

**Dated: 02/12/06**

# SC191 - DUNDEE TO ABERDEEN

## Craiginches

**APCM depot** - Before wagons are placed in, moved or uplifted from the APCM sidings, the person in charge of the movement must obtain the permission of the shift foreman at the depot.

**Craiginches Down sidings –** The person in charge must inform the signaller when he takes up, and again when he leaves, duty.

The permission of the person in charge will be obtained before a train is permitted to enter the sidings. If no staff are on duty at the sidings and a train requires to enter the sidings, the signaller will advise the driver of the circumstances before the appropriate signal is cleared, or permission is given, for the train to proceed.

**Dated: 06/03/07**

# SC191 - DUNDEE TO ABERDEEN

## ABERDEEN

**Platform markers** - The following instructions apply to multiple unit trains only.

Yellow painted markers are provided on platforms 3,4,5 and 6 (South end). Drivers of arriving trains proceeding towards the buffer stops in platforms 3,4 and 5 must bring their train to a stand with the cab droplight window adjacent to the appropriate yellow marker.

Drivers in platform 4 must position their train using the marker in platform 5 as necessary. If a train is already occupying platform 5 line, the driver of the arriving train must bring the train to a stand with the cab droplight window in line with the cab of the train on the adjacent line.

Drivers of Down trains arriving in platform 6 (South) must, as far as is reasonably practicable, bring their train to a stand with the cab adjacent to the yellow platform marker.

**Barrow Crossing** - Permission of the signaller must be obtained before the crossing is used, using the telephones provided. On no account should any signal post telephone be used for this purpose. The signaller must be informed when the crossing is again clear.

**High Speed Train depot** - High Speed Trains requiring to fuel must be brought to a stand with the centre of the leading driving cab in line with the 'H' stopping marker.

No movement may proceed into the Inspection Shed unless authority has first been obtained from the M&EE supervisor or person in charge and the relevant red stop lights at the shed entrance are extinguished. Before vehicles are uncoupled to stand without a locomotive attached, the hand brakes must be applied as necessary or the vehicles concerned secured by scotches.

**Propelling movements from Ferryhill line to Station** - Drivers of propelling movements to other than Clayhills sidings or HST Depot must not proceed past signal A27 unless the 'P' indication is exhibited.

**Clayhills sdgs** - During the period repairs or maintenance work is being carried out to vehicles standing in No.4 or 5 siding, the siding concerned must be considered to be a siding set apart for the purpose of carrying out repairs and the instructions contained in the Rule Book, Module T10, must be observed.

**Dated: 02/12/17**

# LIST OF MODULE PAGES AND DATES

| Page | Date Last Changed |
|---|---|
| **1** | **07 September 2024** |
| **2** | **07 September 2024** |
| 3 | 03 October 2009 |
| 4 | 03 October 2009 |
| 5 | 03 October 2009 |
| 6 | 03 October 2009 |
| 7 | 04 June 2016 |
| 8 | 04 June 2016 |
| 9 | 04 June 2016 |
| 10 | 04 June 2016 |
| 11 | 01 June 2019 |
| 12 | 01 June 2019 |
| 13 | 01 June 2019 |
| 14 | 01 June 2019 |
| 15 | 01 June 2019 |
| 16 | 01 June 2019 |
| 17 | 04 September 2021 |
| 18 | 04 September 2021 |
| 19 | 01 June 2019 |
| 20 | 01 June 2019 |
| 21 | 01 June 2019 |

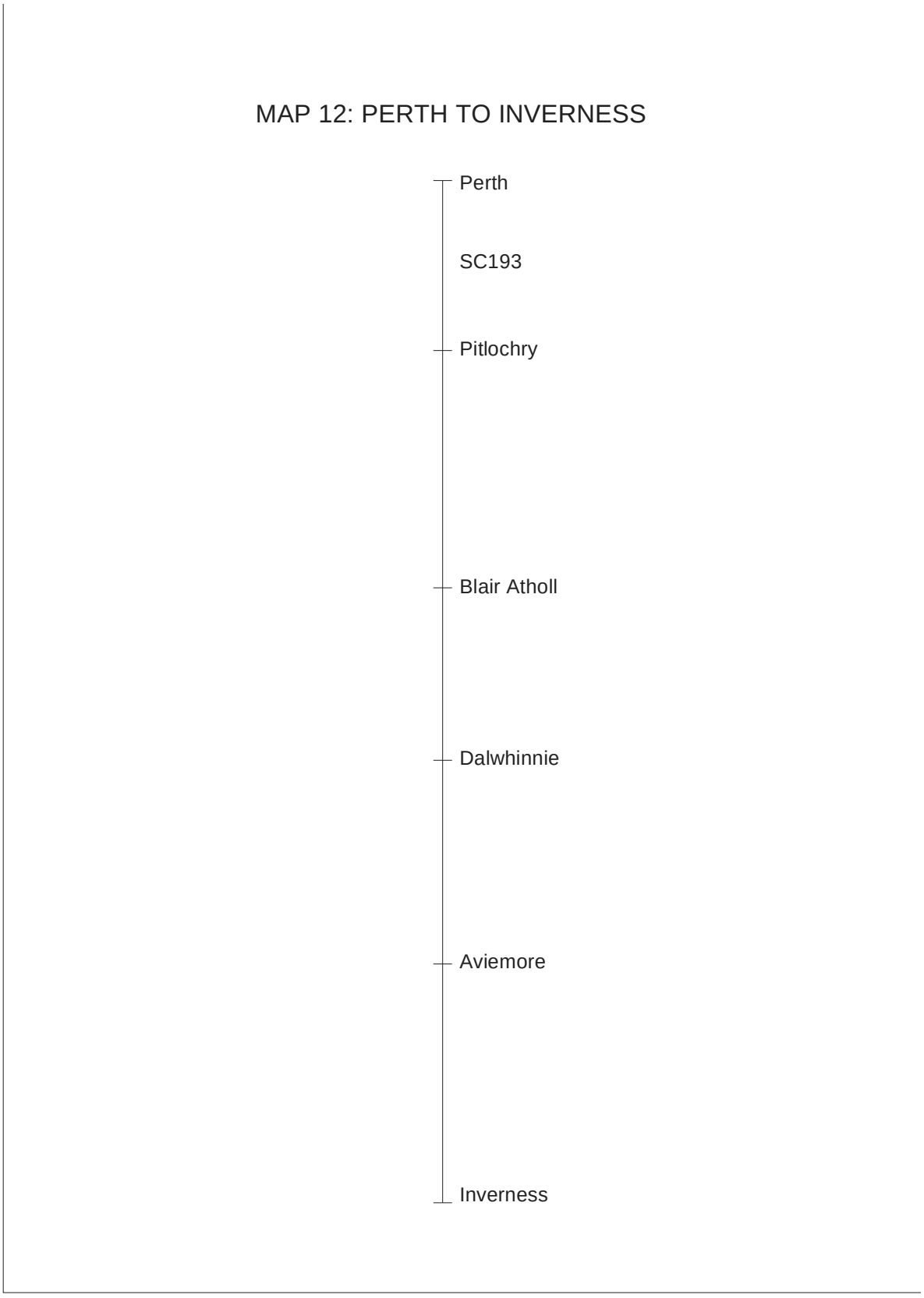
| Page | Date Last Changed |
|---|---|
| 22 | 01 June 2019 |
| 23 | 03 September 2022 |
| 24 | 03 September 2022 |
| 25 | 01 June 2019 |
| 26 | 01 June 2019 |
| 27 | 04 June 2016 |
| 28 | 04 June 2016 |
| 29 | 05 June 2021 |
| 30 | 05 June 2021 |
| 31 | 03 October 2009 |
| 32 | 03 October 2009 |
| 33 | 01 June 2019 |
| 34 | 01 June 2019 |
| 35 | 03 June 2017 |
| 36 | 03 June 2017 |
| 37 | 30 November 2019 |
| 38 | 30 November 2019 |
| 39 | 30 November 2019 |
| 40 | 30 November 2019 |
| 41 | 03 September 2022 |
| 42 | 03 September 2022 |

# TABLE OF CONTENTS

| | Page |
|---|---|
| Maps | 3 |
| Table A Diagrams | 5 |
| Special Working Arrangement | 31 |
| Local Instructions | 35 |

# MAPS

## MAP 12: PERTH TO INVERNESS



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# TABLE A DIAGRAM
## Table of Contents

| | Page |
|---|---|
| SC193- PERTH TO INVERNESS | 7 |

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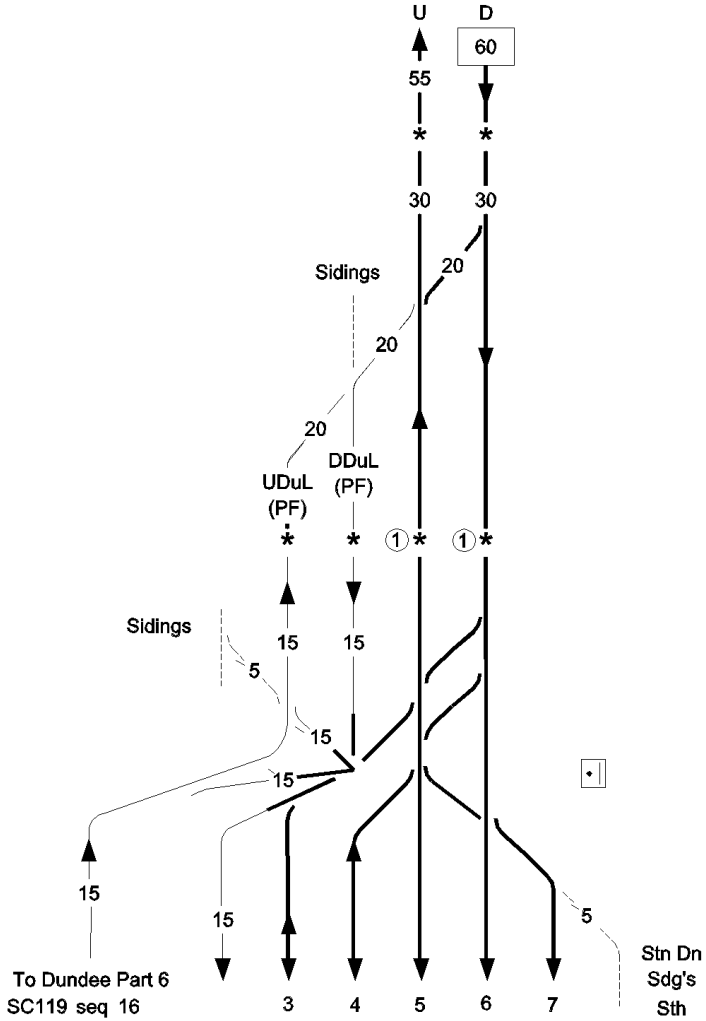
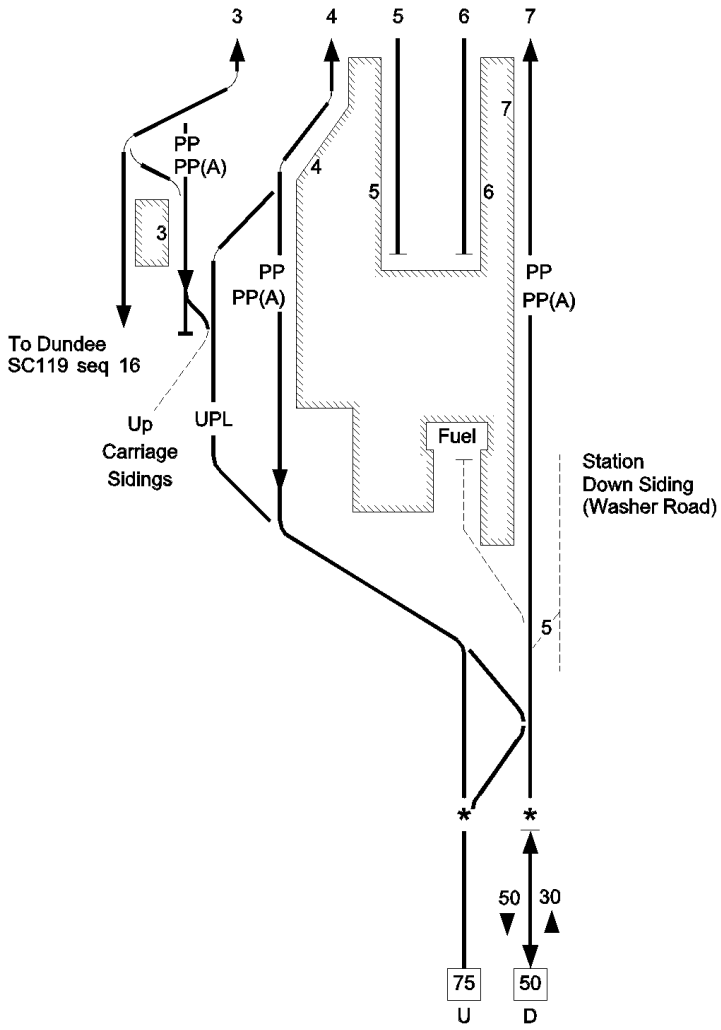
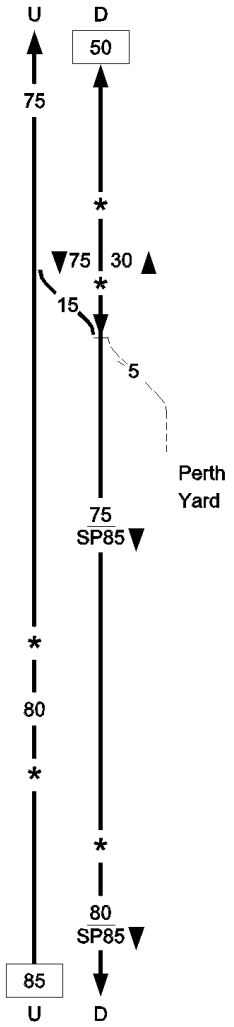
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 001 | Perth to Inverness | SCM4 SCM5 HGL1 | Scotland | 27/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Down main signal P29 | 150 50 * |  | AB Perth SB (P) GSM-R<br><br>UDuL = Up Dundee loop<br>DDuL = Down Dundee loop<br><br>(1) 15mph over all lines and connections between 151m 00ch and 151m 52ch (Inverness lines)<br><br>(2) = Dundee lines mileage<br><br>ELR - SCM5 = 150m 61ch to Dundee Loop lines<br>ELR - HGL1 = 150m 61ch to Main lines |
| Perth South Jn (Change of ELR SCM4 to SCM5) | 150 61<br>150 61 | | |
| Down Fast signal P61 and up Fast signal P64 and Down Dundee loop signal P65 | 151 00 * | | |
| | 151 03<br>21 01 (2) | | |
| Perth Central Jn & SB | 151 05 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 002 | Perth to Inverness | HGL1 | Scotland | 27/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **PERTH** | 151 25 |   | GSM-R<br>TCB Perth SB (P)<br>15 mph over all lines and connections between 151m 00ch and 151 52ch<br>Platforms 5 & 6 - PP<br>On platform lines, PP and PP(A) only for booked movements or during periods of significant service disruption |
| Up fast signal P174 | 151 52 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 003 | Perth to Inverness | HGL1 | Scotland | 27/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R<br>TCB Perth SB (P)<br>Down line and<br>Up line only from signal P212 (incl) (152m 54ch) |
| | 152 20 * | | |
| | 152 28 * | | |
| Connection to south end of Perth Yard | 152 32 | | Stanley Jn (SJ)<br>Up line only to<br>signal P212 (excl) (152m 54ch) |
| | 153 16 * | | |
| | 154 00 * | | |
| | 154 72 * | | |

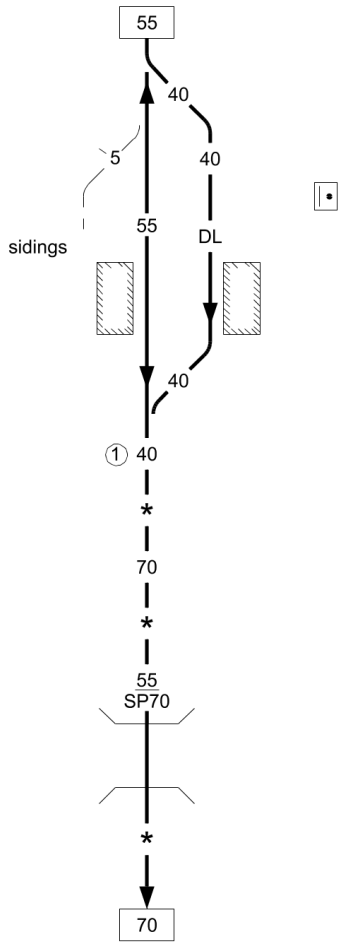
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 004 | Perth to Inverness | HGL1 HGL2 | Scotland | 27/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | U D<br>80 SP85 | GSM-R<br>TCB Perth SB (P) |
| | 156 36 * | 85 * | Down line only as far as Stanley Jn. (Signal SJ14 excl.) |
| | | 85 | Stanley Jn SB (SJ) |
| | 158 10 * | * * | Up line only |
| | | 75 75 | |
| | 158 33 * | * * | |
| | | 35 45<br>SP55 | |
| | | 35 | |
| | 158 36 * | * | |
| (Change of ELR HGL1 to HGL2) | 158 38 | 1 45<br>75 | 1 = Total distance 630y |
| | 7 02 | | |
| Stanley Jn SB | 7 07 | | TB (SC) Stanley Jn SB (SJ) |
| | 7 28 * | * | |
| | | 75 | |
| | 7 53 * | * | |
| | | 80 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 005 | Perth to Inverness | HGL2 | Scotland | 23/03/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 80 | TB (SC) Stanley Jn SB (SJ) GSM-R |
| Charleston LC (R/G) | 8 32 | T | |
| Kinclaven LC (R/G) | 8 63 | T | |
| Murthly LC (AHBC) | 10 15 * | * 80 SP90 ▼ | |
| | 11 27 * | * 80 | |
| | 12 35 * | * ▲80 65 SP70 ▼ | |
| | 12 39 * | * 65 SP70 | |
| Kingswood Tunnel (330 yards) | 12 78 to 13 13 | | |
| | 13 20 * | * | |
| | 13 16 | T 55 SP65 | |
| | 13 63 * | * 65 | |
| | 14 74 * | * 55 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 006 | Perth to Inverness | HGL2 | Scotland | 26/03/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | GSM-R<br>TB (SC) Stanley Jn SB (SJ)<br>TCB Dunkeld SB (DK)<br>DL 990f (301m)<br>(47 SLU's)<br>1 = Over connection between single line and Up and Down main line, in both directions |
| Dunkeld SB | 15 25 | | |
| **DUNKELD and BIRNAM** | 15 31 | | |
| | 15 45 * | | |
| | 16 45 * | | |
| Inver Tunnel<br>370 yards | 16 55<br>to<br>16 72 | T | |
| | 17 00 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 007 | Perth to Inverness | HGL2 | Scotland | 26/03/2019 |

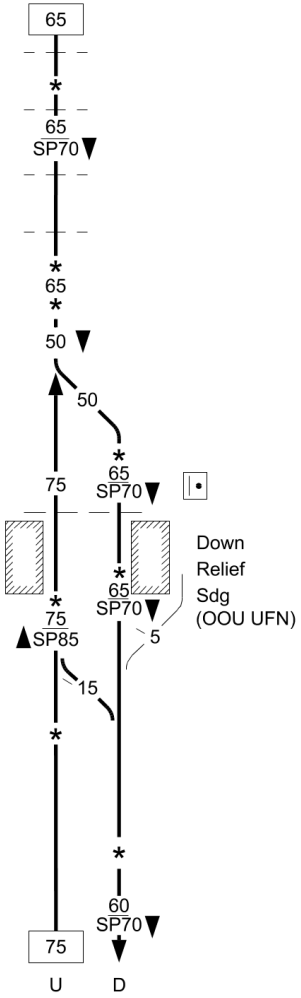
| Location | Mileage M Ch | | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | 70 | TCB Dunkeld SB (DK) GSM-R |
| | 17 42 | * | * | |
| Inchmagranachan No.2 LC (UWC) | 18 36 | | T | |
| Inchmagranachan No.3 LC (UWC) | 18 57 | | T | |
| | | | 80 | |
| Easter Dalguise No.1 LC (UWC) | 19 76 | | T | |
| Easter Dalguise No.2 LC (UWC) | 20 14 | | T | |
| | 20 23 | * | * | |
| | | | 65 | |
| | 20 52 | * | * | |
| | | | 80 | |
| | | | ▲SP90 | |
| Guay LC (R/G) | 21 29 | | T | |
| | 22 34 | * | * | |
| Haugh of Kilmorich LC | 22 35 | | T | 80 |
| Haugh of Tullymet LC (R/G) | 22 67 | * | * | |
| | | | 80 | |
| | | | SP90▼ | |
| | 24 41 | * | * | |
| Moulinearn LC (R/G) | 25 33 | | | |
| | | | 80 | |
| | 27 18 | * | ▲* | |
| | 27 21 | * | * | |
| | | | 60▼ | |
| | 27 75 | * | * | |
| | | | 40▼ | |
| Dundarach Footpath LC (R/G) | 28 01 | | T | |
| Prospect Place LC (R/G) | 28 09 | | T | |
| | | | ▲60 40▼ | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 008 | Perth to Inverness | HGL2 | Scotland | 26/03/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 28 14 * | ▲60 40▼ * | GSM-R ◆ |
| | 28 23 * | 30 * | TCB Dunkeld SB (DK) |
| **PITLOCHRY** | 28 27 | H S 40 P L 40 | Stanley Jct SB (SJP)<br>Pitlochry Workstation<br><br>LOD (T) 8325 LOD prevents routes being set from SJP247 in the down direction and from SJP254 in the Up direction.<br><br>HS - Highland Single<br>PL - Pitlochry Loop<br><br>Pitlochry Loop<br>Down Direction 597f (182m) (28 SLU's)<br>Up Direction 685f (209m) (32 SLU's) |
| | 28 46 * | 40 * 50 | |
| Moulin LC (UWC) | 28 65 | T 60 | Highland Single<br>Down Direction 597f (182m) (28 SLU's)<br>Up Direction 685f (209m) (32 SLU's) |
| East Cottages LC (R/G) | 29 14 | | |
| | 29 32 * | * 60 | |
| | 30 46 * | * 60 | |
| | 31 57 * | ▲SP70 * | |
| | 31 62 * | 45 * | |
| Killiecrankie Tunnel (240 yards) | 31 66 to 31 77 | 30 SP35 | |
| | 32 06 * | * | |
| Urrard No.1 LC (UWC) | 32 15 | T | |
| | 32 20 | 65 | |

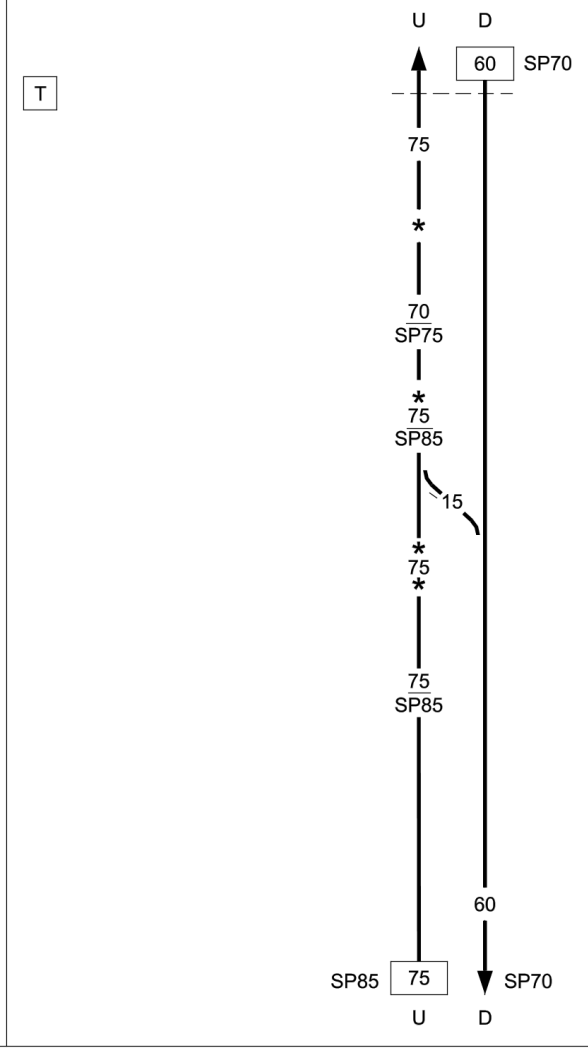
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 009 | Perth to Inverness | HGL2 | Scotland | 26/03/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R |
| Urrard No 2 LC (UWC) | 32 41 | T | TCB Stanley Jcn SB (SJP) Pitlochry Workstation |
| | 33 19 * | | |
| Aldclune No 3 LC (UWC) | 33 27 | T | |
| Kings Island LC (UWC) | 34 02 | T | |
| Ballentoul LC (UWC) | 34 36 | T | |
| | 34 72 * | | |
| | 34 77 * | | |
| | 35 02 * | | Down Relief Sdg 855f (260m) (40 SLU's) |
| Blair Atholl SB and LC (MCB) | 35 05 | | AB Blair Atholl SB (BA) |
| **BLAIR ATHOLL** | 35 09 | | |
| | 35 44 * | | Double intermediate block sections exist on both lines between Blair Atholl SB and Dalwhinnie SB as follows: |
| | 36 58 * | | |
| | 38 30 * | | DOWN<br>First IBS Blair Atholl SB/ Dalnacardoch 44m 52ch<br>Second IBS Dalnacardoch 44m 52ch/Dalnaspidal 51m 22ch |
| | 39 17 * | | UP<br>First IBS Dalwhinnie SB/ Dalnaspidal 51m 22ch<br>Second IBS Dalnaspidal 51m 22ch/ Dalnacardoch 45m 15ch |



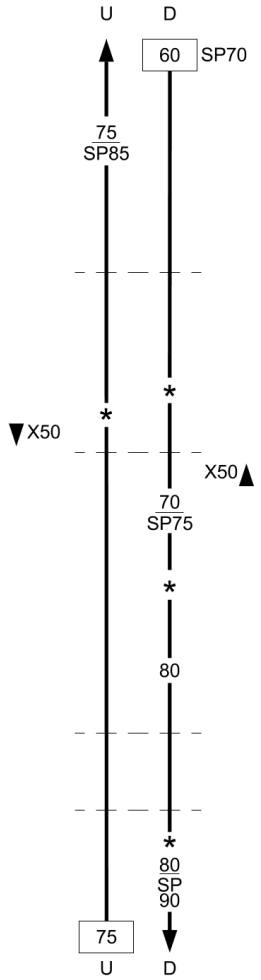
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 010 | Perth to Inverness | HGL2 | Scotland | 20/02/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Clunes LC (UWC) | 41 25 | T | AB Blair Atholl SB (BA) GSM-R |
| | 41 68 * | | Double intermediate block sections exist on both lines between Blair Atholl SB and Dalwhinnie SB as follows: |
| | 42 44 * | | DOWN<br>First IBS Blair Atholl SB/ Dalnacardoch 44m 62ch<br>Second IBS Dalnacardoch 44m 62ch/ Dalnaspidal 51m 22ch |
| Dalnacardoch GF | 44 76<br>45 20 *<br>45 61 * | | UP<br>First IBS Dalwhinnie SB/ Dalnaspidal 51m 22ch<br>Second IBS Dalnaspidal 51m 22ch/ Dalnacardoch 45m 15ch |
| | 47 00 | | |



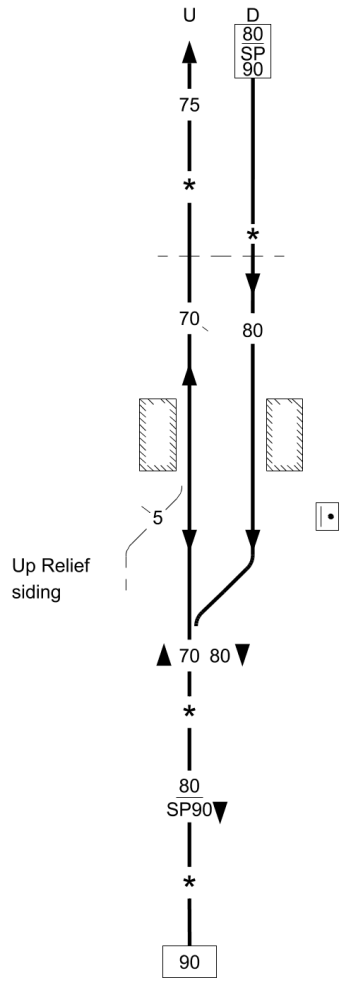
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 011 | Perth to Inverness | HGL2 | Scotland | 29/07/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | AB Blair Atholl SB (BA) GSM-R |
| Red Van LC (UWC) | 49 03 | T | Double intermediate block sections exist on both lines between Blair Atholl SB and Dalwhinnie SB as follows:<br><br>DOWN<br>First IBS Blair Atholl SB/ Dalnacardoch 44m 62ch<br>Second IBS Dalnacardoch 44m 62ch/ Dalnaspidal 51m 22ch<br><br>UP<br>First IBS Dalwhinnie SB/ Dalnaspidal 51m 22ch<br>Second IBS Dalnaspidal 51m 22ch/ Dalnacardoch 45m 15ch |
| | 49 69 * | | |
| | 50 53 * | | |
| Dalnaspidal Lodge LC (R/G-X) | 50 60 | T | |
| | 53 00 * | | |
| Whitebridge LC (UWC) | 54 14 | T | |
| Balsporran LC (UWC) | 54 65 | T | |
| | 54 72 * | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 012 | Perth to Inverness | HGL2 | Scotland | 08/05/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 55 40 | | AB Blair Atholl SB (BA) GSM-R |
| | 56 40 | | |
| | 57 40 * | | |
| Ben Alder LC (UWC) | 58 29 * 58 30 | T | |
| **DALWHINNIE** | 58 47 | | Double intermediate block sections exist on both lines between Blair Atholl SB and Dalwhinnie SB as follows:<br>DOWN<br>First IBS Blair Atholl SB/ Dalnacardoch 44m 62ch<br>Second IBS Dalnacardoch 44m 62ch/ Dalnaspidal 51m 22ch<br>UP<br>First IBS Dalwhinnie SB/ Dalnaspidal 51m 22ch<br>Second IBS Dalnaspidal 51m 22ch/ Dalnacardoch 45m 15ch |
| Dalwhinnie SB | 58 53 | | TB (SC) Dalwhinnie SB (DW)<br>URS 1410f (425m)<br>(68 SLU's) |
| | 59 50 * | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 013 | Perth to Inverness | HGL2 | Scotland | 04/03/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 90 | GSM-R |
| Cuaich LC (UWC) | 60 41 | T | TB (SC) Dalwhinnie SB (DW) |
| Creag Ruadh LC | 61 45 | T | |
| Inchlea LC (UWC) | 62 38 | T | |
| | 62 40 * | * 70 | |
| | 63 29 * | * 70 SP75 | |
| | 66 46 * | * 75 | |
| | 68 22 * | * 65 | |
| | 68 28 * | * 80 | |
| Newtonmore Station LC | 68 53 | T | |
| **NEWTONMORE** | 68 62 | | |
| Altlaurie LC (UWC) | 69 74 | T | |
| | | 80 | |

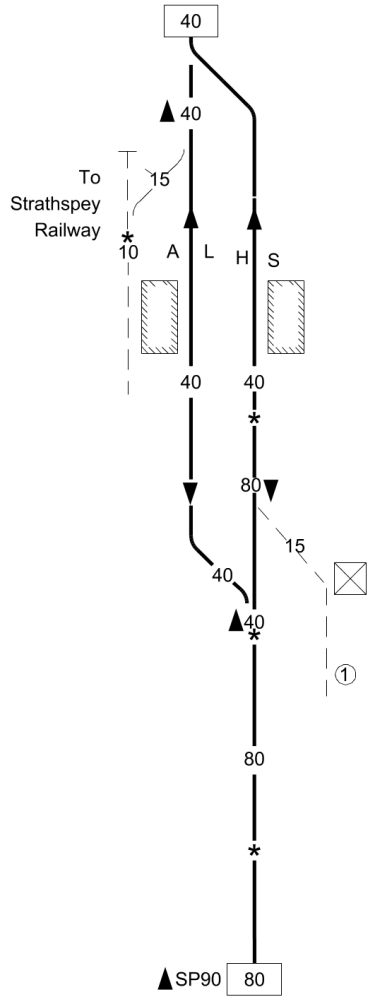
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 014 | Perth to Inverness | HGL2 | Scotland | 26/03/2019 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | 80 | TB (SC) Dalwhinnie SB (DW) — GSM-R |
| Ballachroan LC (UWC) | 70 | 32 | T | |
| Pitmain No 1 LC (UWC) | 70 | 56 | T | |
| Pitmain No 2 LC (UWC) | 70 | 71 | T | |
| | | | ② 40; 5; 75 | ② Up Siding temporarily taken out of use |
| **KINGUSSIE** | 71 | 43 | 40 | CL 925f (280m) |
| Kingussie SB and LC (MCB) | 71 | 50 | OOU; ① ▲ 75; 40 | TCB Kingussie SB (KG) |
| | | | | ① = Entering over and leaving Up line at Kingussie |
| Cemetery LC | 72 | 65 | T | |
| Lynchat LC (UWC) | 73 | 11 | T | |
| | 73 | 17 * | 80 * | Inverness SC (HK) & (HA) Highland Workstation |
| Balavil Gates LC (UWC) | 74 | 05 | T | |
| | | | 100 | |
| Croftcarnoch No 2 LC (UWC) | 74 | 77 | T | |
| | | | 100 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 015 | Perth to Inverness | HGL2 | Scotland | 26/03/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 100 | TCB Inverness SC (HK) & (HA) Highland Workstation; GSM-R |
| | 76 20 * | * | |
| | | 90 | |
| | 76 70 * | * | |
| South Pts | 77 23 | 40 | |
| | | Kincraig Loop 40 75 | CL 1325f (400m) (64 SLU's) |
| | | 40 | |
| North Pts | 77 55 * | * | |
| | | 85 | |
| | 82 09 * | * ▲85 75▼ | |
| | 82 29 * | * | |
| | | 65 | |
| Lynwilg No 1 LC (UWC) | 82 31 | T | |
| | 83 05 * | * | |
| | | 40 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 016 | Perth to Inverness | HGL2 | Scotland | 26/03/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Inverness SC (HA) Highland Workstation<br>GSM-R |
| | 83 23 * | | HS - Highland Single<br>AL - Aviemore Loop<br>Highland Single<br>2286f (697m) (108 SLU's) |
| **AVIEMORE** | 83 31 | | Aviemore Loop<br>2286f (697m) (108 SLU's) |
| | 83 48 * | | |
| Aviemore Engineer Sidings | 83 51 | | LOD (T) 8375 prevents routes being set from HA313 signal in the down direction and from HA324 and HA326 in the up direction.<br>Protection from Strathspey line to HA314 can only be done by local agreement with Strathspey Railway. |
| | 83 67 * | | Aviemore Engineer's Siding<br>Siding Length - 459f (140m) 21 SLU's<br>1 Aviemore Engineers Siding and 110 Points OOU |
| | 86 78 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 017 | Perth to Inverness | HGL2 | Scotland | 26/03/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 80 ▲SP90 | TCB Inverness SC (HC) Highland Workstation<br>GSM-R |
| | 89 59 * | * | |
| | | 60 | |
| South Pts | 89 65 | 40 | |
| | 89 73 * | * | CL 1240f (375m)<br>(60 SLU's)<br><br>Additional AWS equipment at CARRBRIDGE (Up loop, South end)<br>See General Instructions headed "Automatic Warning System" |
| | | OOU<br>sidings<br>75<br>C L<br>40 | |
| **CARRBRIDGE** | 90 00 | | |
| | | | CW Up direction, North end of Up and Down loop |
| North Pts | 90 15 | 40 | |
| | | 75 | |
| | 93 40 * | * | |
| | | 65 ▲SP75 | |
| | 94 60 * | * | |
| | | ▲SP75 50 SP60▼ | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 018 | Perth to Inverness | HGL2 | Scotland | 04/06/2022 |

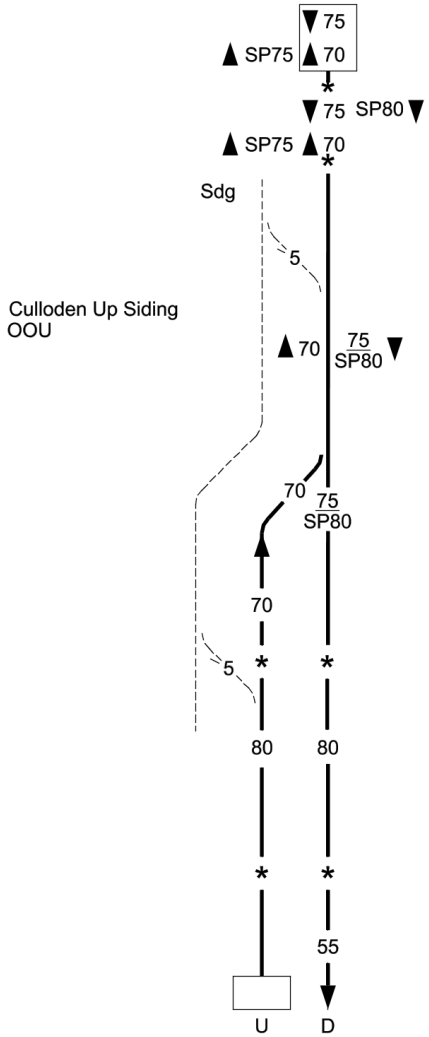
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | SP60 50 | TCB Inverness SC (HS and HT) Highland Workstation<br>GSM-R |
| | 95 13 * | * | |
| South Pts | 95 14 | 40 | |
| | | 75 40 Slochd loop<br>C L | CL 1325f (400m)<br>(64 SLU's) |
| | | 40 | |
| North Pts | 95 46 | | |
| | 97 14 * | * | |
| | | 60 SP70 | |
| | | 40 * | |
| South Pts | 98 46 * | | |
| | 98 60 | To Loading Bank 5<br>C L 60 SP75 | CW Down direction, South end of Up and Down loop |
| | | 40 | CL 1305f (395m)<br>(63 SLU's) |
| | | Tomatin loop 40 | |
| North Pts | 99 11 * | * | |
| | | 75 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 019 | Perth to Inverness | HGL2 | Scotland | 26/03/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| South Pts | 102 06 * | 75 * | TCB Inverness SC (HM) Highland Workstation; GSM-R |
| | 102 70 | 40 | |
| Moy loop | | CL 75 SP80 | CL 1325f (400m) (64 SLU's) |
| | | 40 | |
| North Pts | | 40 | |
| | 103 23 | | Inverness SC (I) |
| | 105 00 * | * 75 SP80 ▼ | |
| | 108 06 * | * 75 | |
| | 108 47 * | * 75 SP80 ▼ | |
| | 110 58 * | * 70 SP75 | |
| | 110 73 * | * ▼ 75 ▲ 70 ▲ SP75 | |

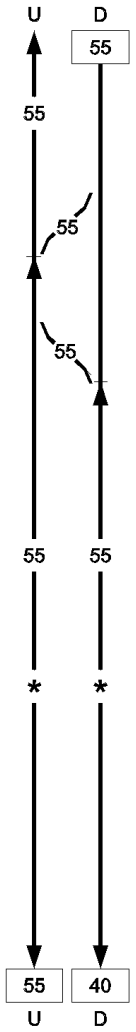
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 020 | Perth to Inverness | HGL2 | Scotland | 04/03/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R |
| | | | TCB Inverness SC (I) |
| | 111 07 * | | |
| | 111 14 * | | |
| Culloden No 1 GF | 111 17 | Ⓢ | |
| Culloden | 111 30 | | |
| Culloden No 2 GF | 111 32 * | Ⓢ | |
| | 116 37 * | | |

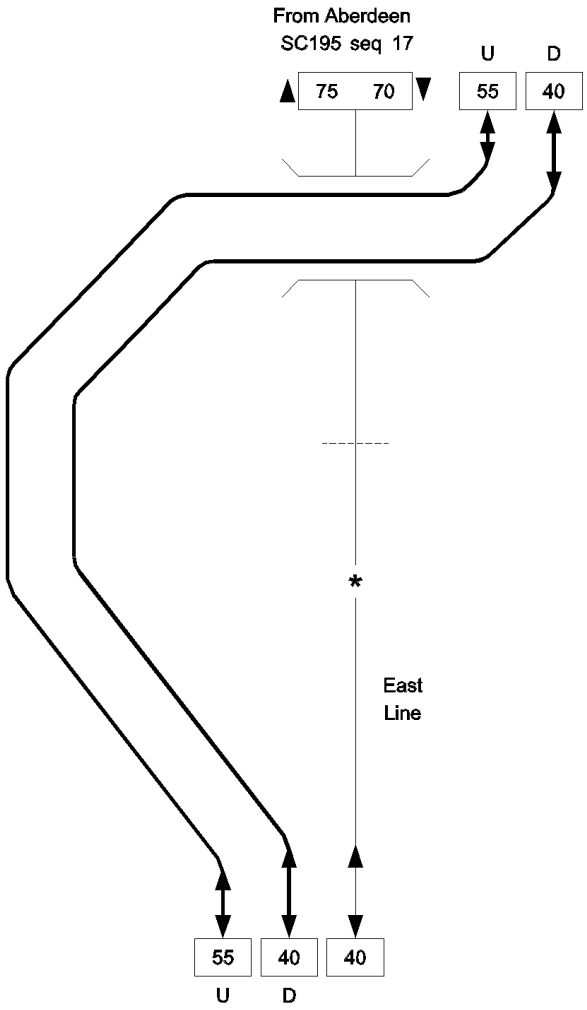


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 021 | Perth to Inverness | HGL2 | Scotland | 27/02/2016 |

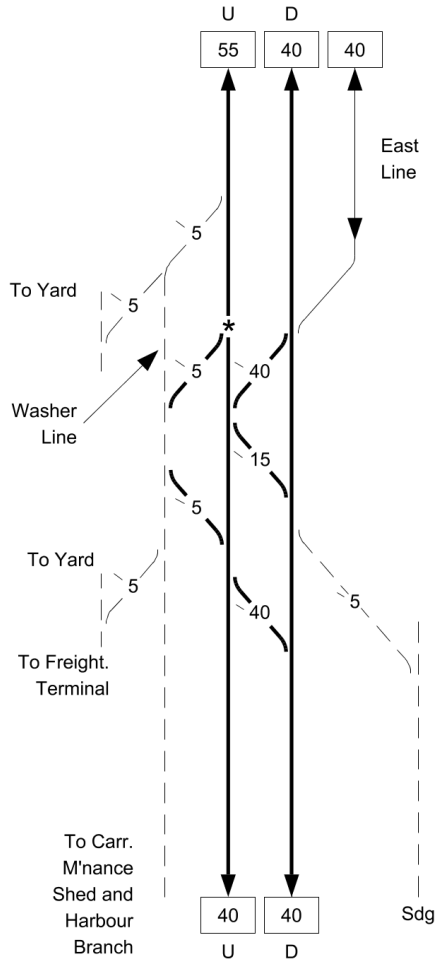
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Cradlehall | 116 44 | | TCB Inverness SC (I) GSM-R |
| | 117 32 * | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 022 | Perth to Inverness | HGL2 | Scotland | 27/02/2016 |

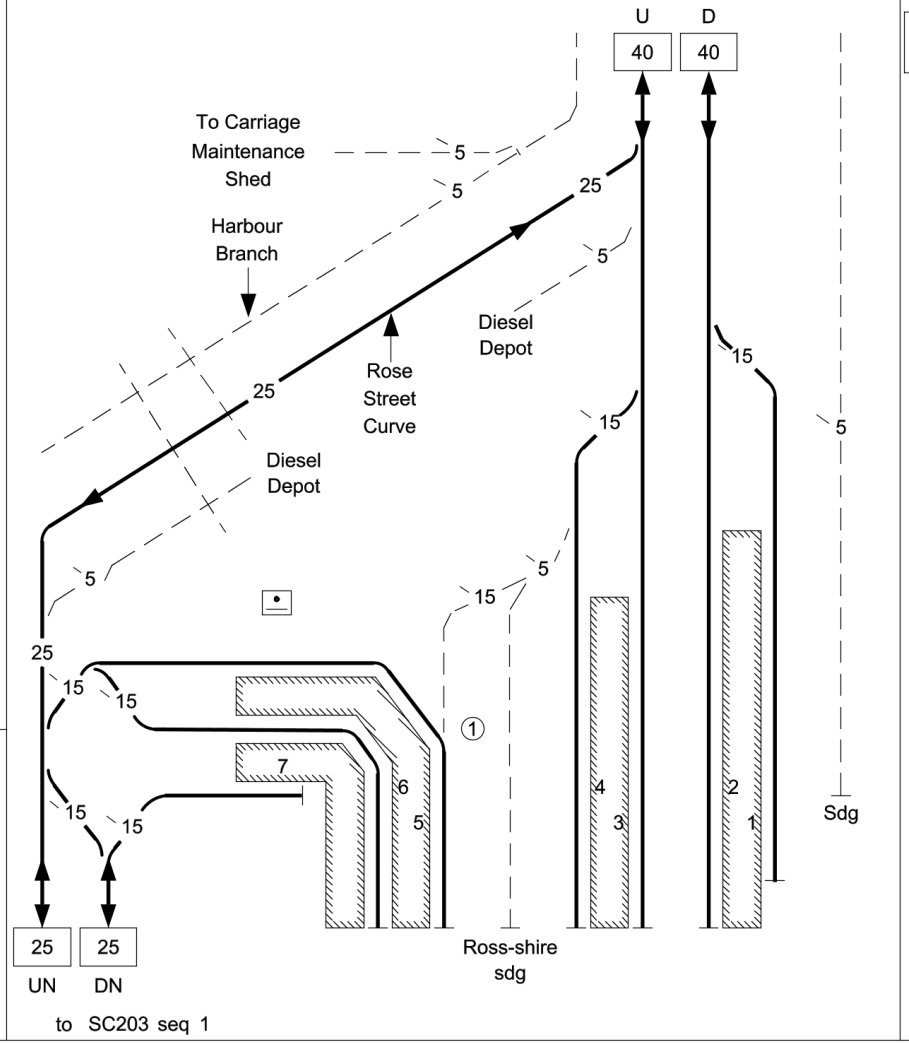
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Raigmore LC (CCTV) | 143 09 ① |  | TCB Inverness SC (I) GSM-R |
| | 143 33 ①* | | ① = Aberdeen line mileage |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 023 | Perth to Inverness | HGL2 | Scotland | 20/03/2021 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Millburn Jn | 143 39 ①<br>117 37 ②<br>117 39 * |  | TCB Inverness SC (I)<br>GSM-R<br>① = Aberdeen line mileages<br>② = Perth line mileages<br>*55 Board at toe of 157B points on Up line |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC193 | 024 | Perth to Inverness | HGL2 RSW WCK | Scotland | 08/10/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Welsh's Bridge | 117 56 | | |
| Rose Street LC (CCTV) | 117 71 | | Staff crossing with white lights |
| Inverness TCB and RETB SC (I) | 117 77 | | ELR - HGL2 to Inverness Stn.<br>RSW = Rose St. Curve<br>WCK = Inverness Stn. to North lines |
| | 118 01 | | |
| | 0 18 | | |
| | (North lines only) | | |
| **INVERNESS** | 118 03 | | |




TCB Inverness SC (I)

GSM-R

1 = Station GF

Platforms 1-7 - PP

UN = Up North
DN = Down North

# SPECIAL WORKING ARRANGEMENT
## Table of Contents

| | Page |
|---|---|
| SC193- PERTH TO INVERNESS | 33 |

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**SC193 (PERTH TO INVERNESS)**

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 26 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Restrictions' column.

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Strathspey Railway | Aviemore (single line, signal HA313) | Loco hauled ECS | Connecting line from Strathspey Railway; single | May be propelled; BV; controlled by radio |
| Millburn Yard | Rose Street | Freight | Up main, Rose Street Curve | Trains not exceeding 210ft (64m) excluding locomotive may be propelled. |
| Rose Street | Millburn Yard | Freight | Rose Street Curve<br>Up main | Trains not exceeding 210ft (64m) excluding locomotive may be propelled. |

**Dated: 13/04/19**

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# LOCAL INSTRUCTIONS
## Table of Contents

| | Page |
|---|---|
| **SC193- PERTH TO INVERNESS** | |
| PERTH | 37 |
| PERTH CARRIAGE SIDINGS | 37 |
| STANLEY JN SB | 38 |
| MOULINEARN LC (R/G) | 38 |
| BLAIR ATHOLL TO DALWHINNIE | 39 |
| INVERNESS | 40 |
| INVERNESS T&RSD | 41 |

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# SC193 - PERTH TO INVERNESS

## PERTH

**Washing Plant** – The washing plant is fully automatic. The "**WASH**" indication will normally be displayed. Drivers of trains which require to proceed through the washing plant without washing must stop and press the plunger provided on the immediate approach to the plant. This will alter the indicator to display "**NO WASH**".

When trains are worked through the washing plant and the wash equipment is operating, speed must not exceed 2mph until the last vehicle is clear of the plant at the north end.

If the incorrect indication is displayed, or where no indication is exhibited, the driver may proceed at 2mph through the plant and must report the failure to the signaller at the stop board at the north end.

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

Movements must not be propelled on this line which must be used in the Down direction only. All movements must proceed to the north end.

Trains exceeding 600 feet (180m) including locomotive, are prohibited from proceeding through the washing plant unless the "**NO WASH**" indication is selected.

Authorisation is granted for stabling on the wash line however the driver or yard coordinator will ensure that there is space for the trains to split or stable so they to fit between P91 and P149 signals.

**Up Carriage sidings** - Drivers of trains departing from the sidings must, immediately prior to moving towards the exit signal, contact the signaller for advice on any ingoing movements using the following terminology :-

Driver - "Driver of 5NXX, preparing to move from the Up Carriage sidings at Perth. Are any incoming movements in progress?"

Signaller, Perth SB- "There are no incoming movements in progress to the Up Carriage sidings"

OR

"Standby driver, there is an incoming movement signalled to the Up Carriage sidings."

**Dated: 28/01/12**

# SC193 - PERTH TO INVERNESS

## PERTH CARRIAGE SIDINGS

### Locomotive Movements and Stabling at Perth Carriage Sidings

- •The stabling of locomotives under the shed roof of the sidings is prohibited, due to the hazard of diesel engine exhaust emissions.
- •Roads 2 and 9, and the Loading Bank, are the **only** permitted roads for stabling locomotives at Perth Carriage Sidings.
- •The Signaller **must** seek permission from the Station Coordinator/ Yard Coordinator for authorising movements of all locomotives into either Road 2, Road 9 or the Loading Bank.

### Winter Development Train (WDT)

- •Movement of the WDT must be authorised into Road 2.
- •The WDT will undertake its initial locomotive preparations, in its stabled road.
- •Upon completion of the initial preparations, it must then move, under authority and direction, into Platform 4 of the station, where its remaining inspections, checks and preparation will be concluded, prior to leaving for service.

In the event that the above is not possible, locomotive movements must be agreed between the Station Coordinator/ Yard Coordinator and Signaller.

**Dated: 07/11/15**

# SC193 - PERTH TO INVERNESS

## STANLEY JN SB

**Rule Book module P2, section 7**

When modified working arrangements are in operation between Stanley Junction and Dunkeld drivers must, when authorised by the signaller, pass either signal SJ15 or signal SJ16 at danger and draw forward to the signal box to receive the Modified Working Arrangements driver's ticket (RT3177).

**Dated: 04/03/17**

# SC193 - PERTH TO INVERNESS

## Moulinearn LC (R/G)

If the red/green lights fail, trains must be cautioned in accordance with the signal box special instructions unless a competent person is appointed at the level crossing to communicate with the signaller at Stanley Junction Pitlochry Workstation. That person must obtain the signaller's permission on each occasion before the crossing is used.

If the barrier controls fail and cannot be operated by the crossing users, an attendant qualified as competent by the local operations manager must be appointed to operate the barriers by hand.

Upon arrival, the attendant must reach a clear understanding with the signaller at Stanley Junction Pitlochry Workstation as to the method of working and then work to the signaller's instructions.

**Dated: 13/04/19**

# SC193 - PERTH TO INVERNESS

## BLAIR ATHOLL To DALWHINNIE

**Dalnacardoch ground frame** – The ground frame must only be used for the following purposes:-

(i) Single line working.

(ii) Locomotive going to assist a disabled train.

(iii) Engineer's train working.

During single line working, a competent person will be appointed as signaller's agent to act on the instructions of the signaller concerned and operate the ground frame.

In all other cases, the instructions headed 'Ground frames released from signal boxes' in the General Instructions will apply.

Telephones connected to Blair Atholl and Dalwhinnie signal boxes are provided at the ground frame. Release of the ground frame will be given by:-

Blair Atholl signal box for trains on the Up line.

Dalwhinnie signal box for trains on the Down line.

The facing point lock must always be placed in the normal position in the frame before any movement is made through the crossover.

**Dated: 04/03/17**

# SC193 - PERTH TO INVERNESS

## INVERNESS

**Signalling systems** - The lines worked by the Track Circuit Block system are referred to as being controlled from Inverness (TCB) signalling centre.

The lines worked by the Radio Electronic Token Block system are referred to as being controlled from Inverness (RETB) signalling centre.

**Shunting of passenger trains** – When passenger trains are being made up at Inverness and it is necessary to draw any portion from the South platform in order to attach other vehicles or portions, the person in charge of the portion being drawn must be prepared to make use of the hand brake should occasion require it. The locomotive must not be detached in any instance until vehicles are again placed in position.

**Propelling passenger trains** – When passenger trains are set back to the platform on arriving at Inverness, the person in charge of the movement at the leading end must keep a sharp lookout for any signal from the platform staff and be prepared to apply the automatic brake if necessary.

**Millburn Yard** – When Millburn Yard is unstaffed, the person in charge of a movement terminating there, on arrival via the Up main line, must ensure that all points within the yard are properly set for the movement to an empty siding.

When Millburn Yard is unstaffed, the person in charge of a movement departing from the yard must ensure that all points are properly set for the movement from the yard to the main line and then advise the signaller at Inverness (TCB) S.C. that the train is ready to depart. The person in charge of the movement must not signal the driver to start the train until the yard exit signal has been cleared.

**Viaduct over River Ness** – If an Up of Down locomotive hauled passenger train is brought to a stand on the ness Viaduct after sunset or during falling snow through exceptional or unforeseen circumstances, the guard (of guards, if there is more than one) must take steps at once to prevent any passengers attempting to alight from the train.

**Washing plant** – If approaching the wash unit in the Up Direction, an illuminated indication is provided for drivers, displaying either :-

‘WASH/WAIT’
or WASH/PROCEED’,
or ‘NO WASH/PROCEED’.

Drivers must obey the illuminated indications displayed.

In normal operation in the Up Direction the driver must proceed on the authority of the ‘WASH/PROCEED’ indication.

When moving in the Up Direction, the washing plant works automatically, and the driver must proceed until the whole of his train has passed through the system at a speed between 2 and a half and 3 mph. Illuminated trackside speed indicators will display the exact speed at which the train is travelling.

For the benefit of long trains, (such as HSTs), there is an additional speed indicator positioned immediately on the approach to underbridge 349, at the point at which such trains will have passed completely through the wash. (This only functions when the washer is operating).

If ‘NO WASH/PROCEED’ is displayed’, or there is nothing displayed at all, the wash plant is not functioning, and the driver must proceed through at line speed, and report the failure to the Depot Duty Manager by radio at the first opportunity. When moving through the wash plant in the Down Direction, the wash plant will revert to ‘NO WASH’ for 10 minutes before resetting.

The splitting of trains on this line is prohibited.

**Dated: 21/09/19**

# SC193 - PERTH TO INVERNESS

## INVERNESS T&RSD

Inverness Depot provides stabling, fuelling, servicing, maintenance and repair to ScotRail operated DMU and HST fleets. Also, fuelling and maintenance of other TOC vehicles per contract.
All signals for entry and exit to the Depot are controlled by the Network Rail Signaller.
Rail vehicles enter Inverness Depot from the South via signals I713 and I397, and from the North via signal I424.
Rail vehicles leave Inverness Depot to the South via signals I716 and I724, and to the North via signal I733.
All rail vehicle movements in to, out of and within the boundary of Inverness Depot are made under the control and authority of the Designated Person.
All points within the boundary of Inverness Depot are manually operated by Depot Staff.
The speed limit for all rail vehicle movements within Inverness Depot is 5mph with the exceptions of,
Within buildings/sheds 3mh.When authorised to propel 3mph.
Through Millburn Wash Plant 2mph.
All requests for access to rail vehicles stabled within Inverness Depot, must be made to the Designated Person.
All rail vehicle movements are recorded.
The 15 Roads within Inverness Depot boundary are.

| **Road / Siding** | **Use** |
|---|---|
| **CSMD** | |
| No. 4 Road | Stabling and maintenance. Road extends into maintenance building. |
| No. 5 Road | Stabling and maintenance. Road extends into maintenance building. |
| No. 6 Sidings | Stabling |
| No. 7 Sidings | Stabling |
| No. 8 Sidings | Stabling |
| **TMD** | |
| Fuelling Road | Fuelling and CET. |
| Tank Road | Stabling. |
| Stores Road | Stabling. Rail vehicle, road transportation transfer. |
| Underframe Wash | Underframe washing. |
| No. 1 Road | Stabling and maintenance. Road extends into maintenance building. |
| No. 2 Road | Stabling and maintenance. Road extends into maintenance building. |
| **Wagon Shop** | |
| No. 1 Road | Stabling and maintenance. Road extends into maintenance building. |
| No. 2 Road | Stabling and maintenance. Road extends into maintenance building. |
| No. 3 Road | Stabling and maintenance. Road extends into maintenance building. |
| No. 4 Road | Stabling. Road extends into maintenance building. |

Additional stabling and carriage wash are provided at Network Rail controlled roads / sidings.

| | |
|---|---|
| Motorail Siding-Platform 0 | Stabling. Controlled through NR Signal Centre. |
| Millburn Wash Plant | Rail vehicle, bodyside cleaning. Controlled by NR signal centre. |
| Harbour Road | Stabling. Controlled by NR Signal Centre, in liaison with the Designated Person. |
| Rose St Curve | Mainline that runs through Depot. Controlled by NR Signal Centre. |

**Facilities**
The following facilities are available within Inverness Depot and are defined under the Depot Work Plan, Depot Protection and Movements and Shunting Safety Plan documents.

- Depot Protection. Padlock system utilised with electric derailers and manual stops.
- Fuelling, tanking and CET.
- Level 1-5 maintenance.
- Vehicle jacking.
- Wheel Profiling by Mobiturn Lathe.
- Pit access (full and half depth)
- Underframe washing and vehicle decontamination.
- Road transportation transfer.

**Rail Vehicle Movements Into / Out of Depot Maintenance Roads and Sidings**
The Designated Person is responsible for protection arrangements within Inverness Depot boundary.
The following instructions apply to rail vehicles approaching or leaving the T&RSD.

1. No rail vehicle movement should be initiated to the T&RSD without first contacting the Designated Person.
2. All rail vehicle movements in to, out of and within the boundary of Inverness Depot must be authorised by the Designated Person.

**Dated: 18/03/2022**

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# LIST OF MODULE PAGES AND DATES

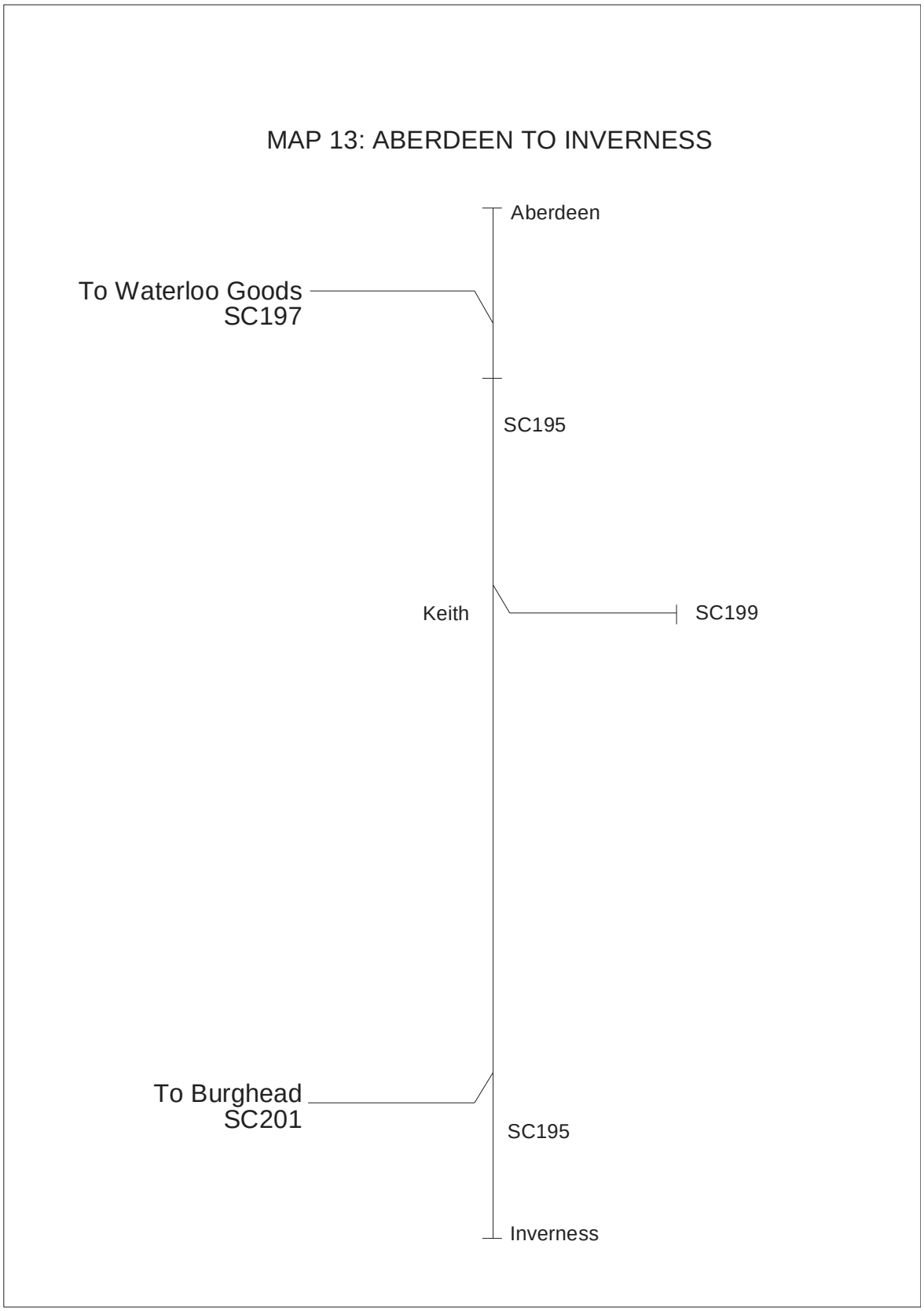
| Page | Date Last Changed |
|---|---|
| **1** | **07 September 2024** |
| **2** | **07 September 2024** |
| 3 | 03 October 2009 |
| 4 | 03 October 2009 |
| 5 | 03 October 2009 |
| 6 | 03 October 2009 |
| 7 | 30 November 2019 |
| 8 | 30 November 2019 |
| 9 | 28 November 2020 |
| 10 | 28 November 2020 |
| 11 | 01 June 2019 |
| 12 | 01 June 2019 |
| 13 | 27 February 2021 |
| 14 | 27 February 2021 |
| 15 | 02 June 2018 |
| 16 | 02 June 2018 |
| 17 | 28 November 2020 |
| 18 | 28 November 2020 |

| Page | Date Last Changed |
|---|---|
| 19 | 03 March 2018 |
| 20 | 03 March 2018 |
| 21 | 02 September 2023 |
| 22 | 02 September 2023 |
| 23 | 04 June 2016 |
| 24 | 04 June 2016 |
| 25 | 01 September 2018 |
| 26 | 01 September 2018 |
| 27 | 02 December 2017 |
| 28 | 02 December 2017 |
| 29 | 03 September 2022 |
| 30 | 03 September 2022 |
| 31 | 30 November 2019 |
| 32 | 30 November 2019 |
| 33 | 03 September 2022 |
| 34 | 03 September 2022 |
| 35 | 03 March 2018 |
| 36 | 03 March 2018 |

# TABLE OF CONTENTS

| | Page |
|---|---|
| Maps | 3 |
| Table A Diagrams | 5 |
| Local Instructions | 29 |

# MAPS


MAP 13: ABERDEEN TO INVERNESS
Aberdeen
To Waterloo Goods
SC197
SC195
Keith
SC199
To Burghead
SC201
SC195
Inverness

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# TABLE A DIAGRAM
## Table of Contents

| | Page |
|---|---|
| SC195- ABERDEEN TO INVERNESS | 7 |
| SC197- KITTYBREWSTER GF TO WATERLOO GOODS (GOODS LINE) | 26 |
| SC199- KEITH BRANCH | 27 |
| SC201- ALVES GF TO BURGHEAD (GOODS LINE) (OOU) | 28 |

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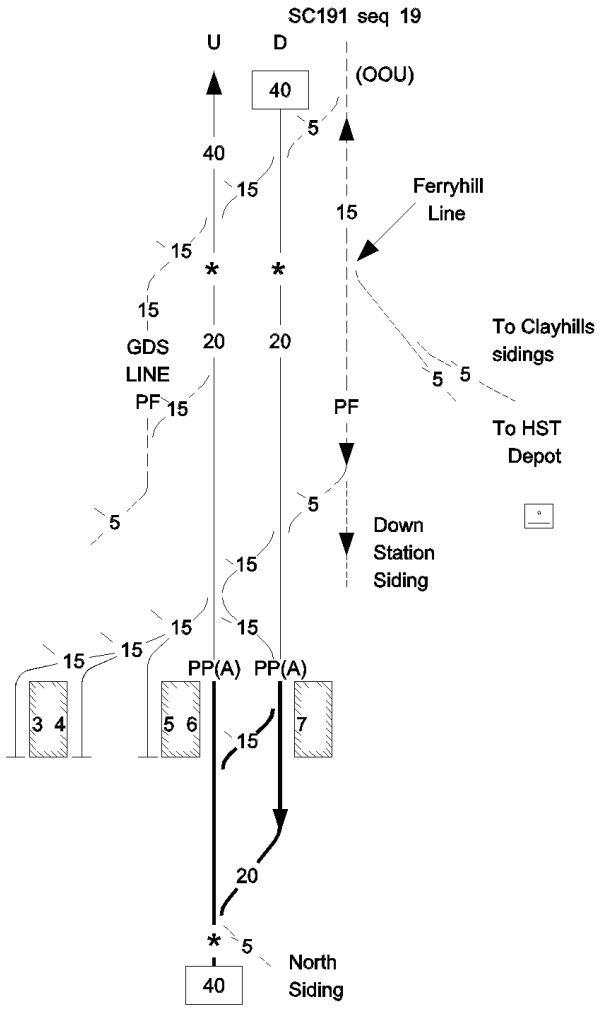
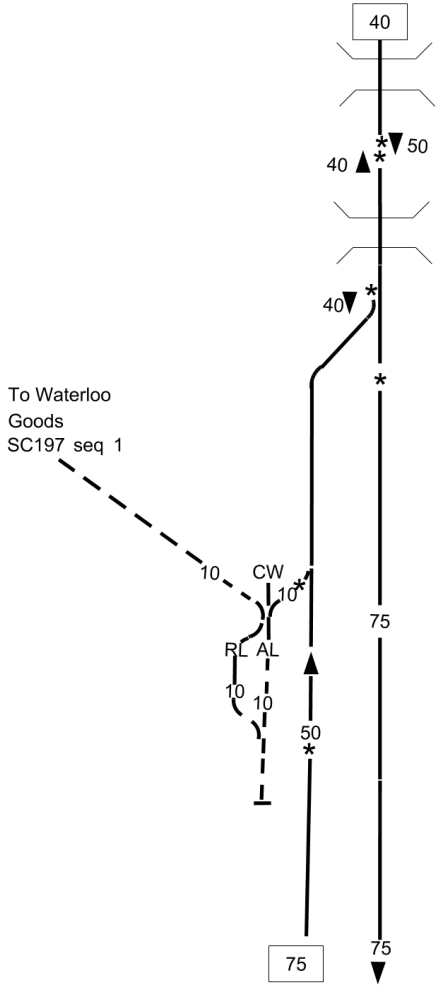
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 001 | Aberdeen to Inverness | ECN5 ANI1 | Scotland | 27/02/2016 |

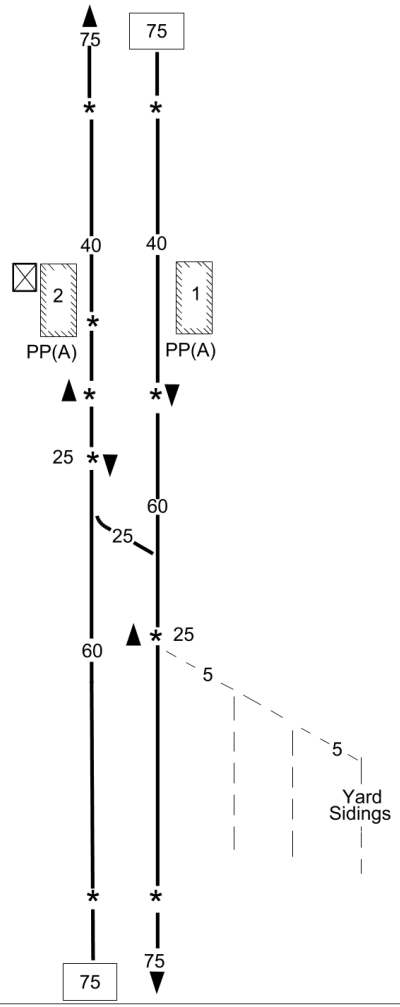
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Aberdeen SB (A)<br>GSM-R |
| Ferryhill Jn | 240 40 | | |
| | 240 60 * | | |
| Aberdeen SB | 240 63 | | |
| **ABERDEEN** | 241 06 | | 10 mph over Platforms 3, 4 and 5 lines from the bottom of ramp to the buffer stops (inbound)<br>Platforms 3, 4 & 5 - PP<br>On platform lines, PP(A) only for booked movements or during periods of significant service disruption |
| (Change of ELR ECN5 to ANI1) | 241 08<br>0 00 | | |
| | 0 20 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 002 | Aberdeen to Inverness | ANI1 | Scotland | 24/08/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Schoolhill Tunnel<br>250 Yds | 0 32<br>to<br>0 43 | | TCB Aberdeen SB (A)<br>GSM-R<br>Axle Counter area |
| | 0 44 *<br>0 45 * | | |
| Hutcheon St. Tunnel<br>280 Yds | 0 54<br>to<br>0 67 | | TCB Inverness SC (HD)<br>Highland Workstation |
| Berryden Junction | 0 74 * | | |
| | 1 09 * | To Waterloo<br>Goods<br>SC197 seq 1 | |
| | 1 22 * | | |
| Kittybrewster Junction | 1 24 | | AL - Arrival Line<br>RL - Rounding LIne<br><br>Rounding - 322m (1056ft), 50 SLU<br>Headshunt - 32m (104ft), 5 SLU |
| | 1 69 * | | |

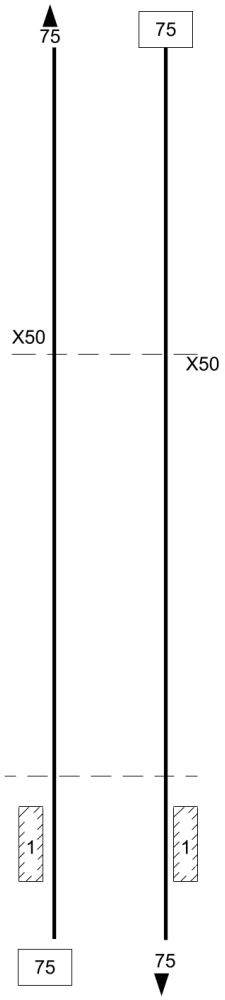


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 003 | Aberdeen to Inverness | ANI1 | Scotland | 17/08/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Inverness SC (HD) Highland Workstation<br>GSM-R<br>Axle Counter area |
| **DYCE** | 6 10 * | | |
| | 6 20 | | PP(A) - detaching, for booked movements only.<br>LOD (T) Platform 2<br>Platform Lengths<br>Platform 1 - 167m (182yds)<br>Platform 2 - 162m (177yds) |
| | 6 23 * | | |
| | 6 32 * | | |
| Raiths Farm Junction | 6 60 * | | |
| **RAITHS FARM** | | | |
| | 7 05 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 004 | Aberdeen to Inverness | ANI1 | Scotland | 15/10/2020 |

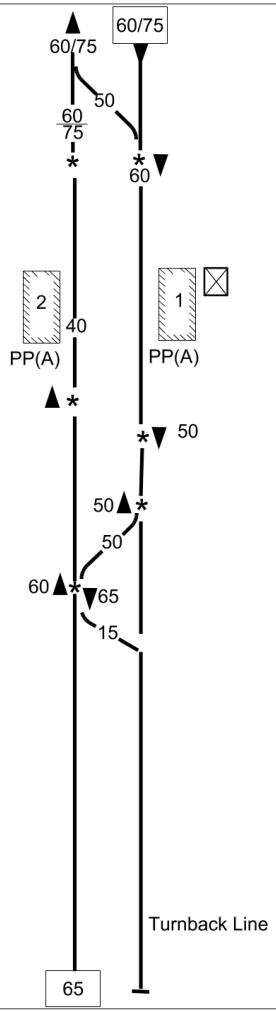
| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| Kirkton of Kinellar LC (R/G-X) | 11 | 29 | T | TCB Inverness SC (HD) Highland Workstation<br>GSM-R<br>Axle Counter Area |
| Boat of Kintore LC (MCB-OD) | 12 | 78 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 005 | Aberdeen to Inverness | AN11 | Scotland | 17/08/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 75 / 75 | TCB Inverness SC (HD) Highland Workstation<br>GSM-R<br>Axle Counter Area |
| | 15 53 * | * / * | |
| | | 60/75 | |
| Inverurie Old FP (MSL-X) | 16 33 | X50 / X50 | |
| | | 60/75 / 60/75 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 006 | Aberdeen to Inverness | ANI1 | Scotland | 17/08/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |   | TCB Inverness SC (HD) Highland Workstation<br>GSM-R<br>Axle Counter area |
| Inverurie South Junction | 16 44 | | |
| | 16 52 * | | |
| **INVERURIE** | 16 72 | | LOD (T) Platform 1<br>PP(A) - detaching, for booked movements only |
| | 16 78 * | | |
| | 17 22 * | | |
| | 17 24 * | | |
| Inverurie North Junciton | 17 30 * | | Platform 1 - 182m (199yds)<br>Platform 2 - 171m (187yds) |
| Turnback Line | | | Turnback Line<br>201m (688ft), 32 SLU's |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 007 | Aberdeen to Inverness | ANI1 | Scotland | 17/08/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 65 | TCB Inverness SC (HD) Highland Workstation<br>Axle Counter Area<br>GSM-R |
| | 18 58 * | * | |
| | | 60 | |
| | 18 59 * | * | |
| | 18 60 | T 65 | TCB Insch SB (IH)<br>Axle Counter Area |
| | 19 66 * | * | |
| | | 60 | |
| | 19 68 * | * | |
| | 22 40 | T 65 | |
| | 24 11 * | * | |
| Oyne LC (AHBC) | 24 51 | | |
| | | 70 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 008 | Aberdeen to Inverness | ANI1 | Scotland | 15/01/2021 |

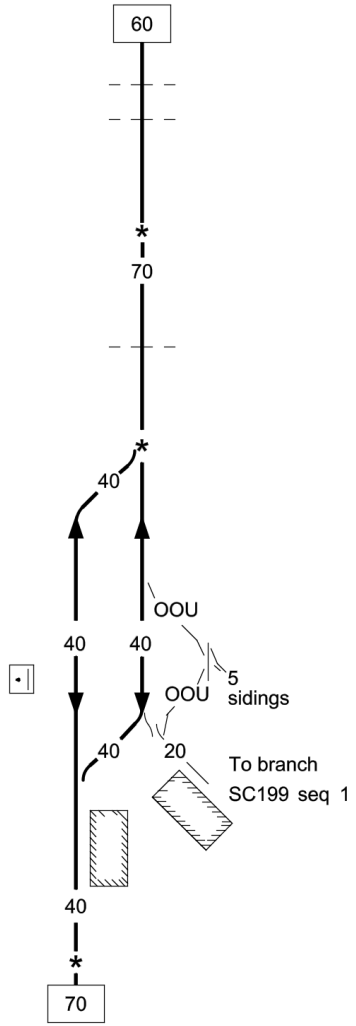
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | GSM-R |
| Buchanstone LC (UWC) | 25 37 | T | TCB Insch SB (IH) |
| Lamington Farm LC (R/G) | 25 57 | T | Axle Counter Area |
| | 25 69 * | * | |
| | | 60 | |
| | 26 13 * | * | |
| Drakewell Farm LC (UWC) | 26 55 | T | |
| | | 70 | |
| | | 40 | DRS (OOU) (UFN) |
| | 27 33 * | * * 5 | DRS 754f (230m) (35 SLU's) |
| **INSCH** | 27 42 | 60 60 | |
| Insch SB and LC (MCB) | 27 47 | •\| | AB Insch SB (IH) |
| Shevock LC (UWC) | 28 64 | T | |
| | 31 00 | T | |
| Kennethmont Station LC (UWC) | 32 61 | T | Down Sidings |
| Kennethmont SB | 32 71 | •\| 5 | TB (SC) Kennethmont SB (KN) |
| | | 40 | URS 970f (295m) (47 SLU's) |
| | | 60 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 009 | Aberdeen to Inverness | ANI1 | Scotland | 27/05/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 60 | TB (SC) Kennethmont SB (KN) GSM-R |
| Leith Hall LC (UWC) | 33 11 | T | |
| Candy Farm LC (UWC) | 34 40 | T | |
| Gartly LC (AHBC) | 35 67 | | |
| | 37 60 | T | |
| Huntly SB | 40 40 | | Huntly SB (HT) |
| **HUNTLY** | 40 67 | Up sidings and Goods sidings 5 40 40 40 | CL 1495f (455m)<br>(72 SLU's)<br>PP (A) - detaching, for booked movements only |
| | 43 20 | T<br>60 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 010 | Aberdeen to Inverness | ANI1 ANI2 | Scotland | 19/04/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 45 00 | T | TB (SC) Huntly SB (HT) GSM-R |
| Little Mill LC (UWC) | 46 41 | T | |
| Haughs LC (UWC) | 47 64 | T | |
| | 48 20 | T | |
| | 49 41 * | | |
| | 49 62 | T | |
| Little Cantly LC (UWC) | 50 66 | T | |
| | 52 46 * | | CL 1430f (435m) (69 SLU's) |
| Keith Jn SB (Change of ELR AN11 to AN12) | 53 05<br>53 05<br>30 40 | | Keith Jn SB (KJ) |
| **KEITH** | 30 20 | | Axle Counter area starts 30m 34ch<br>Platform Length 180m (196 yards) |
| | 30 15 * | | |

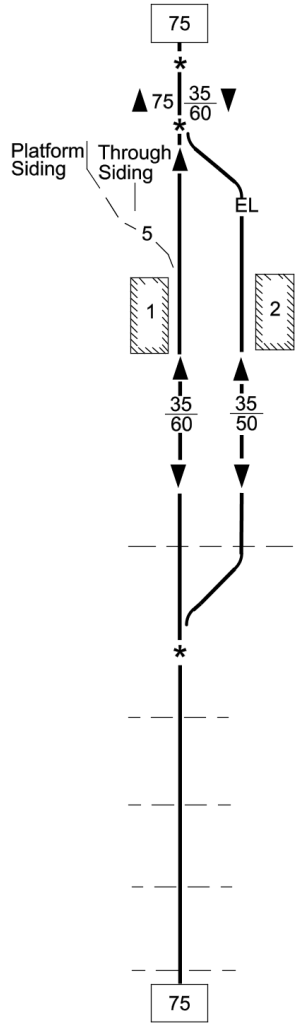


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 011 | Aberdeen to Inverness | ANI2 | Scotland | 22/08/2020 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 70 | TB (SC) Keith Jn SB (KJ) GSM-R |
| Bridgend LC (UWC) | 29 22 | T | |
| | 28 38 * | * | |
| Muldearie No 2 LC (UWC) | 28 20 | T | |
| | | 60 | |
| Bush No 1 LC (UWC) | 27 29 | T | |
| Rosarie LC (AOCR) | 27 20 | | AOCR = Automatic Open Crossing Remotely monitored |
| | 26 49 * | * | |
| Tam LC (UWC) | 25 76 | T | |
| | | 70 | |
| | 24 72 * | * | |
| | 21 60 | T 60 | |
| | 21 32 * | * | |
| | 12 45 | | |
| | | 75 | |

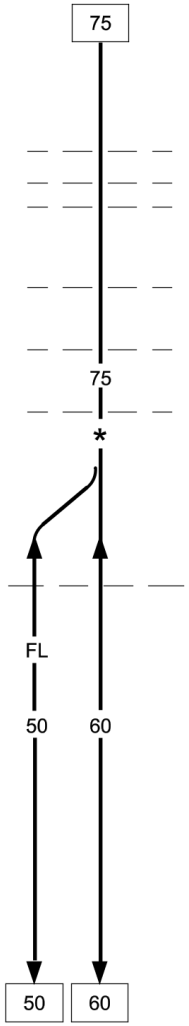
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 012 | Aberdeen to Inverness | ANI2 | Scotland | 17/10/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 12 49 * | | TB (SC) Keith Jn SB (KJ) GSM-R |
| | 12 45 * | | EL - Elgin Loop<br>Up - 548m (599y), 85 SLU<br>Down - 587m (642y), 91 SLU |
| **ELGIN** | 12 18 | | Platform Lengths<br>Platform 1 - 160m (175y)<br>Platform 2 - 161m (177y)<br>TCB Inverness SC (IH) Highland Workstation<br>LOD (T) Platform 1<br>LOD (T) Platform 2 |
| Elgin LC (CCTV) | 11 74 | | |
| | 11 58 * | | |
| Allarburn Farm LC (UWC) | 10 55 | T | |
| Inverlochty No 1 LC (UWC) | 10 09 | T | |
| Lochinver Farm LC (UWC) | 10 02 | T | |
| Wards LC (UWC) | 7 79 | T | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 013 | Aberdeen to Inverness | ANI2 | Scotland | 11/11/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Inverness SC (IH) Highland Workstation — GSM-R |
| Newton of Struthers LC (UWC) | 3 64 | T | |
| Kinloss Farm LC (UWC) | 3 24 | T | |
| Kinloss LC (AHBC) | 2 75 | | |
| Seapark No 2 LC (UWC) | 2 51 | T | |
| Springfield No 1 LC (UWC) | 1 07 | T | |
| Bogton Nursery LC (RG) | 0 71 | T | |
| | 0 64 * | | |
| Mosset Park LC (UWC) | 0 28 | T | |

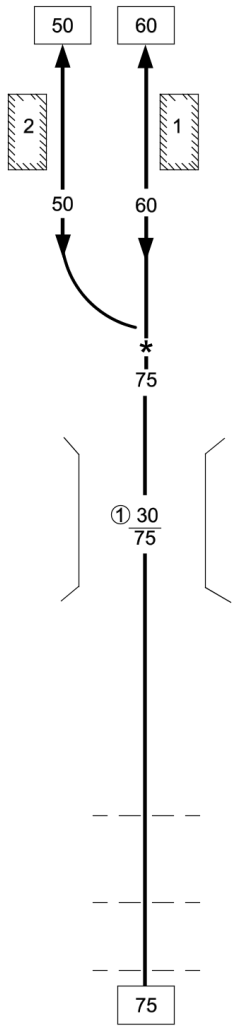



FL - Forres Loop

Up Direction - 1155m (3789f), 180 SLU's
Down Direction - 1289m (4229f), 201SLU's

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 014 | Aberdeen to Inverness | ANI2 ANI3 | Scotland | 17/10/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| **FORRES** | 0 07 | | Platform Lengths:<br>Platform 1 - 160m/175y<br>Platform 2 - 160m/175y<br>LOD (T) Platforms 1 and 2 |
| (Change of ELR AN12 to AN13) | 0 00<br>119 29 | | |
| | 119 58 * | | |
| Findhorn Viaduct | 119 73<br>to<br>120 01 | | ① = applies to any vehicle or locomotive RA7 or above (over Findhorn viaduct) |
| Longley LC (UWC) | 121 60 | T | |
| Brodie LC (AHBC) | 122 61 | | |
| Ellands No 3 LC (UWC) | 124 23 | T | |

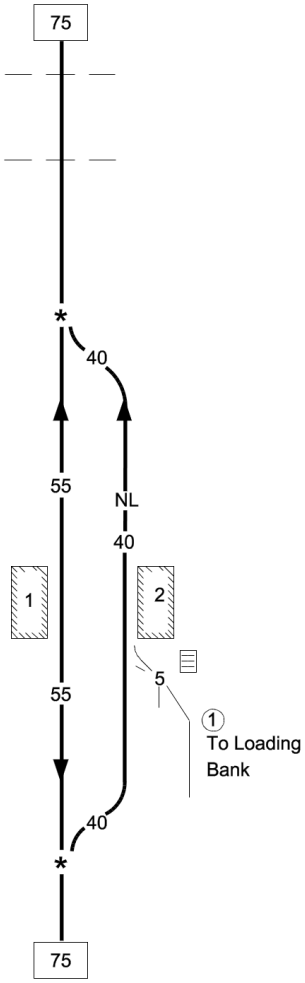



TCB Inverness SC (IH) Highland Workstation

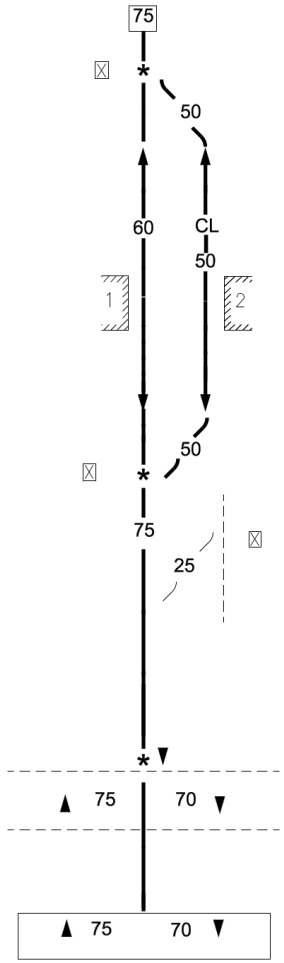
GSM-R

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 015 | Aberdeen to Inverness | ANI3 | Scotland | 03/06/2023 |

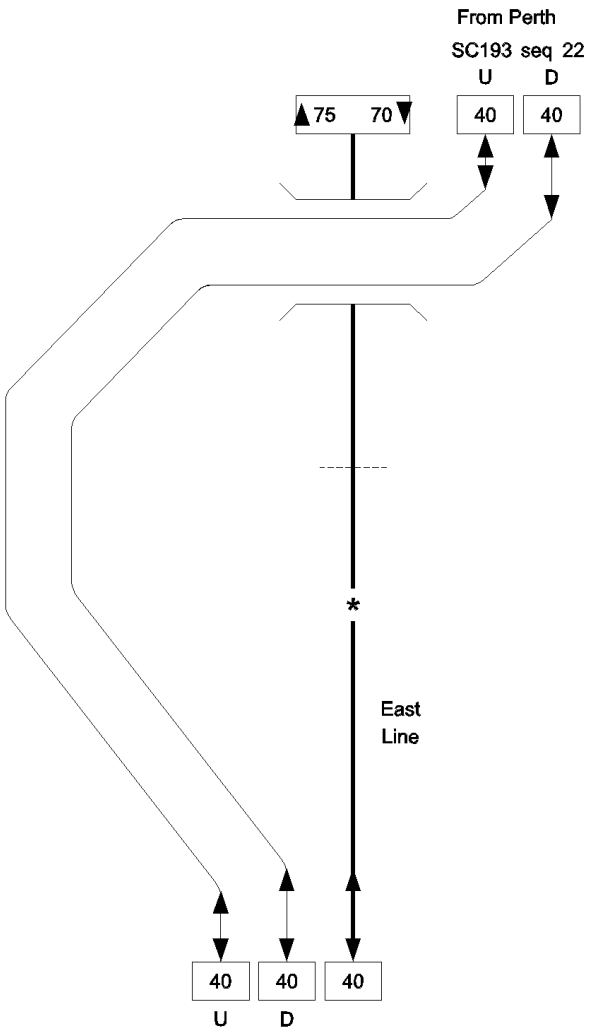
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | TCB Inverness SC (IH) Highland Workstation; GSM-R |
| Easterton LC (UWC) | 125 22 | T | |
| Drumduan No 2 LC (UWC) | 126 61 | T | |
| | | | Axle Counter area ends 128m 30ch |
| Nairn East | 128 63 * | | |
| | | | NL - Nairn Loop 400m (437y), 62 SLU's |
| **NAIRN** | 128 72 | | Platform 1 - 354m (387y)<br>Platform 2 - 239m (261y) |
| Nairn GF | | S | (1) Loading Bank is OOU |
| | | | CL 1380f (420m)<br>(66 SLU's) |
| Nairn West | 129 04 * | | |



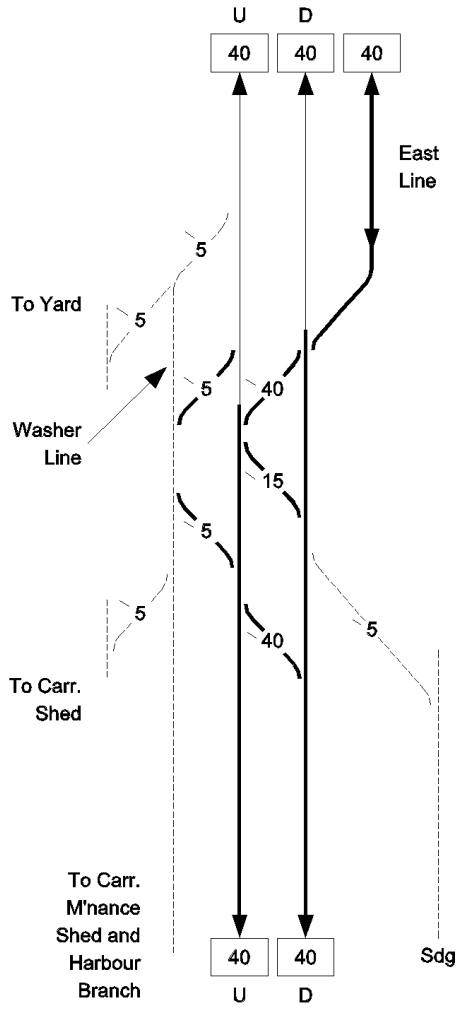
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 016 | Aberdeen to Inverness | ANI3 | Scotland | 10/12/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Dalcross Loop East Points | 136 13 * |   | TCB Inverness SC (IH) Highland Workstation<br>GSM-R<br>LOD (T) 8501 East Single Line & Dalcross Loop from 705 points to 707 points |
| **INVERNESS AIRPORT** | 136 43 | | Dalcross Loop Up direction 730 M<br>Down Direction 715 M<br>Platforms 1 & 2 160 M |
| Dalcross Loop West Points | 136 72 * | | LOD (T) 8501 East Single Line & Dalcross Loop from 705 points to 707 points<br>LOD (K) O.O.U.<br>Norbord Sidings O.O.U. |
| Lower Cullernie LC (OMSL) | 140 00 * | | |
| Allanfearn LC (AHBC) | 140 55 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 017 | Aberdeen to Inverness | ANI3 HGL2 | Scotland | 27/02/2016 |

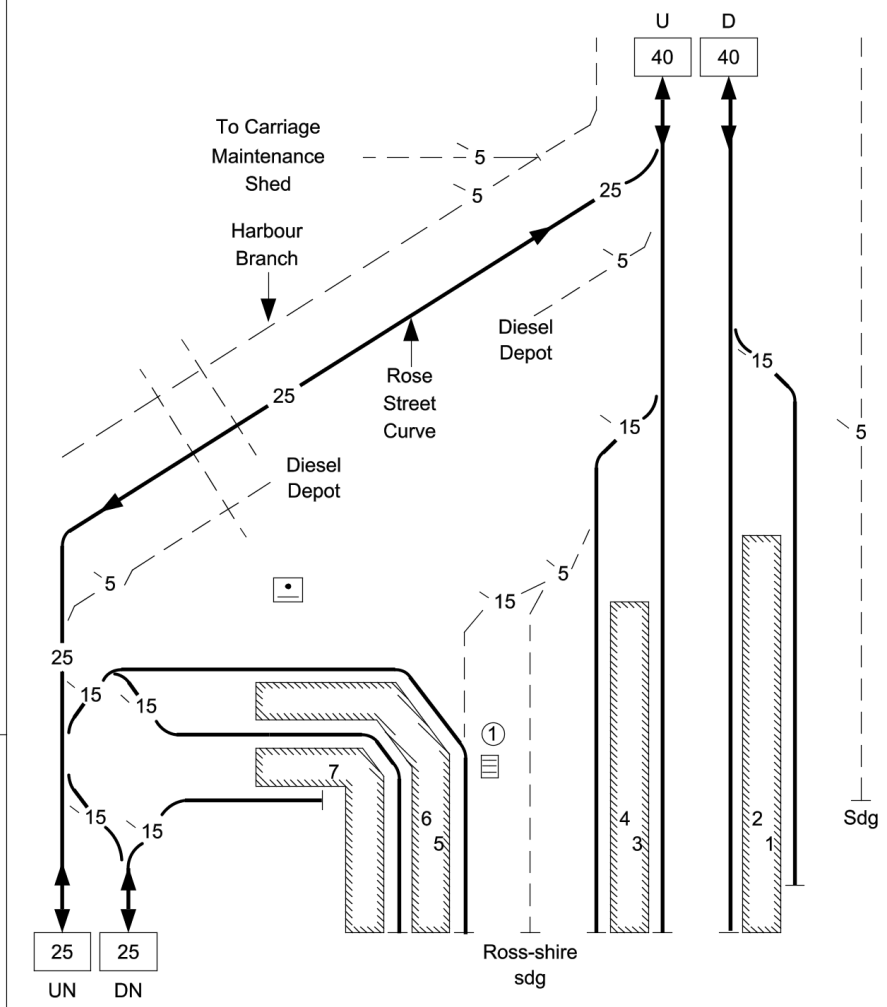
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Raigmore LC (CCTV) | 143 09 |   | TCB Inverness (TCB) SC (I)<br>GSM-R<br>ELR - HGL2 applies to Perth lines. |
| | 143 33 * | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 018 | Aberdeen to Inverness | HGL2 | Scotland | 27/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Millburn Jn | 143 39 ①<br>117 37 ② |  | TCB Inverness (TCB) SC (I)<br>GSM-R<br>① = Aberdeen line mileages<br>② = Perth line mileages |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC195 | 019 | Aberdeen to Inverness | HGL2 RSW WCK | Scotland | 08/10/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Welsh's Bridge | 117 56 | | |
| Rose Street LC (CCTV) | 117 71 | | Staff crossing with white lights. |
| Inverness TCB and RETB SC (I) | 117 77 | | ELR - HGL2 to Inverness Stn.<br>RSW = Rose St. Curve<br>WCK = Inverness Stn. to North lines |
| | 118 01 | | |
| | 0 18 (North lines only) | | |
| **INVERNESS** | 118 03 | | |




GSM-R

TCB Inverness (TCB) SC (I)

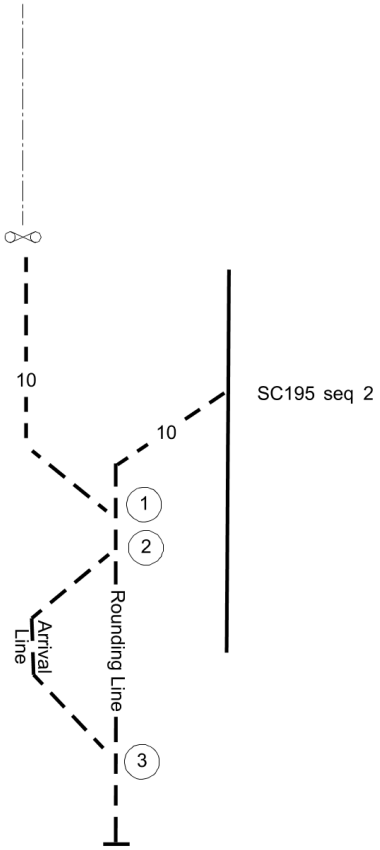
1 = Station GF

Platforms 1-7 - PP

UN = Up North
DN = Down North

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC197 | 001 | Kittybrewster GF to Waterloo Goods (Goods Line) | | Scotland | 17/08/2019 |

| Location | Mileage M Ch | Running lines & speed restrictions | WRO | Signalling & Remarks |
|---|---|---|---|---|
| Network Rail Boundary | 0 03 | | | TCB Inverness SC (HD) Highland Workstation<br>GSM-R |
| Kittybrewster Junction | 1 24 | | | ① = Handpoints No.1<br>② = Handpoints No.2<br>③ = Handpoints No.3 |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC199 | 001 | Keith Branch | DFN | Scotland | 27/02/2016 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | | OT(S) Keith Jn SB (KJ) GSM-R<br>The train staff custodian is the signaller at Keith Jn SB |
| Keith Jn | 53 06 | SC195 seq 10 20 | AWS not provided |
| **KEITH** | 53 08 | | |
| Notice Board | 53 13 | 20 | |
| End of Line | 53 36 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC201 | 001 | Alves GF to Burghead (Goods Line) (OOU) | BGD | Scotland | 17/10/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | This diagram has been withdrawn. | |

# LOCAL INSTRUCTIONS
## Table of Contents

| | Page |
|---|---|
| **SC195- ABERDEEN TO INVERNESS** | |
| HUNTLY | 32 |
| KEITH | 32 |
| ELGIN | 33 |
| INVERNESS | 33 |
| INVERNESS T&RSD | 35 |
| **SC197- KITTYBREWSTER GF TO WATERLOO GOODS (GOODS LINE)** | |
| ENTIRE LINE OF ROUTE | 36 |

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# SC195 - ABERDEEN TO INVERNESS

## HUNTLY

**Up section signal** - When a train is brought to a stand at the Up section signal, main or loop, the driver must immediately inform the signaller.

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

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

**Failure of signalling equipment** - If a failure between Huntly and Kennethmont requires the introduction of modified working arrangements, the driver will be instructed by the signaller to pass the Up section signal, main or loop, at danger and draw forward to the box. The driver must not proceed beyond the box until the written order has been received from the signaller (the instructions in **Rule Book module P2, section 7**, are modified accordingly).

**Dated: 04/03/17**

# SC195 - ABERDEEN TO INVERNESS

## KEITH

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

**Down section signal** - When a train is brought to a stand at the Down section signal, main or loop, the driver must immediately inform the signaller.

**Branch Platform** When the special passenger train, 'The Royal Scotsman', requires to stable in Keith Branch platform, authority is given in accordance with the conditions in the Network Rail Scotland Sectional Appendix, General Instructions, headed, 'VEHICLES LEFT ON RUNNING LINES AND LOOP LINES'.

The signaller at Keith must be advised when the train has stabled, and, again, when the train is ready to depart from the branch.

The train staff must be left with the locomotive of the special train during the time it is stabled in the Branch platform.

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

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

**Failure of signalling equipment** - If a failure between Keith and Elgin requires the introduction of modified working arrangements, the driver will be instructed by the signaller to pass the Down section signal, main or loop, at danger and draw forward to the box. The driver must not proceed beyond the box until the written order has been received from the signaller (the instructions in **Rule Book module P2, section 7**, are modified accordingly).

**Dated: 04/03/17**

# SC195 - ABERDEEN TO INVERNESS

## ELGIN

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

**Dated: 21/10/17**

# SC195 - ABERDEEN TO INVERNESS

## INVERNESS

Inverness Depot provides stabling, fuelling, servicing, maintenance and repair to ScotRail operated DMU and HST fleets. Also, fuelling and maintenance of other TOC vehicles per contract.

All signals for entry and exit to the Depot are controlled by the Network Rail Signaller.

Rail vehicles enter Inverness Depot from the South via signals I713 and I397, and from the North via signal I424.

Rail vehicles leave Inverness Depot to the South via signals I716 and I724, and to the North via signal I733.

All rail vehicle movements in to, out of and within the boundary of Inverness Depot are made under the control and authority of the Designated Person.

All points within the boundary of Inverness Depot are manually operated by Depot Staff.

The speed limit for all rail vehicle movements within Inverness Depot is 5mph with the exceptions of,

- Within buildings/sheds 3mph.
- When authorised to propel 3mph.
- Through Millburn Wash Plant 2mph.

All requests for access to rail vehicles stabled within Inverness Depot, must be made to the Designated Person.

All rail vehicle movements are recorded.

The 15 Roads within Inverness Depot boundary are.

| Road / Siding | Use |
|---|---|
| **CSMD** | |
| No. 4 Road | Stabling and maintenance. Road extends into maintenance building. |
| No. 5 Road | Stabling and maintenance. Road extends into maintenance building. |
| No. 6 Sidings | Stabling |
| No. 7 Sidings | Stabling |
| No. 8 Sidings | Stabling |
| **TMD** | |
| Fuelling Road | Fuelling and CET. |
| Tank Road | Stabling. |
| Stores Road | Stabling. Rail vehicle, road transportation transfer. |
| Underframe Wash | Underframe washing. |
| No. 1 Road | Stabling and maintenance. Road extends into maintenance building. |
| No. 2 Road | Stabling and maintenance. Road extends into maintenance building. |

**Wagon Shop**

| | |
|---|---|
| No. 1 Road | Stabling and maintenance. Road extends into maintenance building. |
| No. 2 Road | Stabling and maintenance. Road extends into maintenance building. |
| No. 3 Road | Stabling and maintenance. Road extends into maintenance building. |
| No. 4 Road | Stabling. Road extends into maintenance building. |

Additional stabling and carriage wash are provided at Network Rail controlled roads / sidings.

| | |
|---|---|
| Motorail Siding-Platform 0 | Stabling. Controlled through NR Signal Centre. |
| Millburn Wash Plant | Rail vehicle, bodyside cleaning. Controlled by NR signal centre. |
| Harbour Road | Stabling. Controlled by NR Signal Centre, in liaison with the Designated Person. |
| Rose St Curve | Mainline that runs through Depot. Controlled by NR Signal Centre. |

**Facilities**

The following facilities are available within Inverness Depot and are defined under the Depot Work Plan, Depot Protection and Movements and Shunting Safety Plan documents.

1. Depot Protection. Padlock system utilised with electric derailers and manual stops.
2. Fuelling, tanking and CET.
3. Level 1-5 maintenance.
4. Vehicle jacking.
5. Wheel Profiling by Mobiturn Lathe.
6. Pit access (full and half depth)
7. Underframe washing and vehicle decontamination.
8. Road transportation transfer.

**Rail Vehicle Movements Into / Out of Depot Maintenance Roads and Sidings**

The Designated Person is responsible for protection arrangements within Inverness Depot boundary.

The following instructions apply to rail vehicles approaching or leaving the T&RSD.

1. No rail vehicle movement should be initiated to the T&RSD without first contacting the Designated Person.
2. All rail vehicle movements in to, out of and within the boundary of Inverness Depot must be authorised by the Designated Person.

**Dated: 18/03/2022**

**INVERNESS T&RSD**

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

**Servicing Depot - Movements to and from Depot sidings - The following instructions apply to:-**

Traction Maintenance Depot Sidings, Nos. 1 and 2

Carriage Maintenance Depot sidings, Nos. 1 and 2

1. When required to make a movement into the Shed or sidings concerned, the driver must stop at the signal situated on the approach to the Shed Doors.
2. The shunter must depress the plunger mounted on the signal. The plunger must not be operated until the train is at a stand at the signal. If the designated person has removed all the protection inside the Shed, opened the Shed doors and lowered the wheel stops, the signal will show a proceed aspect. The driver may then proceed with the movement as far as the line is clear, keeping a good lookout at all times for any persons or obstructions.
3. If, after the plunger has been depressed, the Shed doors remain closed and the signal continues to display a stop aspect, the shunter must request the designated person to remove the protection. When this has been done, the shunter, must again depress the plunger on the signal to change it to a proceed aspect. The movement may then proceed as far as the line is clear.
4. A movement out of a Shed must not be started unless the signal concerned at the Shed door is showing a proceed aspect or the conditions detailed in Clause 7 have been met. A movement must only proceed as far as the line is clear. These instructions also apply when the whole of the train is not within the Shed in which case the shunter is responsible for advising the driver when the Shed exit signal concerned is showing a proceed aspect.
5. No vehicle or part of a vehicle must be allowed to pass a signal showing a stop aspect except during failure and then only under direct supervision of the designated person.
6. The passing of a red signal will be treated in the same way as a signal passed at danger except in the circumstances detailed in Clause 7.
7. If the signals into or out of a Shed fail when a movement is required, then the vehicle must stop at the signal and must only proceed as far as the line is clear after the designated person has personally advised the driver and shunter that protection has been removed and the stop aspect signal may be passed.

**Wagon Shop sidings Nos. 1 - 4 and Stores siding**

1. When required to make a movement into the Wagon Shop or Stores siding, the driver must stop at the stop board.
2. Movements past a stop board and movements out of the Wagon Shop on sidings 1, 2, 3 and 4 or from the Stores siding must not be made until the designated person has personally given the Shunter or Driver an assurance that it is safe for the movement to commence.

**Fuelling Road**

The coupling/uncoupling of Class 15X units on this line is prohibited.

**Additional instructions for movements to the Traction Maintenance depot and Fuelling Road**

Prior to a movement being made to the Traction Maintenance Depot or the Fuelling Road, the person in charge of the movement must obtain the permission of the person in charge at the depot for the movement to be made.

When required to make a movement into the depot or the fuelling road, the driver must stop at the stop board located at the entrance to the depot or the Fuelling Road.

Movements beyond the stop board must not be made unless the designated person has personally given the person in charge of the movement permission for the movement to proceed. The designated person must ensure that, in the case of the Fuelling Road, the appropriate rail stop is in the lowered position.

## Inverness Carriage Maintenance Depot

Prior to any movement from the Carriage Maintenance Depot which may proceed onto or foul the Harbour Road or towards position light signal I716, the shunter must contact the signaller at Inverness signalling centre to ensure that no movements have been signalled into the depot or Harbour Road, this includes signalled moves from position light signal I736.

If the signaller advises that there are no movements signalled, the shunter may then authorise the driver to proceed onto the Harbour Road or towards signal I716.

If the signaller advises that there is an incoming or Harbour Road movement signalled, the shunter must not authorise the driver to move the train. The shunter must wait until the signalled movement has been made and again contact the signaller as above.

**Dated: 02/12/17**

# SC197 - KITTYBREWSTER GF TO WATERLOO GOODS (GOODS LINE)

**Entire Line Of Route**

The propelling of trains is prohibited.

**WATERLOO GOODS**

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

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

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

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

**Dated: 02/12/06**

# LIST OF MODULE PAGES AND DATES

| Page | Date Last Changed |
|---|---|
| **1** | **07 September 2024** |
| **2** | **07 September 2024** |
| **3** | **07 September 2024** |
| **4** | **07 September 2024** |
| **5** | **07 September 2024** |
| **6** | **07 September 2024** |
| 7 | 29 August 2020 |
| 8 | 29 August 2020 |
| 9 | 02 March 2024 |
| 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 September 2024** |
| **22** | **07 September 2024** |
| 23 | 29 August 2020 |
| 24 | 29 August 2020 |
| 25 | 02 March 2019 |
| 26 | 02 March 2019 |
| 27 | 02 March 2019 |
| 28 | 02 March 2019 |
| 29 | 02 March 2019 |
| 30 | 02 March 2019 |
| 31 | 03 September 2022 |
| 32 | 03 September 2022 |
| **33** | **07 September 2024** |
| **34** | **07 September 2024** |
| **35** | **07 September 2024** |

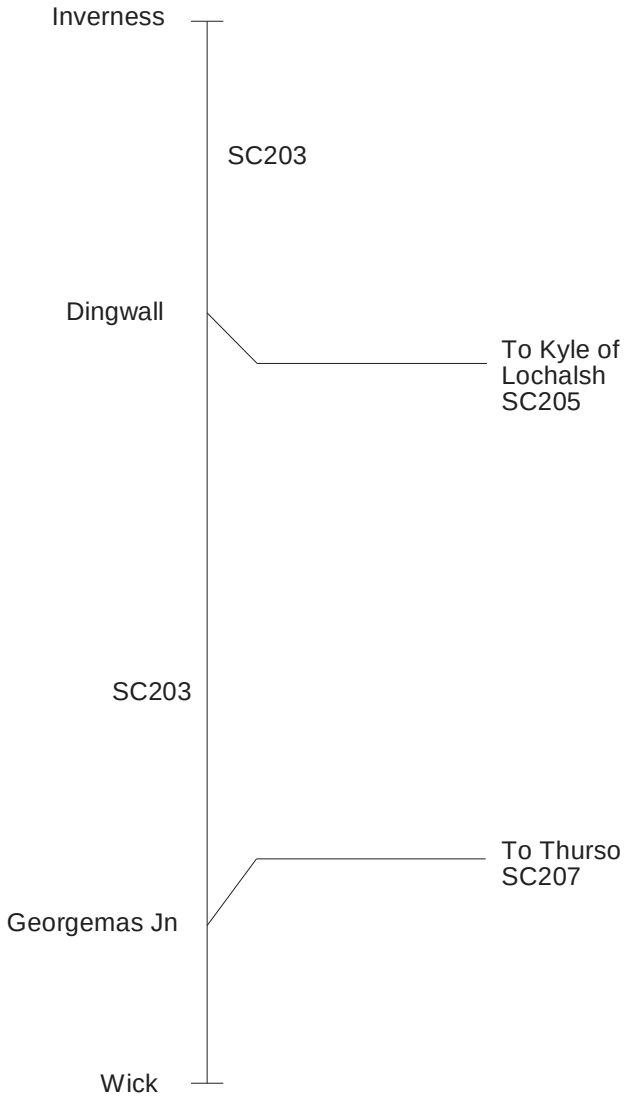
| Page | Date Last Changed |
|---|---|
| **36** | **07 September 2024** |
| 37 | 02 March 2019 |
| 38 | 02 March 2019 |
| 39 | 02 March 2019 |
| 40 | 02 March 2019 |
| 41 | 02 March 2019 |
| 42 | 02 March 2019 |
| 43 | 29 August 2020 |
| 44 | 29 August 2020 |
| 45 | 04 June 2022 |
| 46 | 04 June 2022 |
| 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 |
| 60 | 05 March 2016 |
| 61 | 05 March 2016 |
| 62 | 05 March 2016 |
| 63 | 05 March 2016 |
| 64 | 05 March 2016 |
| 65 | 04 June 2022 |
| 66 | 04 June 2022 |
| 67 | 05 March 2016 |
| 68 | 05 March 2016 |

# TABLE OF CONTENTS

| | Page |
|---|---|
| Maps | 3 |
| Exceptionally Poor Rail Adhesion | 4 |
| Table A Diagrams | 6 |
| Special Working Arrangement | 51 |
| Local Instructions | 55 |

# MAPS

## MAP 14: INVERNESS TO WICK



# EXCEPTIONALLY POOR RAIL ADHESION
## Table of Contents

| | Page |
|---|---|
| SC007 - MIDCALDER JN TO HOLYTOWN JN | 5 |

# EXCEPTIONALLY POOR RAIL ADHESION

**SC023 MOTHERWELL TO NEWTON JN (VIA HAMILTON)**

| Location | Line(s) Affected | Mileage (Between) | | | | |
|---|---|---|---|---|---|---|
| Blantyre | Down Hamilton | 2 m | 660 yds | ***to*** | 2 m | 880 yds |
| Blantyre | Up Hamilton | 2 m | 440 yds | ***to*** | 2 m | 660 yds |

**Dated: 22/07/2024**

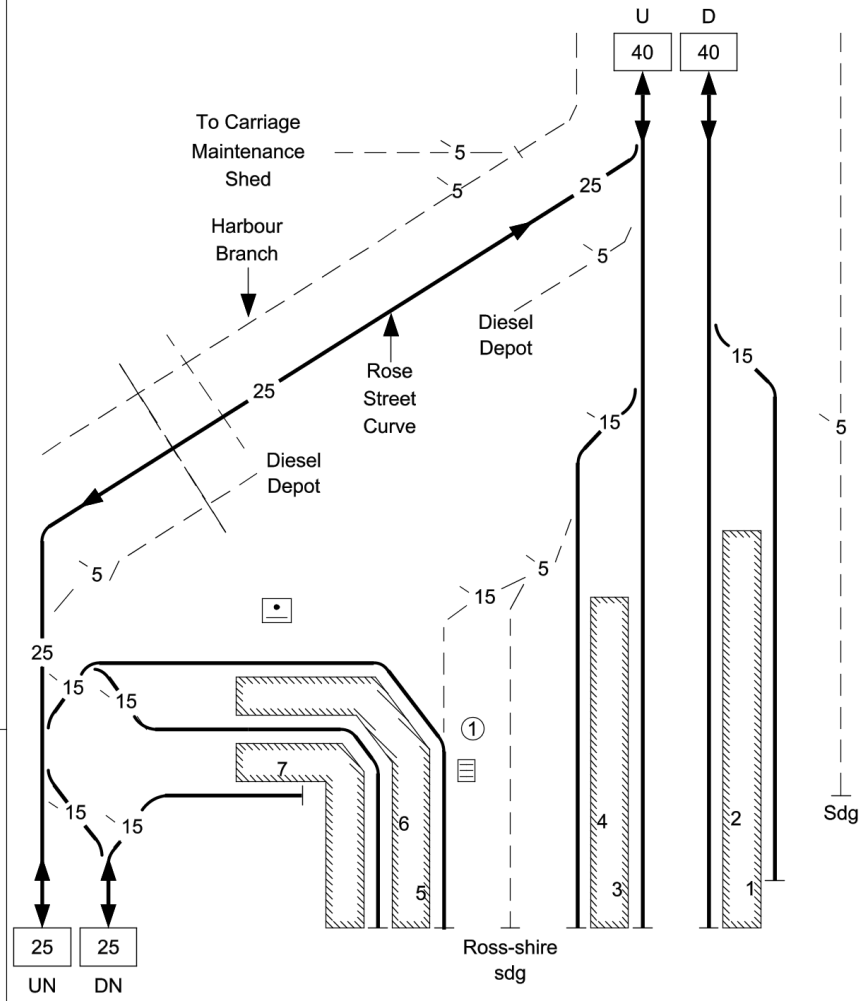
# TABLE A DIAGRAM

## Table of Contents

| | Page |
|---|---|
| SC203- INVERNESS TO WICK | 7 |
| SC205- DINGWALL TO KYLE OF LOCHALSH | 38 |
| SC207- GEORGEMAS JN TO THURSO | 48 |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 001 | Inverness to Wick | HGL2 RSW WCK | Scotland | 08/10/2017 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Welsh's Bridge | 117 56 | | |
| Rose Street LC (CCTV) | 117 71 | | |
| Inverness TCB and RETB SC (I) | 117 77 | | |
| | 118 01 | | |
| | 0 18 | | |
| | (North lines only) | | |
| **INVERNESS** | 118 03 | | |




TCB Inverness SC (I)

GSM-R

Staff crossing with white lights.

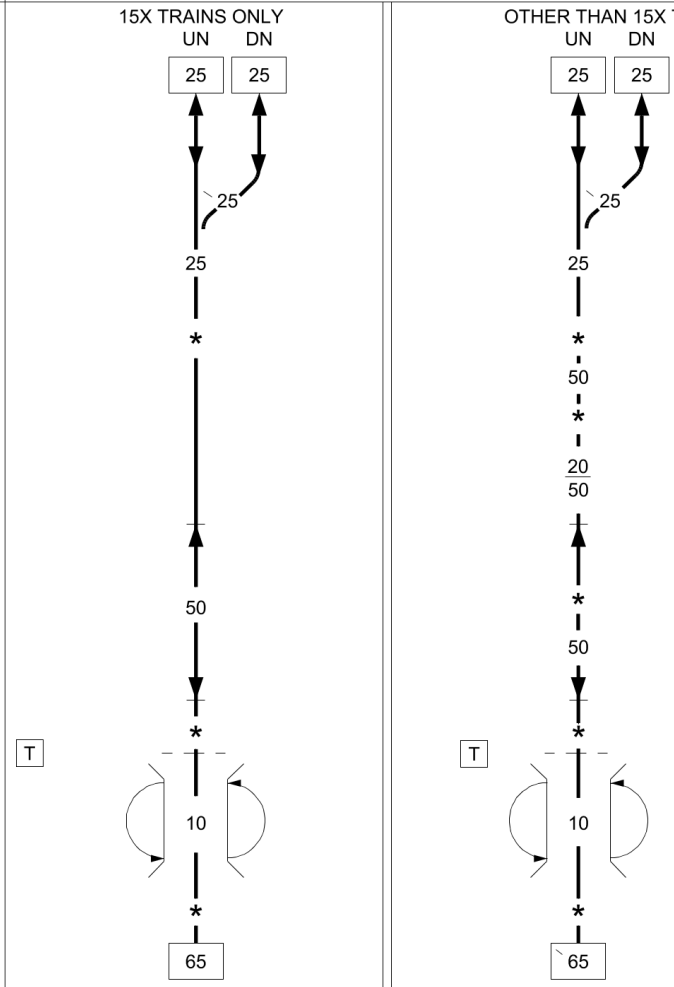
ELR - HGL2 to Inverness Stn.
RSW = Rose St. Curve
WCK = Inverness Stn. to North lines

(1) = Station GF

Platforms 1-7 - PP

UN = Up North
DN = Down North

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 002 | Inverness to Wick | WCK | Scotland | 10/05/2020 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | |  | TCB Inverness SC (I)<br><br>UN = Up North<br>DN = Down North<br><br>Lines between the top of the page and Clachnaharry Down Stop Signal (Down direction)/ Signal I430 (Up direction) are controlled by Inverness (TCB) SC (I)<br><br>RETB Inverness West Inverness SC (I) RETB West<br><br>RETB controlled by Inverness (RETB) SC applies between Clachnaharry Down Stop Signal (Down direction)/Signal I430 (Up direction) and the end of the page |
| | 0 41 * | | |
| | 0 46 * | | |
| Signal I430 | 0 47 | | |
| | 0 60 * | | |
| Clachnaharry Down Stop Signal | 1 12 | | |
| | 1 45 * | | |
| Clachnaharry UWC | 1 46 | | |
| Clachnaharry Canal Bridge | 1 46 | | |
| | 1 50 * | | |

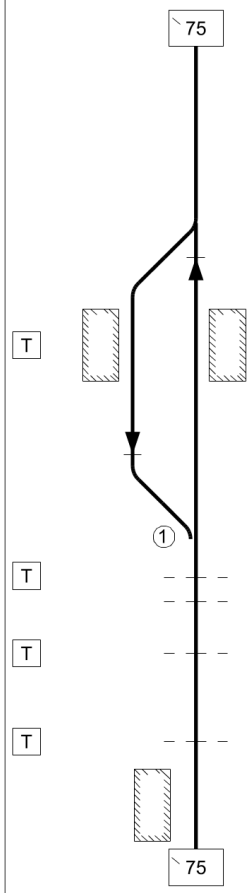
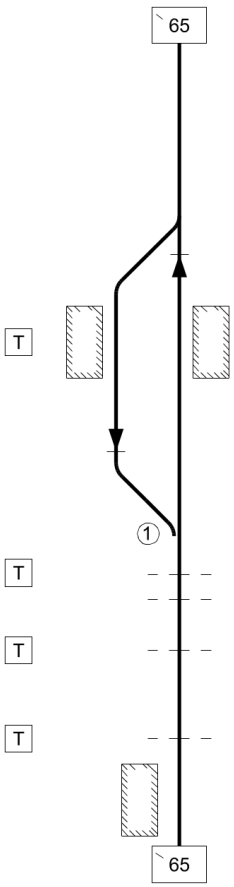
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 003 | Inverness to Wick | WCK | Scotland | 19/11/2023 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 65 | 65 | RETB Inverness West<br>Inverness SC (I)<br>RETB West |
| Bruichnain LC (UWC) | 2 63 | T | T | |
| Bullocks LC (UWC) | 2 73 | T | T | |
| Bunchrew Farm LC (UWC) | 3 10 | T | T | |
| Bunchrew LC (ABCL) | 3 58 | 50 ▼ ▲30 | 20 ▼ ▲15 | |
| | 5 01 * | * | * | |
| Lentran Station LC (UWC) | 5 64 | T<br>75 | T<br>65 | |
| Groam Farm South LC (UWC) | 7 29 | T | T | |
| Groam Farm LC (UWC) | 7 41 | T | T | |
| Clunes TEP | 7 51 | T<br>75 | T<br>65 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 004 | Inverness to Wick | WCK | Scotland | 08/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 75 | 65 | RETB Inverness West<br>Inverness SC (I)<br>RETB WEST |
| | 8 75 * | * | | |
| Beauly Ferry LC (UWC) | 9 29 | T | T | |
| | 9 36 * | 65 | * | |
| **BEAULY** | 10 12 | | | |
| | 10 61 * | * | 55 | |
| | 11 00 * | 75 | * | |
| Wellhouse LC (UWC) | 11 10 | T | T | |
| | | 75 | 65 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 005 | Inverness to Wick | WCK | Scotland | 08/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | |
| | |  |  | RETB Inverness West<br>Inverness SC (I)<br>RETB West |
| **MUIR OF ORD TEP** | 13 04 | | | 1530f (466m)<br>(73 SLU's)<br>RETB Inverness West |
| | | | | RETB Inverness West |
| | | | | ① = 15mph through loop points, in both directions, and over loop lines |
| Chapelton Farm LC (R/G) | 13 53 | | | |
| Balvaird Farm Footpath LC (R/G) | 14 11 | | | |
| Keepers House LC (UWC) | 15 54 | | | |
| Riverford LC (UWC) | 16 14 | | | |
| Conon Bridge | 16 21 | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 006 | Inverness to Wick | WCK | Scotland | 08/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 15X TRAINS ONLY / OTHER THAN 15X TRAINS | RETB Inverness West<br>Inverness SC (I)<br>RETB West |
| | 16 53 * | 75 / 65 | |
| | | 50 / 40 | |
| | 17 02 * | * | |
| Maryburgh LC (UWC) | 17 15 | T | ① = 15 mph through loop points, in both directions, and over loop lines |
| Kildun No 1 LC (UWC) | 17 51 | T | |
| Pitglassie South LC (UWC) | 18 10 | T | DRS 1075f (325m)<br>(52 SLU's) |
| | | 75 / 65 | |
| Pitglassie Field LC (UWC) | 18 23 | T | |
| Pitglassie North LC (UWC) | 18 29 | T | CL 1345f (410m)<br>(65 SLU's) |
| | | DRS ① 5 | ② Permissive arrangements in RETB territory. |
| Sdg GF | | Ⓢ PP(A) ② | PP(A) - detaching, for booked movements only |
| **DINGWALL TEP** | 18 58 | T | See Local Instructions for conditions under which trains may detach |
| | | PP(A) ② | Plungers are provided at the Down "Points Set" indicators for operating the junction points under the instructions of the signaller at Inverness (RETB) SC. A duplicate plunger, for the Down line only, is additionally provided on the Down platform under the overbridge |
| | | ① 45 | |
| | 18 76 * | * To Kyle SC205 seq 1 / 65 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 007 | Inverness to Wick | WCK | Scotland | 08/12/2018 |

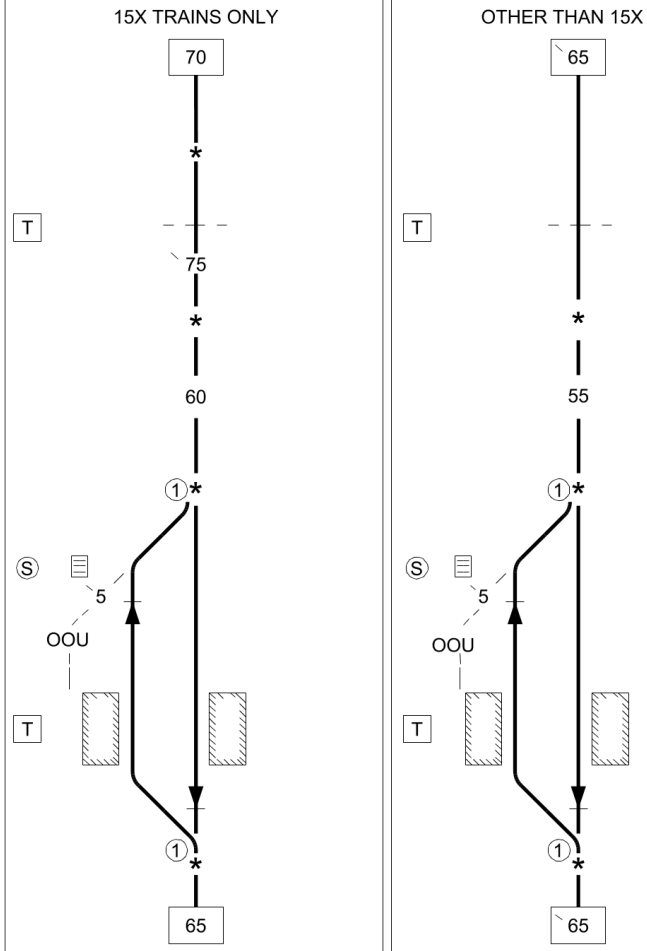
| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 65 | 65 | RETB Inverness West<br>Inverness SC (I)<br>RETB West |
| Dingwall Canal North LC (UWC) | 19 03 | T | T | |
| | 20 00 * | * | | |
| Ardullie Farm (UWC) | 22 16 | T 75 | | |
| | 22 18 * | * ▼ | | |
| | | ▲ 75 65 ▼ | 65 | |
| | 22 75 * | ▲ * | | |
| | | 65 | | |
| Foulis LC (R/G) | 22 76 | | | |
| | 22 77 * | * ▼ | | |
| | | ▲65 75▼ | 65 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 008 | Inverness to Wick | WCK | Scotland | 08/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | ▲65 `75▼ | `65 | RETB Inverness West<br>Inverness SC (I)<br>RETB West |
| Ballachladdich Farm LC (UWC) | 23 15 | T | T | |
| | 23 54 * | ▲ * | | |
| | | `75 | `65 | |
| Evanton TEP | 25 00 | T ▼▲ | T ▼▲ | |
| Ballachraggin LC (UWC) | 27 28 | T | T | |
| | 27 73 * | * | * | |
| | | 60 | 50 | |
| | 28 33 * | * | * | |
| **ALNESS** | 28 70 | | | |
| | | 70 | `65 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 009 | Inverness to Wick | WCK | Scotland | 08/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 15X TRAINS ONLY / OTHER THAN 15X TRAINS | RETB Inverness West<br>Inverness SC (I)<br>RETB West |
| | 28 73 * | | |
| Belleport LC (UWC) | 29 28 | | |
| | 30 50 * | | |
| South end loop points | 31 16 * | | ① = 15 mph through loop points, in both directions, and over loop lines |
| Sdg GF (OOU) | | | CL 1305f (395m)<br>(63 SLU's) |
| **INVERGORDON TEP** | 31 37 | | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| North end loop points | 31 50 * | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 010 | 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 | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| Distillery No 1 GF (OOU) | 31 76 | Ⓢ 65 5 OOU ② | Ⓢ 65 5 OOU ② | |
| Distillery No 2 GF (OOU) | 32 07 | Ⓢ 5 OOU ② | Ⓢ 5 OOU ② | |
| | 32 15 * | * | | |
| Invergordon Distillery LC ① | 32 20 | 75 | 65 | ① Crossing Attendant provided by Distillery<br>② Temporarily taken out of use<br>RETB Inverness North |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 011 | Inverness to Wick | WCK | Scotland | 15/12/2018 |

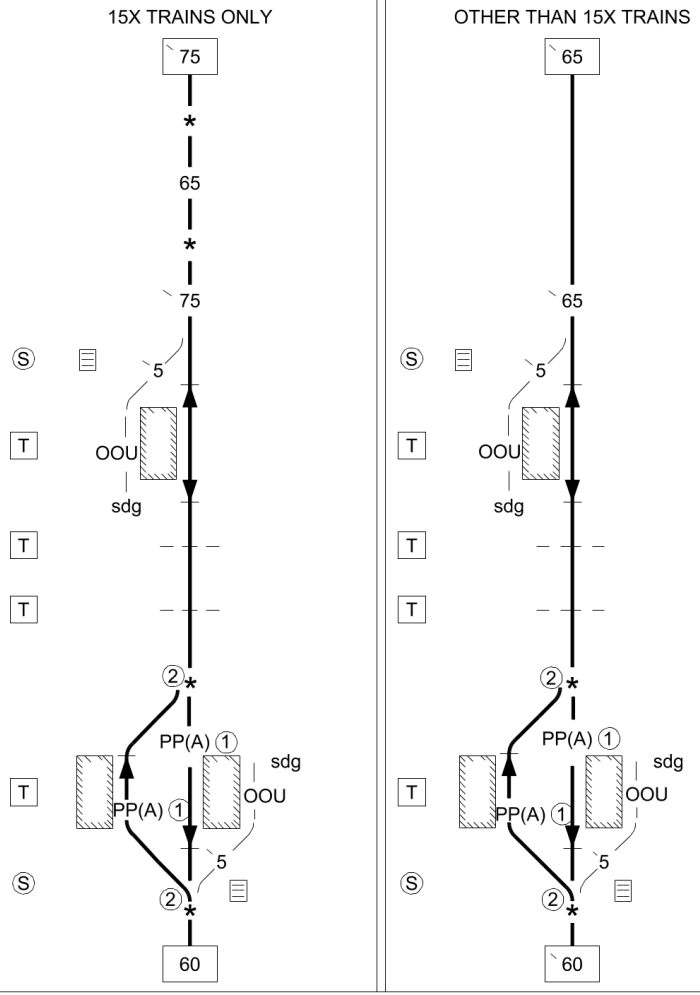
| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| Ord Mains LC (UWC) | 32 | 72 | T | T | |
| Balintraid LC (UWC) | 33 | 50 | T | T | |
| Delny LC (ABCL) | 34 | 79 | 75<br>55 ▼<br>▲ 55<br>75 | 65<br>30/55 ▼<br>▲ 30/55<br>65 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 012 | 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 | |
| | | 75 | 65 | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| Nigg LC (AHBC) | 39 25 | | | |
| | | 75 | 65 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 013 | 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 | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| | 40 43 * | | |
| | 40 45 * | | |
| Fearn GF | 40 46 | | |
| **FEARN TEP** | 40 60 | | ① Permissive arrangements in RETB territory.<br>PP(A) - detaching, for booked movements only<br>See Local Instructions for conditions under which trains may detach<br>② = 15mph through loop points, in both directions, and over loop lines |
| Hilton Mills LC (UWC) | 42 61 | | |
| Balkeith South LC (UWC) | 43 17 | | |
| South end loop points | 44 12 * | | |
| **TAIN TEP** | 44 23 | | CL 840f (255m)<br>(40 SLU's)<br>RETB Inverness North |
| Sdg GF<br>North end loop points | 44 36 * | | RETB Inverness North |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 014 | Inverness to Wick | WCK | Scotland | 15/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 60 | 60 | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| | 44 60 * | * | | |
| Morangie LC (UWC) | 45 17 | T | T | |
| Edderton No 1 LC (UWC) | 48 46 | T | T | |
| Manse LC (UWC) | 49 20 | T | T | |
| Ardvannie No 2 LC (UWC) | 51 40 | T | T | |
| | | 75 | | |
| | 52 72 * | * | * | |
| | | 65 | 50 | |
| | 54 03 * | * | * | |
| | | 60 | 60 | |
| Mid Fearn LC (UWC) | 55 26 | T | T | |
| Wester Fearn No 1 LC (UWC) | 55 32 | T | T | |
| | 55 43 * | | * | |
| Wester Fearn No 2 LC (UWC) | 55 50 | T | T | |
| | | 60 | 50 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 015 | Inverness to Wick | WCK | Scotland | 15/12/2018 |

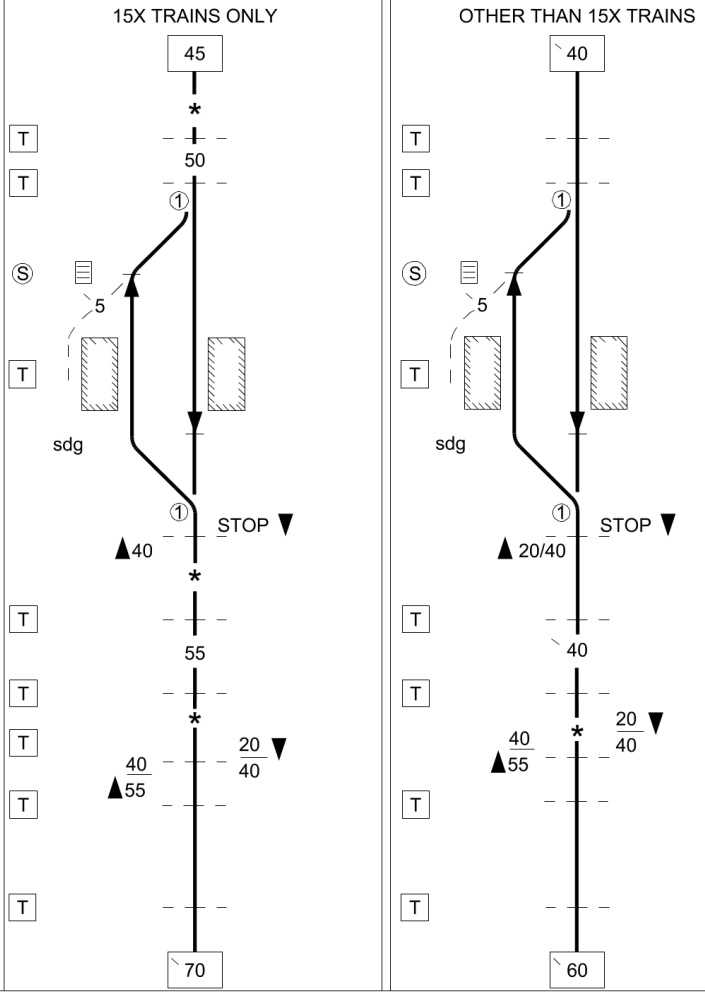
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 56 08 * | 15X TRAINS ONLY: 60 / OTHER THAN 15X TRAINS: 50 | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| Ardchronie LC (UWC) | 56 40 | T / T | |
| Kincardine Mains LC (UWC) | 56 75 | T / T | |
| McNicols LC (UWC) | 57 32 | T / T; OTHER THAN 15X TRAINS: 60 | |
| Sdg GF | | S / S; ① 5 PP(A) ② sdg | |
| **ARDGAY TEP** | 57 70 | T / T; PP(A) ② | CL 1430f (435m)<br>(69 SLU's)<br>① = 15 mph through loop points, in both directions, and over loop lines<br>② = Permissive arrangements in RETB territory.<br>PP(A) - detaching, for booked movements only |
| | 58 03 * | ① * 70 | |
| | 58 55 * | * 60 | |
| | 58 56 * | * 70 / 60 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 016 | Inverness to Wick | WCK | Scotland | 29/06/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 70 | 60 | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| Balnahinch No 4 LC (UWC) | 59 78 | T | T | |
| Culrain Smithey LC (UWC) | 60 63 | T | T | |
| | 60 74 * | * | * | |
| | | 20 | 20 | |
| **CULRAIN** | 61 00 | | | |
| | 61 10 * | * | * | |
| | | 45 | 40 | |
| **INVERSHIN** | 61 34 | | | |
| | 63 05 * | * | * | |
| | | 35 | 30 | |
| | 63 23 * | * | | |
| | 63 43 * | | * | |
| | | 45 | 40 | |

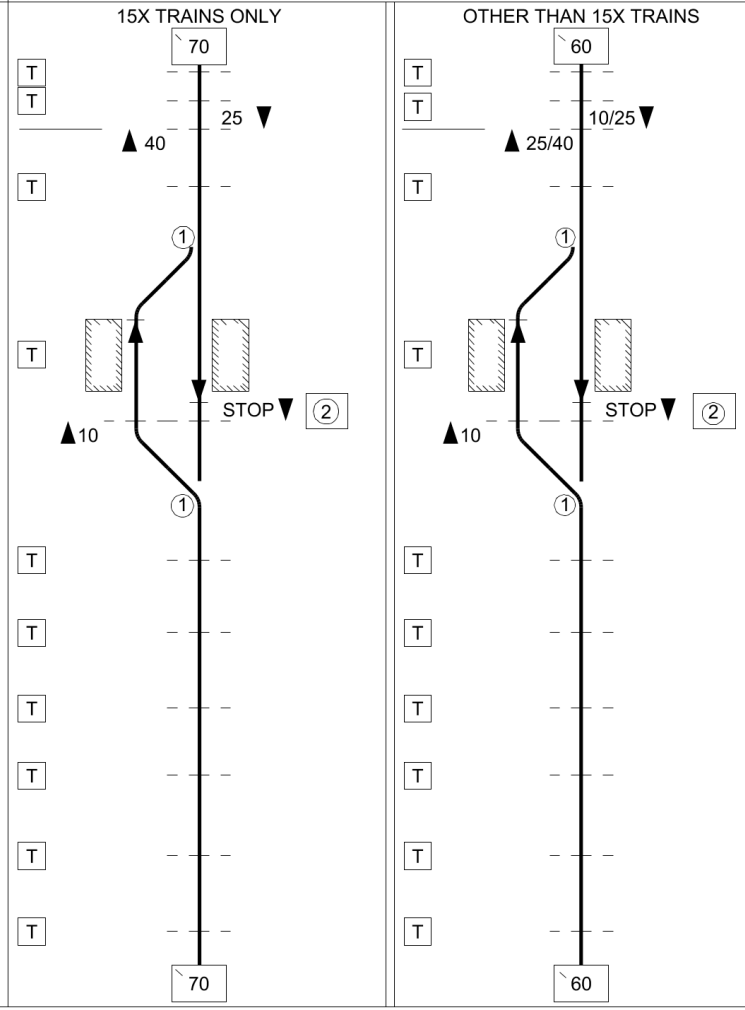
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 017 | Inverness to Wick | WCK | Scotland | 15/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 15X TRAINS ONLY / OTHER THAN 15X TRAINS | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| | 64 19 * | | |
| Auchinduich No 1 LC | 65 08 | | |
| Auchinduich No 2 LC | 65 58 | | ① = 15 mph through loop points, in both directions, and over loop lines |
| Sdg GF | | | |
| **LAIRG TEP** | 66 78 | | CL 990f (302m)<br>(48 SLU's) |
| Lairg LC (AOCL+B) | 67 11 | | A plunger is provided on the Up "Points Set" indicator post for shunting movements to the Up loop and when operated activates the LC light sequence |
| | 68 00 * | | |
| Tomich No 1 LC (UWC) | 68 54 | | |
| Tomich No 2 LC (UWC) | 68 64 | | |
| | 70 00 * | | |
| Acheilidh No 1 LC (UWC)<br>Acheilidh LC (ABCL) | 72 62<br>72 63 | | |
| Acheilidh No 3 LC (UWC) | 72 68 | | RETB Inverness North |
| Ardachu No 3 LC (UWC) | 73 53 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 018 | Inverness to Wick | WCK | Scotland | 10/05/2020 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| Rossal No 2 LC (UWC) | 74 | 36 | | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| Inchcape No 2 LC (UWC) | 75 | 11 | | |
| Rovie LC (AOCL+B) | 76 | 35 | | |
| Rovie LC (UWC) | 76 | 43 | | |
| **ROGART TEP** | 77 | 01 | | RETB Inverness North |
| Rogart LC (open) | 77 | 08 | | CL 1095f (330m)<br>(53 SLU's) |
| West Kinnauld No 2 LC (UWC) | 77 | 36 | | |
| West Kinnauld No 3 LC (UWC) | 77 | 53 | | |
| Kinnauld East No 1 LC (UWC) | 78 | 01 | | |
| Kinnauld East No 2 LC (UWC) | 78 | 25 | | |
| Morvich No 1 LC (UWC) | 78 | 38 | | |
| Morvich No 3 LC (UWC) | 78 | 62 | | |




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

2 = All trains must STOP and whistle before proceeding over Rogart LC (open) in the down direction

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 019 | Inverness to Wick | WCK | Scotland | 15/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 70 | 60 | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| Morvich No 4 LC (UWC) | 78 71 | T | T | |
| Morvich No 6 LC (UWC) | 79 03 | T | T | |
| Morvich No 7 LC (UWC) | 79 22 | T | T | |
| Morvich No 8 LC (UWC) | 79 62 | T | T | |
| | 80 20 * | * | | |
| | | 60 | | |
| | 80 65 * | * | * | |
| | | 55 | 45 | |
| | 81 47 * | * | * | |
| | | 70 | | |
| | 82 08 * | * ▼ | | |
| Baddan LC (UWC) | 82 30 | T | T | |
| | | ▲70 60 ▼ | | |
| | 82 43 * | ▲ * | | |
| | | 60 | 60 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 020 | Inverness to Wick | WCK | Scotland | 15/12/2018 |

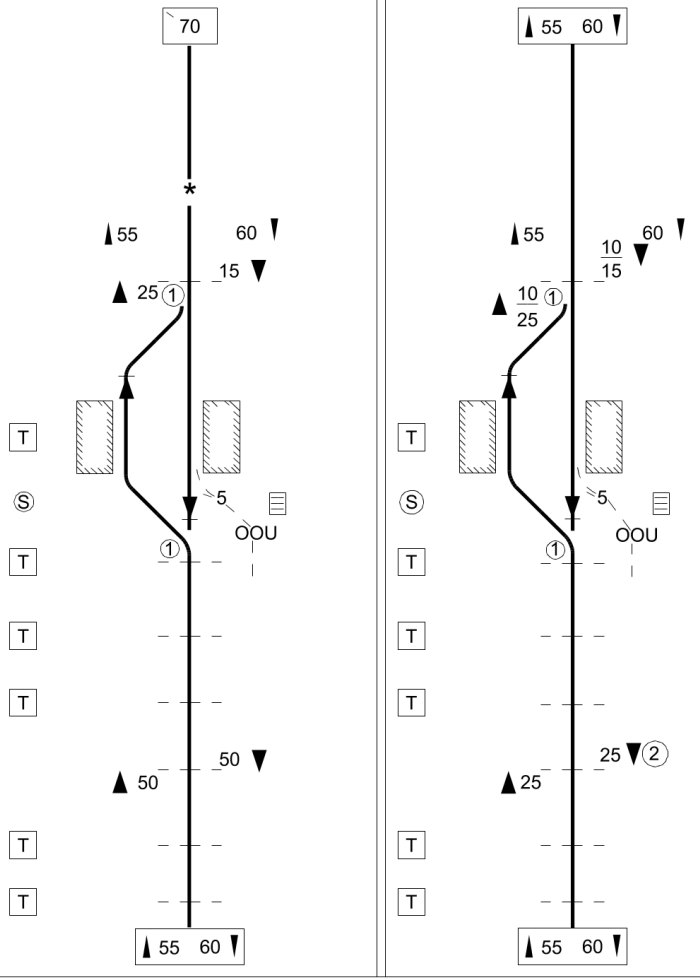
| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 60 | 60 | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| Kirkton LC (AOCL +B) | 82 44 | 55 ▼<br>▲ 55 | 30/55 ▼<br>▲ 30/55 | |
| | 82 45 * | * ▼ | | |
| | | ▲ 60 70 ▼ | | |
| | 83 00 * | ▲ * | | |
| Culmaily No 2 LC (UWC) | 83 17 | T | T | |
| | | 70 | | |
| Drummuie LC (UWC) | 83 73 | T | T | |
| | 84 13 * | * | * | |
| **GOLSPIE** | 84 30 | 45 | 40 | |
| | 84 51 * | * | * | |
| Dunrobin LC (UWC) | 86 19 | T | T | |
| | | 70 | 60 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 021 | Inverness to Wick | WCK | Scotland | 15/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 70 | 60 | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| **DUNROBIN** | 86 22 | | | |
| Mellaig No 1 LC (UWC) | 86 64 | T | T | |
| | 87 71 * | * | * | |
| | | 60 | 45 | |
| | 88 23 * | * | * | |
| Strathsteven LC (UWC) | 88 27 | T | T | |
| Doll LC (UWC) | 89 02 | T | T | |
| | | 70 | 60 | |
| MacBeaths LC (UWC) | 89 24 | T | T | |
| | | 70 | 60 | |
| Inver Brora No 1 LC (UWC) | 89 34 | T | T | |
| | | 70 | 60 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 022 | Inverness to Wick | WCK | Scotland | 15/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 15X TRAINS ONLY / OTHER THAN 15X TRAINS | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| | 89 75 * | | |
| Brora LC (AOCL+B) | 90 31 | | A plunger is provided under the stop board at the Rogart end of the platform for shunting movements to the single line which, when operated, inhibits the LC lights sequence |
| **BRORA TEP** | 90 48 | | CL 1220f (330m)<br>(59 SLU's) |
| Sdg GF | | | |
| McIvors LC (UWC) | 90 71 | | ① = 15 mph through loop points, in both directions, and over loop lines |
| East Brora Muir No 1 LC (UWC) | 91 00 | | |
| East Brora Muir No 2 LC (UWC) | 91 11 | | |
| Dalchalm LC (AOCL+B) | 91 30 | | ② = Differential permanent speed restriction. Lower speed applies to all trains except Class 15X trains. Rule Book Module SP, Section 2, 4 is modified accordingly. |
| Greenhill LC (UWC) | 92 05 | | |
| Clynemilton East LC (UWC) | 92 40 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 023 | Inverness to Wick | WCK | Scotland | 15/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | ▲ 55 60 ▼ | ▲ 55 60 ▼ | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| Kintradwell No 1 LC (UWC) | 93 00 | T | T | |
| | 93 14 * | ▲ * | * ▼ | |
| Kintradwell No 2 LC (UWC) | 93 27 | T | T<br>55 | |
| | 93 36 * | 60 | ▲ * | |
| Old Castle LC (UWC) | 93 63 | T | ▲ 45 55 ▼<br>T | |
| | 94 36 * | * | *▼ | |
| | | 55 | | |
| | 94 53 * | ▲ * | 45 | |
| Lothbeg LC (UWC) | 95 03 | T<br>▲ 65 55 ▼ | T | |
| Culgower No 1 LC (UWC) | 97 22 | T | T | |
| Culgower No 3 LC (UWC) | 97 74 | T | T | |
| | 97 78 * | * | | |
| Portgower No 1 LC (UWC) | 99 33 | T<br>45 | T<br>45 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 024 | Inverness to Wick | WCK | Scotland | 15/12/2018 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | 15X TRAINS ONLY / OTHER THAN 15X TRAINS | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| Portgower Station LC (UWC) | 99 | 73 | T / T | |
| Gartymore No.1 LC (UWC) | 100 | 34 | T / T | |
| Gartymore No.2 LC (UWC) | 100 | 52 | T / T | |
| **HELMSDALE TEP** | 101 | 40 | T / T | CL 840f (255m)<br>(40 SLU's) |
| Sdg GF | | | Ⓢ / Ⓢ | |
| | | | 15X: 45 ① 5 ①; OTHER: 45 ① 5 ① | ① = 15 mph through loop points, in both directions, and over loop lines |
| Bual No 1 LC (UWC) | 101 | 62 | T / T | |
| | | | 15X: 45; OTHER: 45 | |
| Bual No 2 LC (UWC) | 101 | 75 | T / T | |
| Marrel LC (ABCL) | 102 | 38 | 15X: ▲35 40▼; OTHER: ②▲20 ②20▼ | ② Differential permanent speed restriction. Lower speed applies to all trains except Class 15X trains. Rule Book, Module SP, Section 2.4 is modified accordingly |
| | 103 | 25 * | 15X: * ; OTHER: ▲* | |
| | | | 15X: 60; OTHER: ▲40 45▼ | |
| | 103 | 54 * | 15X: * ; OTHER: | |
| | | | 15X: 65; OTHER: | |
| Eldrable No 1 LC (UWC) | 104 | 54 | T / T | |
| | 105 | 68 * | 15X: * 50; OTHER: *▼ 40 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 025 | Inverness to Wick | WCK | Scotland | 24/11/2021 |

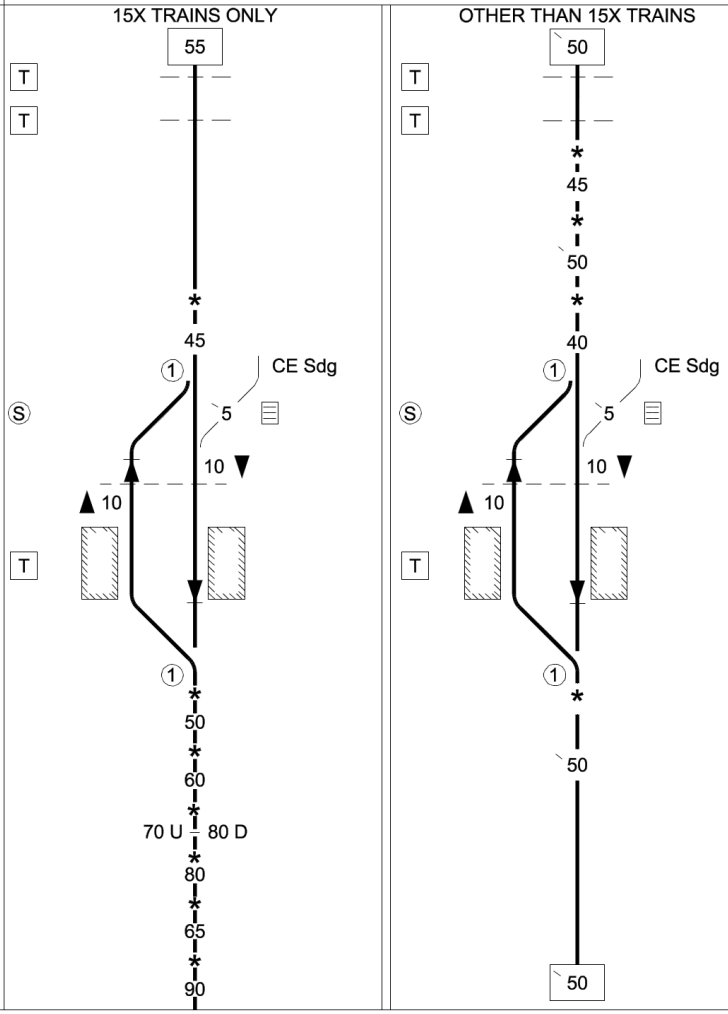
| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 50 | 40 | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| | 106 31 * | * ▼ | ▲ * | |
| Oulmsdale Burn LC (UWC) | 106 41 | T — — — | T — — — | |
| | | 65 | | |
| | 107 74 * | * ▼ | ▲50 40▼ | |
| Kilearnan LC (UWC) | 108 38 | T — — — | T — — — | |
| | | 55 | | |
| | 110 68 * | ▲55 * 45▼ | * 45▼ | |
| | | 50 | 50 | |
| Kildonan LC (ABCL) | 111 03 | — — — 20▼ | — — — 10▼ | |
| | | ▲10 | ▲ 5 | |
| **KILDONAN** | 111 05 | | | |
| | 111 10 * | * 50▼ | * 50▼ | |
| Learable LC (UWC) | 111 74 | T — — — | T — — — | |
| | 113 20 * | ▲ * | ▲ * | |
| Borrobol LC (UWC) | 114 74 | T — — — | T — — — | |
| | | 55 | ▲40 45▼ | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 026 | Inverness to Wick | WCK | Scotland | 15/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 15X TRAINS ONLY: 55 / OTHER THAN 15X TRAINS: ▲40 45▼ | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| | 115 62 * | 15X: * / 50 / OTHER: *▼ / 40 | |
| | 116 23 * | 15X: * / 55 / OTHER: ▲* / ▲50 40▼ | |
| | 118 08 * | 15X: *▼ / ▲55 50▼ / OTHER: *▼ | |
| **KINBRACE** | 118 20 | | RETB Inverness North |
| | 118 24 * | 15X: *▼ / 55 / OTHER: 50 | |
| Kinbrace LC (AOCL + B) | 118 25 | 15X: 20▼ / ▲40 / OTHER: 10/20▼ / ▲20/40 | |
| | 118 26 * | 15X: * / ▲50 65▼ / OTHER: | |
| | 118 52 * | 15X: * / 55 / OTHER: 50 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 027 | Inverness to Wick | WCK | Scotland | 29/06/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 15X TRAINS ONLY / OTHER THAN 15X TRAINS | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| Lochside LC (UWC) | 121 00 | T | |
| Ballach LC (UWC) | 122 30 | T | |
| | 123 40 * | | |
| | 123 71 * | | |
| | 125 24 * | | |
| Sdg GF | | S | 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 |
| Forsinard LC (AOCL + B) | 125 67 | | |
| **FORSINARD TEP** | 125 69 | T | CL 820f (250m)<br>(40 SLU's) |
| | 126 53 * | | ① = 15 mph through loop points, in both directions, and over loop lines |
| | 127 35 * | | |
| | 129 13 * | | |
| | 129 35 * | | |
| | 130 71 * | | |
| | 131 72 * | | |

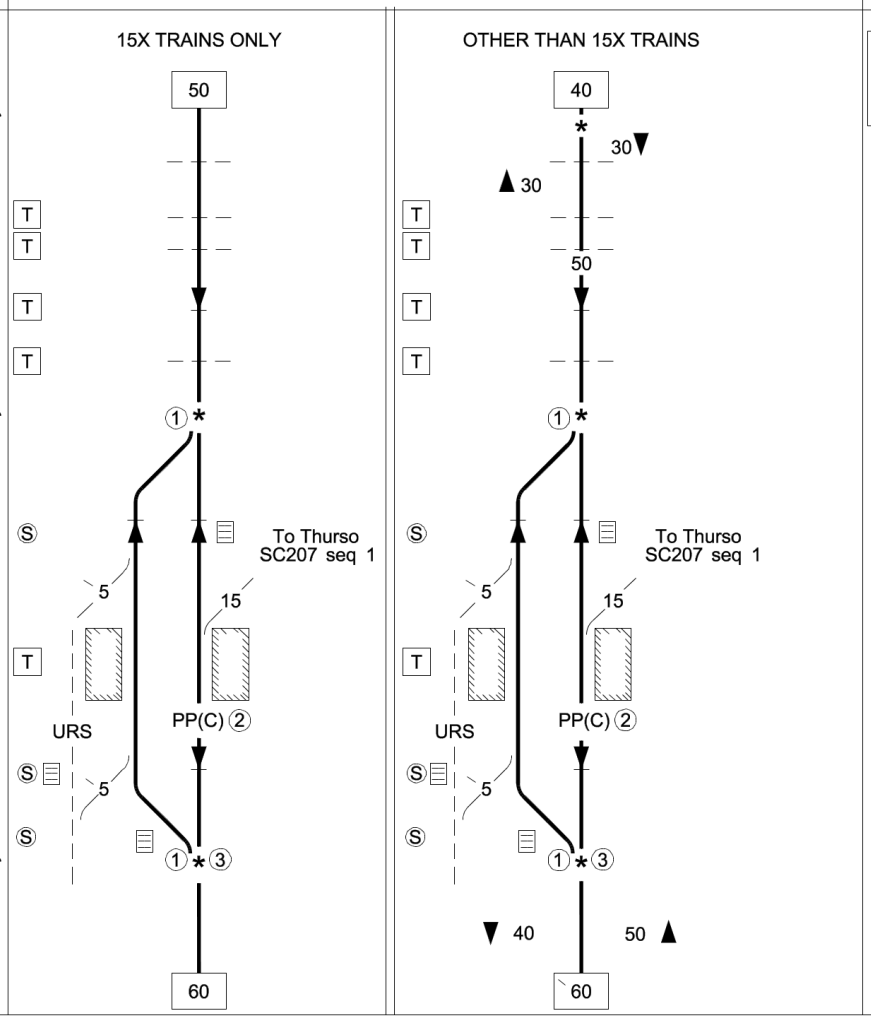


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 028 | Inverness to Wick | WCK | Scotland | 15/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 90 | 50 | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| Altnabreac LC (UWC) | 133 32 * | T * | T | |
| | | 75 | | |
| **ALTNABREAC** | 133 76 | | | |
| | 135 00 * | * | * | |
| | | | 40 | |
| | 142 71 * | 70 | * | |
| | | | 50 | |
| **SCOTSCALDER** | 143 02 | | | |
| Tongside No 1 LC (UWC) | 143 30 | T | T | |
| Tongside No 2 LC (UWC) | 143 71 | T | T | |
| | 144 72 * | * | | |
| | 145 37 * | * | * | |
| | | 50 | 40 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 029 | Inverness to Wick | WCK | Scotland | 29/06/2024 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | 145 40 * | | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| Halkirk LC (ABCL) | 145 59 | | |
| Houstry LC (UWC) | 146 20 | | |
| Sibsterburn LC (UWC) | 146 47 | | |
| Halkirk TEP (Down direction only) | 146 53 | | ① = 15 mph through loop points, in both directions, and over loop lines |
| Sibster Buoltor LC (UWC) | 147 00 | | |
| South end loop points | 147 09 * | | ② Permissive arrangements in RETB territory.<br>PP(C) Up / Down platform - detaching only. |
| Up South GF | | | See Local Instructions for conditions under which trains may detach |
| **GEORGEMAS JN TEP** | 147 20 | | CL 800f (240m)<br>(39 SLU's)<br>URS 655f (195m) |
| Up North GF | | | 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 |
| Georgemas No 1 GF<br>North end loop points | 147 34 * | | ③ = gf controlled loop points |
| | 147 37 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 030 | Inverness to Wick | WCK | Scotland | 15/12/2018 |

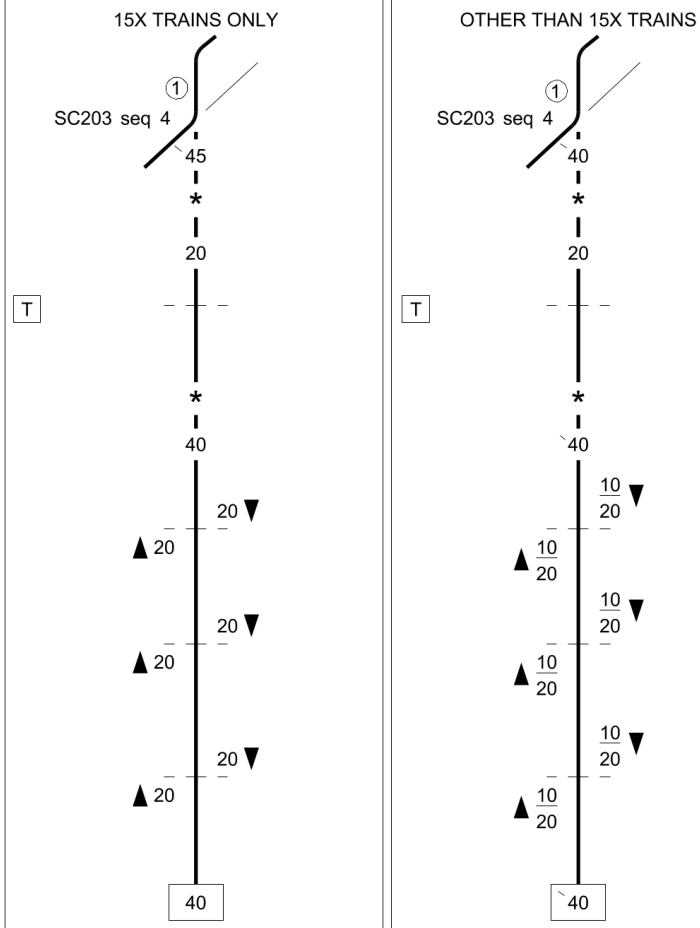
| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 60 | 60 | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| Bower TEP (Up direction only) | 147 56 | T | T | |
| Sibster Moss LC (UWC) | 147 58 | T | T | |
| | 148 05 * | * | | |
| East Clayock LC (UWC) | 148 54 | T | T | |
| | | 70 | | |
| Gelshfield Gates LC (UWC) | 149 00 | T | T | |
| Gelshfield LC (UWC) | 149 28 | T | T | |
| Loch View Farm LC (UWC) | 149 48 | T | T | |
| | 150 20 * | * | | |
| | 150 40 * | 60 | * | |
| | | | 50 | |
| | 151 74 * | | * | |
| Watten LC (AOCL + B) | 153 68 | ▲ 45 30 ▼ | ▲ 30/45 15/30 ▼ | |
| | | 60 | 60 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC203 | 031 | Inverness to Wick | WCK | Scotland | 15/12/2018 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | | Signalling & Remarks |
|---|---|---|---|---|---|
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| East Watten LC (UWC) | 154 | 61 | T | T | (1) Permissive arrangement in RETB territory<br>PP in Wick Platform |
| Bilbster LC (R/G) | 156 | 26 | T | T | |
| | 156 | 50 * | * | | |
| West Square LC (UWC) | 158 | 14 | T | T | |
| Sibster No. 1 LC (UWC) | 158 | 35 | T | T | |
| | | | 75 | | |
| | 159 | 13 * | * | | |
| | | | 60 | | |
| | 159 | 16 * | * | | |
| | | | 75 | | |
| | 160 | 58 * | ▲ * | ▲ * | |
| Milton No.3 LC (UWC) | 160 | 68 | T | T | |
| | | | ▲ 45 75 ▼ | ▲ 45 60 ▼ | |
| | | | 5 | 5 | |
| | | | (2) * (1) PP | (2) * (1) PP | (2) Sidings temporarily taken out of use |
| | | | OOU 5 15 | OOU 5 15 | |
| **WICK TEP** | 161 | 35 | T | T | |

| 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 | | RETB Inverness West<br>Inverness SC (I)<br>RETB West |
| | 0 20 * | | ① = 15 mph through loop points, in both directions, and over loop lines |
| 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 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC205 | 002 | Dingwall to Kyle of Lochalsh | KYL | Scotland | 08/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 40 | 40 | RETB Inverness West<br>Inverness SC (I)<br>RETB West |
| | 1 05 * | * | | RETB Inverness West |
| | 2 17 * | | * | |
| | | | 35 | |
| Foderty TEP | 2 31 | T | T | |
| | 2 41 * | | * | |
| | | 45 | 20 | |
| | 2 53 * | | * | |
| Brae LC (UWC) | 2 74 | T | T 35 | |
| | 3 09 * | | * | |
| Keppoch LC (UWC) | 3 64 | T | T | |
| | 4 29 * | * | | |
| | | 40 | 40 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC205 | 003 | Dingwall to Kyle of Lochalsh | KYL | Scotland | 08/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 40 | 40 | RETB Inverness West<br>Inverness SC (I)<br>RETB West |
| Achterneed LC (AOCL+B) | 4 55 | 40 ▼<br>▲ 20 | 40 ▼<br>▲ 20 | |
| | | 40 | | |
| | 5 30 * | * | * | |
| | | 35 | 30 | |
| | 6 26 * | * | * | |
| | | | 40 | |
| | 6 71 * | | * | |
| | | 40 | 20 | |
| | 6 76 * | | * | |
| | | | 40 | |
| | 7 30 * | | * | |
| | | 40 | 30 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC205 | 004 | Dingwall to Kyle of Lochalsh | KYL | Scotland | 08/12/2018 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | 15X TRAINS ONLY / OTHER THAN 15X TRAINS | RETB Inverness West<br>Inverness SC (I)<br>RETB West |
| Rogie LC (UWC) | 8 | 08 | T; 40 / T; 30 | |
| | 10 | 32 * | * / * | |
| Killin Farm No 1 LC (UWC) | 11 | 17 | T; 40 / T; 40 | |
| Killin Farm No 3 LC (UWC) | 11 | 40 | T; 1 / T; 1 | |
| Sdg GF | | | S; 5 / S; 5 | 1 = 15 mph through loop points, in both directions, and over loop lines |
| **GARVE TEP** | 11 | 65 | T; Loading Bank / T; Loading Bank | CL 800f (240m)<br>(39 SLU's) |
| | | | 1; 40 / 1; 40 | |
| Garve LC (ABCL) | 11 | 72 | STOP ▼; ▲ 15 / STOP ▼; ▲ 10 | A plunger is provided at the Up direction board worded "Shunting Press Plunger Obtain White Light and Whistle Before Proceeding" which, when operated, activates the LC lights sequence |
| | 11 | 74 * | * / * | |
| Gorstan LC (UWC) | 12 | 72 | T; 45 / T; 35 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC205 | 005 | Dingwall to Kyle of Lochalsh | KYL | Scotland | 08/12/2018 |

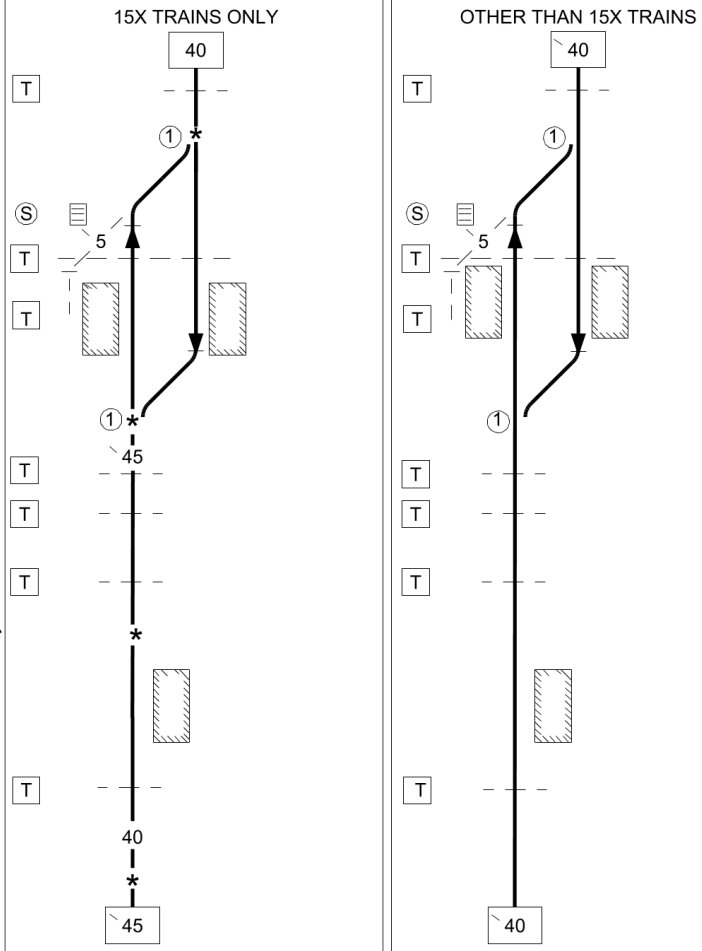
| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 45 | 35 | RETB Inverness West<br>Inverness SC (I)<br>RETB West |
| | 13 42 * | | * | |
| Corriemoillie No 1 LC (UWC) | 14 03 | T | T | |
| Lochluichart Lodge LC (UWC) | 15 68 | T | T | |
| | | 45 | 40 | |
| Lochluichart Station LC (UWC) | 17 11 | T | T | |
| **LOCHLUICHART** | 17 20 | | | |
| | 19 78 * | | * | |
| | | | 30 | |
| | 20 16 * | | * | |
| | | | 20 | |
| | 20 31 * | | * | |
| | | | 30 | |
| | 20 61 * | | * | |
| | | 45 | 40 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC205 | 006 | Dingwall to Kyle of Lochalsh | KYL | Scotland | 08/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 45 | 40 | RETB Inverness West<br>Inverness SC (I)<br>RETB West |
| | 21 22 * | * | | |
| | | 40 | | |
| | 21 30 * | * | * | |
| | | 20 | 20 | |
| **ACHANALT** | 21 34 | | | |
| Achanalt LC (UWC) | 21 35 | T | T | |
| | 21 38 * | * | * | |
| | | 40 | | |
| | 21 43 * | * | | |
| | | | 40 | |
| Strath LC (UWC) | 22 31 | T | T | |
| | | 45 | | |
| Rose Bank LC (UWC) | 23 18 | T | T | |
| | 25 76 * | * | * | |
| | | | 35 | |
| | 26 44 * | | * | |
| | | 40 | 40 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC205 | 007 | Dingwall to Kyle of Lochalsh | KYL | Scotland | 10/05/2020 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Quarry Burn LC (UWC) | 27 20 | | RETB Inverness West<br>Inverness SC (I)<br>RETB West |
| East end loop points | 27 50 * | | |
| Sdg GF | | | ① = 15mph through loop points, in both directions, and over loop lines |
| Achnasheen LC (UWC) | 27 65 | | |
| **ACHNASHEEN TEP** | 27 72 | | CL 1010f (305m)<br>(49 SLU's) |
| West end loop points | 27 77 * | | RETB Inverness West |
| Inver UWC | 29 9 | | |
| Allt Gharagain LC (UWC) | 31 53 | | |
| Craig LC (UWC) | 38 03 | | RETB Inverness West |
| | 40 24 * | | |
| **ACHNASHELLACH** | 40 34 | | |
| Achnashellach LC (UWC) | 40 37 | | |
| | 40 67 * | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC205 | 008 | Dingwall to Kyle of Lochalsh | KYL | Scotland | 08/12/2018 |

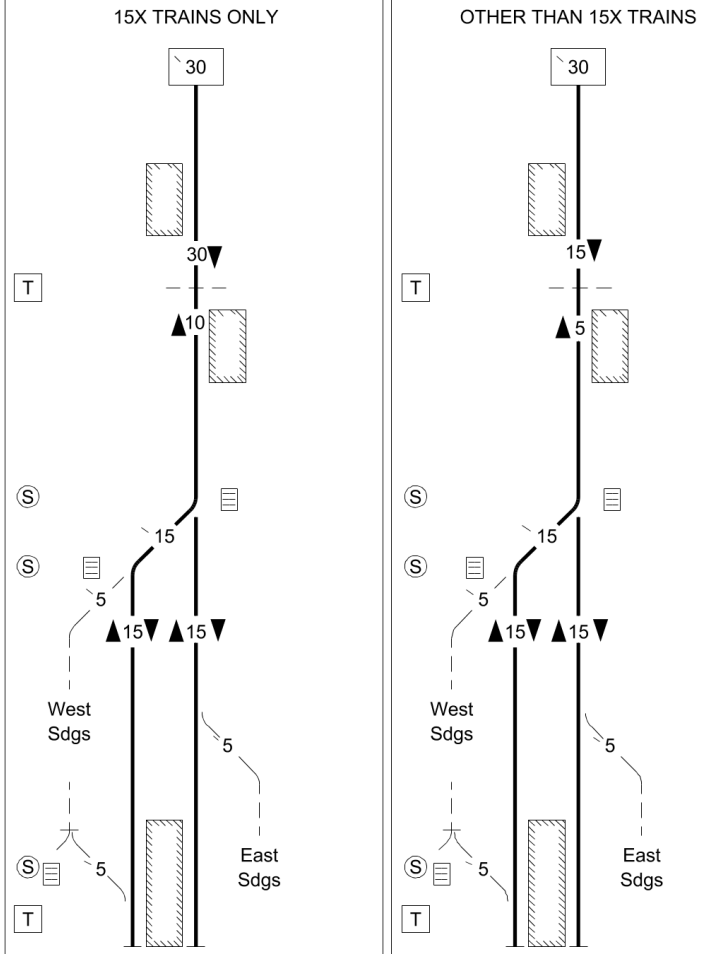
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 15X TRAINS ONLY / OTHER THAN 15X TRAINS | RETB Inverness West<br>Inverness SC (I)<br>RETB West |
| | 41 27 * | 15X: 45; * ▼ | |
| | 41 71 * | ▲ * | |
| Balnacra LC (AOCL+B) | 42 12 | 15X: 40; 25 ▼ / OTHER: ▲25/45 10/25 ▼ | |
| | 42 44 * | ▲45 * | |
| | 42 48 * | ▲ * | |
| Balnacra No 2 LC (UWC) | 42 58 | T / T | |
| Dalmartin LC (UWC) | 43 00 | T / T | |
| Coulags No 1 LC (UWC) | 43 32 | T / T | |
| Coulags No 3 LC (UWC) | 44 14 | T / T | |
| Blackwood No 1 LC (UWC) | 44 35 | T / T | ① = 15 mph through loop points, in both directions, and over loop lines |
| Blackwood LC (ABCL) | 44 67 | T / T; 15X: 45; ▲35/45 ① 25/45 ▼; OTHER: 40; ▲35/45 ① 25/45 ▼ | CL 780f (235m)<br>(38 SLU's) |
| Sdg GF | | Ⓢ 5 / Ⓢ 5 | Drivers must sound the locomotive horn CONTINUOUSLY from the Stop Board until over the crossing. Plungers are provided for shunting movements to the Up loop on the speed restriction board at the approach to the facing points for the Up loop and for a Down direction movement on the Up line on the Stop Board at the approach to the crossing which, when operated, activate the LC lights sequence |
| **STRATHCARRON TEP** | 45 74 | T Sdg / T Sdg | |
| Strathcarron LC (AOCL+B) | 45 77 | STOP ▼; ▲15 / STOP ▼; ▲15 | |
| West end loop points | 46 01 * | ① * / ① | |
| | | 15X: 40 / OTHER: 40 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC205 | 009 | Dingwall to Kyle of Lochalsh | KYL | Scotland | 24/04/2022 |

| Location | Mileage M Ch | Running lines & speed restrictions: 15X TRAINS ONLY | Running lines & speed restrictions: OTHER THAN 15X TRAINS | Signalling & Remarks |
|---|---|---|---|---|
| | | 40 | 40 | RETB Inverness West<br>Inverness SC (I)<br>RETB West |
| Auchintee LC (UWC) | 46 15 | T | T | |
| | 46 20 * | * | * | |
| | | 35 | 35 | |
| Cam-Alt-Houses LC (UWC) | 47 22 | T | T | |
| **ATTADALE** | 48 22 | | | |
| Attadale Halt UWC | 48 29 | T | T | |
| | 48 62 * | * | * | |
| | | 25 | 25 | |
| Arndarff LC (UWC) | 51 50 | T | T | |
| **STROMEFERRY TEP** | 53 15 | T | | |
| | 53 26 * | * | * | |
| | | 30 | 30 | |
| **DUNCRAIG** | 57 09 | | | |
| | | 30 | 30 | |

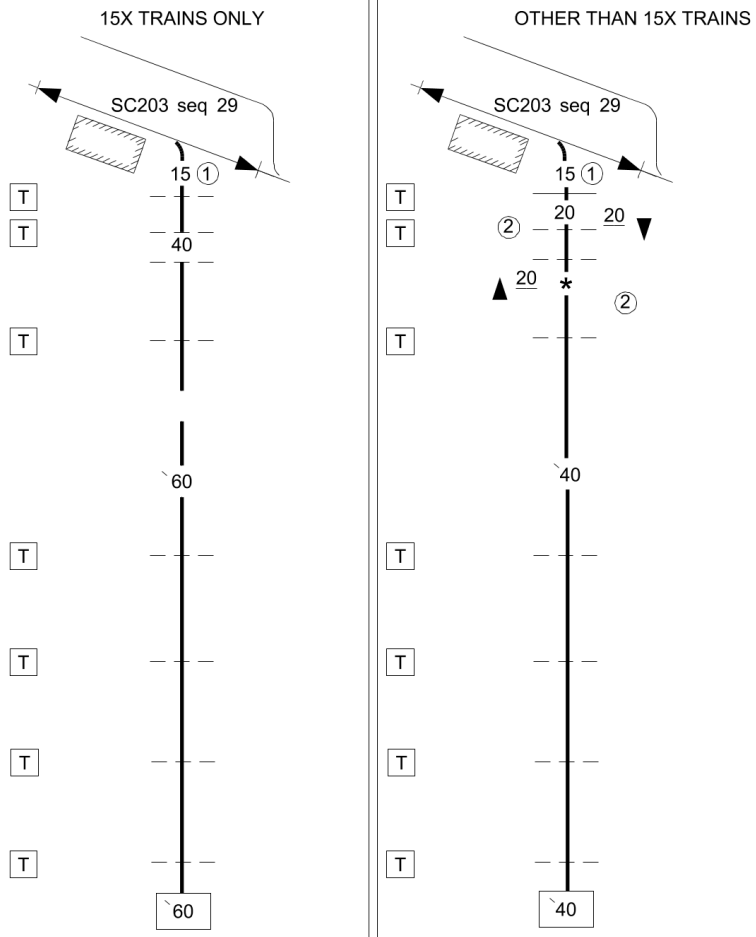
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC205 | 010 | Dingwall to Kyle of Lochalsh | KYL | Scotland | 24/04/2022 |

| Location | Mileage M | Mileage Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|---|
| | | | 15X TRAINS ONLY / OTHER THAN 15X TRAINS | RETB Inverness West<br>Inverness SC (I)<br>RETB West |
| **PLOCKTON** | 58 | 22 | | |
| Duirinish Station LC (ABCL) | 59 | 56 | | |
| **DUIRINISH** | 59 | 58 | | |
| GF | | | | |
| GF | | | | |
| GF | | | | Platform 1 & 2 - PP |
| **KYLE OF LOCHALSH TEP** | 63 | 64 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC207 | 001 | Georgemas Jn to Thurso | TSO | Scotland | 15/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| Georgemas Jn | 0 00 | | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| Lybster No.1 LC (UWC) | 0 39 | | Plungers are provided on the Up/Down platform for operating the branch junction points under the instructions of the signaller at Inverness (RETB) SC |
| Lybster No. 2 LC (UWC) | 0 60 | | ① = Through jn points |
| Hoy LC (AOCL+B) | 0 72 | | |
| | 0 73 * | | ② = Differential permanent speed restriction. Lower speed applies to all trains except Class 15X trains. Rule Book, Module SP, Section 2.4 is modified accordingly |
| Gunn LC (UWC) | 1 05 | | |
| | 1 17 * | | See Local Instructions for definition of a "Long Section" as applying in both directions between Georgemas Jn and Thurso |
| Blackhillock LC (UWC) | 1 44 | | |
| Sordale No 1 LC (UWC) | 1 59 | | |
| Sordale No 2 LC (UWC) | 1 79 | | |
| Sordale No 4 LC (UWC) | 2 29 | | |



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|---|---|---|---|---|
| SC207 | 002 | Georgemas Jn to Thurso | TSO | Scotland | 15/12/2018 |

| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
|---|---|---|---|
| | | 15X TRAINS ONLY / OTHER THAN 15X TRAINS | RETB Inverness North<br>Inverness SC (I)<br>RETB North |
| Carsgoe No 1 LC (UWC) | 2 41 | T | See Local Instructions for definition of a "Long Section" as applying in both directions between Georgemas Jn and Thurso |
| Carsgoe No 2 LC (UWC) | 2 55 | T | |
| Carsgoe No 3 LC (UWC) | 2 77 | T | |
| Carsgoe No 4 LC (UWC) | 3 17 | T | |
| Todholes No 1 LC (UWC) | 3 35 | T | See Local Instructions for conditions under which a second train may be admitted to the Up / Down platform line when occupied. |
| Todholes No 2 LC (UWC) | 3 48 | T | |
| Todholes No 3 LC (UWC) | 3 58 | T | |
| | 4 04 * | * 45 * | |
| | 4 25 * | | |
| Bleachfield LC (UWC) | 5 63 | T 60 | |
| Sdg GF | | Ⓢ OOU ① 5 5 Dock Line 15 | ① Dock line siding and Ground Frame out of use |
| Stn GF | | Ⓢ 5 | |
| **THURSO TEP** | 6 50 | T | |

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# SPECIAL WORKING ARRANGEMENT
## Table of Contents

| | Page |
|---|---|
| SC203- INVERNESS TO WICK | 53 |

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**SC203 (INVERNESS TO WICK)**

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 26 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the 'Restrictions' column.

| From | To | Type of Train | Line(s) | Remarks |
|---|---|---|---|---|
| Millburn Yard | Rose Street | Freight | Up main,<br>Rose Street Curve | Trains not exceeding 210ft (64m) excluding locomotive may be propelled. |
| Rose Street | Millburn Yard | Freight | Rose Street Curve,<br>Up main | Trains not exceeding 210ft (64m) excluding locomotive may be propelled. |

**Dated: 07/12/13**

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# LOCAL INSTRUCTIONS
## Table of Contents

| | Page |
|---|---|
| **SC203- INVERNESS TO WICK** | |
| INVERNESS TO CLUNES TEP | 56 |
| INVERNESS | 57 |
| INVERNESS T&RSD | 57 |
| INVERNESS TO MUIR OF ORD | 58 |
| BEAULY | 58 |
| DINGWALL TEP | 59 |
| DINGWALL TEP TO ALNESS | 60 |
| DINGWALL TO INVERGORDON | 60 |
| TAIN TEP | 60 |
| FORSINARD TO GEORGEMAS | 61 |
| HALKIRK TEP (DOWN DIRECTION ONLY) | 61 |
| GEORGEMAS JN TEP TO WICK TEP | 61 |
| WICK TO GEORGEMAS | 61 |
| GEORGEMAS JN TEP | 62 |
| BOWER TEP (UP DIRECTION ONLY) | 64 |
| WICK TEP | 64 |
| ENTIRE LINE OF ROUTE | 64 |
| **SC205- DINGWALL TO KYLE OF LOCHALSH** | |
| DINGWALL TO GARVE | 65 |
| STRATHCARRON TEP TO KYLE OF LOCHALSH TEP | 65 |
| KYLE OF LOCHALSH TEP | 65 |
| ENTIRE LINE OF ROUTE | 65 |
| **SC207- GEORGEMAS JN TO THURSO** | |
| GEORGEMAS JN TO THURSO TEP | 66 |
| THURSO TEP | 67 |
| ENTIRE LINE OF ROUTE | 67 |
| BRANCH | 67 |

# SC203 - INVERNESS TO WICK

## INVERNESS To Clunes TEP

**Viaduct over River Ness** - If an Up or Down locomotive hauled passenger train is brought to a stand on the Ness Viaduct after sunset or during falling snow through exceptional or unforeseen circumstances, the guard (or guards, if there is more than one) must take steps at once to prevent any passengers attempting to alight from the train.

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

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

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

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

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

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

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

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

**Dated: 02/12/06**

# SC203 - INVERNESS TO WICK

## INVERNESS

**Washing plant** – If approaching the wash unit in the Up Direction, an illuminated indication is provided for drivers, displaying either :-

'WASH/WAIT'
or WASH/PROCEED',
or 'NO WASH/PROCEED'.

Drivers must obey the illuminated indications displayed.

In normal operation in the Up Direction the driver must proceed on the authority of the 'WASH/PROCEED' indication.

When moving in the Up Direction, the washing plant works automatically, and the driver must proceed until the whole of his train has passed through the system at a speed between 2 and a half and 3 mph. Illuminated trackside speed indicators will display the exact speed at which the train is travelling.

For the benefit of long trains, (such as HSTs), there is an additional speed indicator positioned immediately on the approach to underbridge 349, at the point at which such trains will have passed completely through the wash. (This only functions when the washer is operating).

If 'NO WASH/PROCEED' is displayed', or there is nothing displayed at all, the wash plant is not functioning, and the driver must proceed through at line speed, and report the failure to the Depot Duty Manager by radio at the first opportunity.

When moving through the wash plant in the Down Direction, the wash plant will revert to 'NO WASH' for 10 minutes before resetting.

The splitting of trains on this line is prohibited.

## INVERNESS T&RSD

Inverness Depot provides stabling, fuelling, servicing, maintenance and repair to ScotRail operated DMU and HST fleets. Also, fuelling and maintenance of other TOC vehicles per contract.

All signals for entry and exit to the Depot are controlled by the Network Rail Signaller.

Rail vehicles enter Inverness Depot from the South via signals I713 and I397, and from the North via signal I424.

Rail vehicles leave Inverness Depot to the South via signals I716 and I724, and to the North via signal I733.

All rail vehicle movements in to, out of and within the boundary of Inverness Depot are made under the control and authority of the Designated Person.

All points within the boundary of Inverness Depot are manually operated by Depot Staff.

The speed limit for all rail vehicle movements within Inverness Depot is 5mph with the exceptions of,

- Within buildings/sheds 3mphWhen authorised to propel 3mph.
- Through Millburn Wash Plant 2mph.

All requests for access to rail vehicles stabled within Inverness Depot, must be made to the Designated Person.

All rail vehicle movements are recorded.

The 15 Roads within Inverness Depot boundary are.

| **Road / Siding** | **Use** |
|---|---|
| **CSMD** | |
| No. 4 Road | Stabling and maintenance. Road extends into maintenance building |
| No. 5 Road | Stabling and maintenance. Road extends into maintenance building |
| No. 6 Sidings | Stabling |
| No. 7 Sidings | Stabling |
| No. 8 Sidings | Stabling |

**Wagon Shop sidings Nos. 1 - 4 and Stores siding**

1. When required to make a movement into the Wagon Shop or Stores siding, the driver must stop at the stop board.
2. Movements past a stop board and movements out of the Wagon Shop on sidings 1, 2, 3 and 4 or from the Stores siding must not be made until the designated person has personally given the Shunter or Driver an assurance that it is safe for the movement to commence.

**Fuelling Road**

The coupling / uncoupling of Class 15X units on this line is prohibited.

**Additional instructions for movements to the Traction Maintenance depot and Fuelling Road**

Prior to a movement being made to the Traction Maintenance Depot or the Fuelling Road, the person in charge of the movement must obtain the permission of the person in charge at the depot for the movement to be made.

When required to make a movement into the depot or the fuelling road, the driver must stop at the stop board located at the entrance to the depot or the Fuelling Road.

Movements beyond the stop board must not be made unless the designated person has personally given the person in charge of the movement permission for the movement to proceed. The designated person must ensure that, in the case of the Fuelling Road, the appropriate rail stop is in the lowered position.

### Inverness Carriage Maintenance Depot

Prior to any movement from the Carriage Maintenance Depot which may proceed onto or foul the Harbour Road or towards position light signal I716, the shunter must contact the signaller at Inverness signalling centre to ensure that no movements have been signalled into the depot or Harbour Road, this includes signalled moves from position light signal I736.

If the signaller advises that there are no movements signalled, the shunter may then authorise the driver to proceed onto the Harbour Road or towards signal I716.

If the signaller advises that there is an incoming or Harbour Road movement signalled, the shunter must not authorise the driver to move the train. The shunter must wait until the signalled movement has been made and again contact the signaller as above.

**Dated: 21/09/19**

# SC203 – INVERNESS TO WICK

### INVERNESS TO MUIR OF ORD

**Working by special authority card** - If the radio fails in the leading cab of a train requiring to proceed from Inverness to Muir of Ord or Muir of Ord to Inverness, the rear cab radio must be used. The issue of a 'Long Section' token Inverness to Muir of Ord or Muir of Ord to Inverness by the rear cab is authorised.

**Dated: 30/01/16**

# SC203 - INVERNESS TO WICK

### BEAULY

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

**Dated: 03/10/09**

# SC203 - INVERNESS TO WICK

## DINGWALL TEP

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

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

Two pairs of plungers are provided at the North end of the station, one pair in association with the Down line 'Points Set' indicator, and one pair in association with the Up loop 'Points Set' indicator. These plungers must be operated only under the instructions of the signaller at Inverness (RETB) SC. Pressing the left-hand plunger of a pair of plungers sets the junction points for the Kyle branch. Pressing the right-hand plunger of a pair of plungers sets the points for the main line towards Evanton.
The illumination of the appropriate 'Points Set' indicator together with the correct route indication - 'B' for the branch or 'M' for the main line - after the operation of a plunger, prove that the junction points are correctly set and locked for the route chosen. Only the pair of plungers at the 'Points Set' indicator at which the train is standing can be used.

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

a) **Down direction trains** - When the driver of a Down direction train has been issued with a token and is ready to proceed, the signaller at Inverness (RETB) SC will instruct him to press the appropriate plunger.

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

b) **Up direction trains** - If the driver of an Up train on the main or branch line finds that the 'Points Set' indicator on the approach to Dingwall is displaying a single red flashing aspect or is not illuminated he must immediately inform the signaller at Inverness (RETB) SC who will instruct him to unlock the lockfast box beside the indicator post and report the indications displayed inside. The driver must then act in accordance with the instructions of the signaller, and must not proceed past the indicator without the verbal permission of the signaller. Clause 6.2 of instruction 6 of the Single Lines Worked by Radio Electronic Token Block - Instructions to Traincrews, Persons carrying out Engineering Work and Others Concerned, is modified accordingly. When such verbal permission is given, the driver must not proceed until he has relocked the box and confirmed to the signaller that this has been done.

c) **Failure of North end loop points** - When the 'Points Set' indicator displays a single red flashing aspect or is not illuminated the driver of an Up direction train is instructed by the signaller at Inverness (RETB) SC to manually operate the North end loop points, he must operate the points to the required position and clamp and scotch them in that position. An assurance must be given to the signaller at Inverness (RETB) SC when this has been done.

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

d) **Override switch for junction points** - The override switch for the junction points is located in the lockfast box adjacent to these points. This override switch normally lies in the central position. Switching it to the left sets the points for the main line. Switching it to the right sets the points for the Kyle branch. When operated to a position, the switch will remain in this position until it is again operated. This switch must only be operated under the instructions of the signaller at Inverness (RETB) SC. If instructed by the signaller to operate this switch, the driver, or other person concerned, must carry out the following procedure :-

   (i) If the points are already in the correct position for the route required, the driver, or person concerned, must operate the switch for the other route, check that the points have moved to the other route, and then operate the switch to the route required and check that the points have moved to the route required.

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

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

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

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

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

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

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

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

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

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

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

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

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

**Dated: 01/08/2012**

# SC203 - INVERNESS TO WICK

### DINGWALL TEP To ALNESS

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

**Dated: 02/12/06**

# SC203 – INVERNESS TO WICK

### DINGWALL TO INVERGORDON

**Working by special authority card** - If the radio fails in the leading cab of a train requiring to proceed from Dingwall to Invergordon or Invergordon to Dingwall, the rear cab radio must be used. The issue of a 'Long Section' token between Dingwall to Invergordon or Invergordon to Dingwall by the rear cab is authorised.

**Dated: 30/01/16**

# SC203 - INVERNESS TO WICK

### TAIN TEP

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

**Dated: 02/12/06**

# SC203 – INVERNESS TO WICK

### FORSINARD TO GEORGEMAS

**Working by special authority card** - If the radio fails in the leading cab of a train requiring to proceed from Forsinard to Georgemas, the rear cab radio must be used. The issue of a 'Long Section' token between between Forsinard to Georgemas by the rear cab is authorised.

**Dated: 30/01/16**

# SC203 - INVERNESS TO WICK

### Halkirk TEP (Down direction only)

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

**Dated: 02/12/06**

# SC203 - INVERNESS TO WICK

### GEORGEMAS JN TEP To WICK TEP

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

**Dated:02/12/06**

# SC203 – INVERNESS TO WICK

### WICK TO GEORGEMAS

**Working by special authority card** - If the radio fails in the leading cab of a train requiring to proceed from Wick to Georgemas, the rear cab radio must be used. The issue of a 'Long Section' token between Wick to Georgemas by the rear cab is authorised.

**Dated:30/01/16**

# SC203 - INVERNESS TO WICK

## GEORGEMAS JN TEP

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

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

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

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

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

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

a) **Movement from Georgemas** - When the driver of an Up direction train has come to a stand at the stop board adjacent to the platform, the signaller must be advised and his permission obtained to operate the appropriate plunger.

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

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

b) **Movement from Down single line or Up branch to Georgemas Up / Down platform** - If the driver of a train finds that the “Points Set” indicator on the immediate approach to the branch junction points (Down single line) or at the Up branch stop board is displaying a single red flashing aspect or is not illuminated, the signaller must be immediately informed and the driver must, thereafter, act in accordance with the signaller’s instructions. Instruction 8 of the **Single Lines Worked by Radio Electronic Token Block - Instructions to Traincrews, Persons carrying out Engineering Work and Others Concerned** is modified accordingly.

c) **Override switch for junction points** - The override switch for the junction points is located in the lockfast box on Georgemas Up / Down platform, adjacent to the plungers for the junction points and must only be operated under the instructions of the signaller.

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

   (i) If the points are already in the correct position for the route required, the driver, or person concerned, must operate the switch for the other route, check that the points have moved to the other route, and then operate the switch to the route required and check that the points have moved to the route required.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Whenever the pipe train, or a portion of the pipe train, requires to be propelled within the Georgemas Jn area, to position it for unloading or to shunt it clear of passenger traffic such movements must be carried out in accordance with the Rule Book, Module TW1, Section 26, except that all liaison by the guard/shunter, or driver, must be with the COSS, and not the signaller.

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

**Dated: 07/12/13**

# SC203 - INVERNESS TO WICK

### Bower TEP (Up direction only)

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

**Dated: 02/12/06**

# SC203 - INVERNESS TO WICK

### WICK TEP

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

**Dated: 08/11/08**

# SC203 - INVERNESS TO WICK

### Entire Line Of Route

**Automatic Warning System** - Referring to the Rule Book, Handbook RS/521 Section 1.5, Cancelling indicators are not provided.

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

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

**Dated: 07/12/13**

# SC205 – DINGWALL TO KYLE OF LOCHALSH

## DINGWALL TO GARVE

**Working by special authority card** - If the radio fails in the leading cab of a train requiring to proceed from Inverness to Dingwall to Garve or Garve to Dingwall, the rear cab radio must be used. The issue of a 'Long Section' token Dingwall to Garve or Garve to Dingwall by the rear cab is authorised.

**Dated: 30/01/16**

# SC205 - DINGWALL TO KYLE OF LOCHALSH

## STROMEFERRY TEP To KYLE OF LOCHALSH TEP

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

**Dated: 24/04/22**

# SC205 - DINGWALL TO KYLE OF LOCHALSH

## KYLE OF LOCHALSH TEP

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

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

**Joining** - The first train to enter the platform must be brought to a stand at the far end of the station and return the token. The second train will be issued with an 'Occupied' token at Stromeferry and the driver reminded, when being given permission to proceed, that the platform line is occupied. In the event of a failure of all cab equipment in the second train, a special authority card may be used provided clause (a) on the special authority card is endorsed 'Occupied'.

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

After the first train has loop cleared, and after receiving permission from the Signaller, the rear train may draw forward to the stop board provided station duties have been completed, all is in order for the train to commence the movement and the conductor has sent the bell / buzzer code 6, to the driver. Before requesting a token to proceed, the driver must advise the signaller that he is at a stand at the stop board.

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

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

**Dated: 24/04/22**

# SC205 - DINGWALL TO KYLE OF LOCHALSH

### Entire Line Of Route

**Automatic Warning System** - Referring to the Rule Book, Handbook RS/521 Section 1.5, Cancelling indicators are not provided.

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

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

**Dated: 07/12/13**

# SC207 - GEORGEMAS JN TO THURSO

### Georgemas Jn To THURSO TEP

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

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

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

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

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

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

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

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

**Dated: 02/12/06**

# SC207 - GEORGEMAS JN TO THURSO

### THURSO TEP

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

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

**Dated: 08/11/08**

# SC207 - GEORGEMAS JN TO THURSO

### Entire Line Of Route

**Automatic Warning System** - Referring to the Rule Book, Handbook RS/521 Section 1.5, Cancelling indicators are not provided.

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

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

**Dated: 07/12/13**

# SC207 – GEORGEMAS JN TO THURSO

### BRANCH

**Working by special authority card** - If the radio fails in the leading cab of a train requiring to proceed from Georgemas Jn to Thurso, the rear cab radio must be used. The issue of a 'Long Section' token Georgemas Jn to Thurso by the rear cab is authorised.

**Dated: 30/01/16**

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# LIST OF MODULE PAGES ADND DATES

| Page | Date Last Changed |
|---|---|
| **1** | **07 September 2024** |
| **2** | **07 September 2024** |
| 3 | 03 December 2022 |
| 4 | 03 December 2022 |
| 5 | 07 June 2014 |
| 6 | 07 June 2014 |
| **7** | **07 September 2024** |
| **8** | **07 September 2024** |
| **9** | **07 September 2024** |
| **10** | **07 September 2024** |
| **11** | **07 September 2024** |
| **12** | **07 September 2024** |
| **13** | **07 September 2024** |
| **14** | **07 September 2024** |
| **15** | **07 September 2024** |
| **16** | **07 September 2024** |
| **17** | **07 September 2024** |
| **18** | **07 September 2024** |
| **19** | **07 September 2024** |
| **20** | **07 September 2024** |
| 21 | 01 December 2018 |
| 22 | 01 December 2018 |
| 23 | 06 December 2014 |
| 24 | 06 December 2014 |
| 25 | 05 March 2016 |
| 26 | 05 March 2016 |
| 27 | 01 December 2018 |
| 28 | 01 December 2018 |
| 29 | 03 March 2018 |
| 30 | 03 March 2018 |
| 31 | 07 June 2014 |
| 32 | 07 June 2014 |
| 33 | 07 June 2014 |
| 34 | 07 June 2014 |
| **35** | **07 September 2024** |
| **36** | **07 September 2024** |
| **37** | **07 September 2024** |
| **38** | **07 September 2024** |
| **39** | **07 September 2024** |
| **40** | **07 September 2024** |
| **41** | **07 September 2024** |
| **42** | **07 September 2024** |
| **43** | **07 September 2024** |
| **44** | **07 September 2024** |
| **45** | **07 September 2024** |
| **46** | **07 September 2024** |
| **47** | **07 September 2024** |
| **48** | **07 September 2024** |
| 48A | 02 December 2023 |
| 48B | 02 December 2023 |
| 48C | 02 December 2023 |
| 48D | 02 December 2023 |
| 48E | 02 December 2023 |

| Page | Date Last Changed |
|---|---|
| 48F | 02 December 2023 |
| 48G | 02 December 2023 |
| 48H | 02 December 2023 |
| 48I | 02 December 2023 |
| 48J | 02 December 2023 |
| 48K | 02 December 2023 |
| 48L | 02 December 2023 |
| 48M | 02 December 2023 |
| 48N | 02 December 2023 |
| 48O | 02 December 2023 |
| 48P | 02 December 2023 |
| 48Q | 02 December 2023 |
| 48R | 02 December 2023 |
| **49** | **07 September 2024** |
| **50** | **07 September 2024** |
| 51 | 30 May 2020 |
| 52 | 30 May 2020 |
| 53 | 03 September 2022 |
| 54 | 03 September 2022 |
| 55 | 03 September 2022 |
| 56 | 03 September 2022 |
| 57 | 30 May 2020 |
| 58 | 30 May 2020 |
| 59 | 30 May 2020 |
| 60 | 30 May 2020 |
| 60A | 03 September 2022 |
| 60B | 03 September 2022 |
| 61 | 01 December 2018 |
| 62 | 01 December 2018 |
| 63 | 07 June 2014 |
| 64 | 07 June 2014 |
| 65 | 03 June 2017 |
| 66 | 03 June 2017 |
| 67 | 07 June 2014 |
| 68 | 07 June 2014 |
| 69 | 01 December 2018 |
| 70 | 01 December 2018 |
| 71 | 03 September 2016 |
| 72 | 03 September 2016 |
| 73 | 03 March 2018 |
| 74 | 03 March 2018 |
| 75 | 29 August 2020 |
| 76 | 29 August 2020 |
| 77 | 07 June 2014 |
| 78 | 07 June 2014 |
| **79** | **07 September 2024** |
| **80** | **07 September 2024** |
| 81 | 03 June 2017 |
| 82 | 03 June 2017 |
| 83 | 03 June 2017 |
| 84 | 03 June 2017 |
| 85 | 01 December 2018 |
| 86 | 01 December 2018 |

| Page | Date Last Changed |
|---|---|
| 87 | 03 September 2016 |
| 88 | 03 September 2016 |
| 89 | 07 June 2014 |
| 90 | 07 June 2014 |
| **91** | **07 September 2024** |
| **91A** | **07 September 2024** |
| 91B | 03 March 2018 |
| 92 | 03 March 2018 |
| 93 | 29 August 2020 |
| 94 | 29 August 2020 |
| 95 | 01 December 2018 |
| 96 | 01 December 2018 |
| 97 | 04 June 2016 |
| 98 | 04 June 2016 |
| 99 | 03 June 2017 |
| 100 | 03 June 2017 |
| 101 | 06 September 2014 |
| 102 | 06 September 2014 |
| 103 | 05 June 2021 |
| 104 | 05 June 2021 |
| 105 | 05 June 2021 |
| 105A | 05 June 2021 |
| 105B | 05 June 2021 |
| 106 | 05 June 2021 |
| 107 | 03 March 2018 |
| 108 | 03 March 2018 |
| 109 | 03 December 2016 |
| 110 | 03 December 2016 |
| 111 | 29 August 2020 |
| 112 | 29 August 2020 |
| 112A | 02 June 2018 |
| 112B | 02 June 2018 |
| 113 | 04 June 2022 |
| 114 | 04 June 2022 |
| 115 | 31 August 2019 |
| 116 | 31 August 2019 |
| 117 | 04 June 2022 |
| 118 | 04 June 2022 |
| 119 | 05 June 2021 |
| 120 | 05 June 2021 |
| 120A | 05 June 2021 |
| 120B | 05 June 2021 |
| 121 | 31 August 2019 |
| 122 | 31 August 2019 |
| 123 | 29 February 2020 |
| 124 | 29 February 2020 |
| 125 | 29 February 2020 |
| 126 | 29 February 2020 |
| 127 | 03 March 2018 |
| 128 | 03 March 2018 |
| 128A | 03 March 2018 |
| 128B | 03 March 2018 |
| 129 | 03 March 2018 |
| 130 | 03 March 2018 |
| 131 | 03 March 2018 |
| 132 | 03 March 2018 |
| 133 | 03 March 2018 |
| 134 | 03 March 2018 |

| Page | Date Last Changed |
|---|---|
| 135 | 03 March 2018 |
| 136 | 03 March 2018 |
| 137 | 03 March 2018 |
| 138 | 03 March 2018 |
| **139** | **07 September 2024** |
| **140** | **07 September 2024** |
| 141 | 06 September 2014 |
| 142 | 06 September 2014 |
| 143 | 05 June 2021 |
| 144 | 05 June 2021 |
| 145 | 01 June 2019 |
| 146 | 01 June 2019 |
| 147 | 04 June 2022 |
| 148 | 04 June 2022 |
| 149 | 01June 2019 |
| 150 | 01 June 2019 |

# ROUTE CLEARANCE
## Table of Contents

| | Page |
|---|---|
| GENERAL NOTES | 5 |
| TABLE D1A- ROUTE CLEARANCE OF DIESEL MULTIPLE UNITS | 7 |
| TABLE D1B - ROUTE CLEARANCE OF DIESEL MULTIPLE UNITS | 21 |
| TABLE D2A - ROUTE CLEARANCE OF ELECTRIC MULTIPLE UNITS | 35 |
| TABLE D2B - ROUTE CLEARANCE OF ELECTRIC MULTIPLE UNITS | 48 |
| TABLE D3 - ROUTE CLEARANCE OF COACHING STOCK | 49 |
| TABLE D4A – ROUTE CLEARANCE OF LOCOMOTIVES | 61 |
| TABLE D4B – ROUTE CLEARANCE OF LOCOMOTIVES | 79 |
| TABLE D4C – ROUTE CLEARANCE OF LOCOMOTIVES | 95 |
| TABLE D4D – ROUTE CLEARANCE OF LOCOMOTIVES | 113 |
| TABLE D5A – ROUTE CLEARANCE OF FREIGHT CONTAINERS/SWAP BODIES | 127 |
| TABLE D5B – LOCOMOTIVE GAUGE CLEARANCE | 139 |

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# ROUTE CLEARANCE

**Last Updated: 29/03/2014**

**SCOTLAND**

GENERAL NOTES

The following tables apply only to the working of trains over running lines and sidings listed in the Table As of the Sectional Appendix. All speed restrictions and local instructions shall be adhered to.

The notations (used in these tables) are explained as follows:

| | |
|---|---|
| **Y** | Permitted to operate without restriction |
| **R** | Permitted to operate but restrictions apply. See 'Notes' column for details |
| **N** | No published clearance * |
| **E** | ECS / transit – self powered |
| **EH** | ECS / transit – dead hauled – (pantograph (where fitted) is lowered) |
| **H** | Hauled |
| **B** | When the loco's RA is higher than that of the route then permission is ONLY given (B) for trains working to / from a possession, or to assist a failed train in an emergency. Prior permission must be obtained from Network Rail Control |
| **T** | Permitted to operate with the Tilt system |

* Where clearances are not published in the Sectional Appendix Route Clearance Tables, trains are only allowed to operate when specifically permitted and the authority has been formally published in an operating notice and / or Network Rail Acceptance Panel documentation.

Conditions of Operation

In addition to any restrictions published in the Route Clearance Tables, it shall be noted that there are other documents (Network Rail Acceptance Panel Summary of Rolling Stock I frastructure Compatibility, Discrepancy Registers, Local and General Instructions) that apply to operation on Network Rail managed infrastructure. The Railway Undertaking shall familiarise itself with these.

Tables

| | |
|---|---|
| **D1** | Diesel Multiple Units |
| **D2** | Electric Multiple Units |
| **D3** | Coaching Stock |
| **D4** | Locomotives Electric and Diesel |
| **D5** | Freight containers/swap bodies |

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# Table D1A – Route clearance of diesel multiple units

**Last Updated: 11/05/24**

To be read in conjunction with General Notes.

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 142 | 143 | 144 | 150 | 153/1 | 156 | 158 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC001 | WCM1 | Route Boundary (NW4001) (Gretna Jn) – Lockerbie | 12 | 30 | 25 | 66 | N | N | N | Y | N | Y | Y | |
| SC001 | WCM1 | Lockerbie – Law Jn | 25 | 66 | 84 | 08 | N | N | N | Y | N | Y | Y | |
| SC001 | WCM2 | Law Jn – Junction with Coatbridge lines (Lesmahagow Jn) | 84 | 08 | 89 | 51 | N | N | N | Y | N | Y | Y | |
| SC001 | WCM2 | Junction with Coatbridge lines (Lesmahagow Jn) – Newton East Jn | 89 | 51 | 95 | 14 | N | N | N | Y | N | Y | Y | |
| SC001 | WCM2 | Newton East Jn – Newton Hamilton Jn (SC0023) via South Connecting Line | 95 | 14 | 95 | 47 | N | N | N | Y | N | Y | Y | |
| SC001 | WCM2 | Newton Kirkhill Jn (SC0023) – Newton West Jn via North Connecting Line | 95 | 77 | 96 | 34 | N | N | N | Y | N | Y | Y | |
| SC001 | WCM2 | Newton East Jn – Newton West Jn | 95 | 14 | 96 | 34 | N | N | N | Y | N | Y | Y | |
| SC001 | WCM2 | Newton West Jn – Rutherglen East Jn | 96 | 34 | 98 | 32 | N | N | N | Y | N | Y | Y | |
| SC001 | WCM2 | Rutherglen East Jn – Larkfield Jn | 98 | 32 | 100 | 65 | N | N | N | Y | E R1 | Y | Y | Prohibitied Rutherglen East Jn to Rutherglen West Jn |
| SC001 | WCM2 | Larkfield Jn – Eglinton St Jn | 100 | 65 | 101 | 39 | N | N | N | Y | N | Y | Y | |
| SC001 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | N | N | N | Y | N | Y | Y | |
| SC001 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | N | N | N | Y | N | Y | Y | |
| SC003 | ECA1 | Carstairs South Jn – Carstairs East Jn | 73 | 17 | 73 | 48 | N | N | N | Y | N | Y | Y | |
| SC003 | ECA2 | Carstairs East Jn – Slateford Jn | 74 | 10 | 99 | 01 | N | N | N | Y | N | Y | Y | |
| SC003 | ECA3 | Slateford Jn – Haymarket East Jn | 99 | 01 | 100 | 41 | N | N | N | Y | N | Y | Y | |
| SC005 | CSP | Carstairs Station Jn – Carstairs East Jn | 73 | 37 | 74 | 10 | N | N | N | Y | N | Y | Y | |
| SC007 | EGS2 | Midcalder Jn – Holytown Jn | 23 | 11 | 1 | 27 | N | N | N | Y | N | Y | Y | |
| SC009 | LNK | Lanark – Lanark Jn | 2 | 45 | 0 | 03 | N | N | N | Y | N | Y | N | |
| SC011 | WWD | Law Jn – Holytown Jn | 84 | 08 | 89 | 66 | N | N | N | Y | N | Y | Y | |
| SC011 | EGS2 | Holytown Jn – Mossend East Jn | 1 | 27 | 0 | 40 | N | N | N | Y | N | Y | Y | |
| SC011 | EGS1 | Mossend East Jn – Uddingston Jn | 3 | 63 | 0 | 03 | N | N | N | Y | N | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | 142 | 143 | 144 | 150 | 153/1 | 156 | 158 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC013 | SHR | Wishaw Central Jn – Shieldmuir Jn | 86 | 63 | 87 | 43 | N | N | N | Y | N | Y | Y | |
| SC015 | MDN | Mossend East Jn – Mossend North Jn (North Curve) | 0 | 40 | 0 | 06 | N | N | N | Y | N | Y | Y | |
| SC017 | MDE | Mossend East Jn – Mossend South Jn (East Curve) | 0 | 31 | 0 | 00 | N | N | N | Y | N | Y | Y | |
| SC019 | MDW | Mossend South Jn – Mossend West Jn (West Curve) | 91 | 08 | 91 | 50 | N | N | N | Y | N | Y | Y | |
| SC021 | COS2 | Coltness – Change of ELR | 0 | 09 | 0 | 00 | N | N | N | N | N | N | N | |
| SC021 | COS1 | Change of ELR – Garriongill Jn | 14 | 15 | 15 | 29 | N | N | N | N | N | N | N | |
| SC023 | HMN1 | Motherwell – Change of ELR | 0 | 08 | 1 | 44 | N | N | N | Y | N | Y | Y | |
| SC023 | HMN2 | Change of ELR – Newton, Hamilton Jn | 6 | 61 | 0 | 00 | N | N | N | Y | N | Y | R1 | R1 15mph Blantyre up platform |
| SC024 | LRK | Larkhall – Haughhead Jn | 3 | 00 | 0 | 00 | N | N | N | N | N | N | N | |
| SC025 | ARG1 | Rutherglen Central Jn – Bridgeton Yard North End | 0 | 00 | 0 | 43 | N | N | N | Y | E<br>R2 | Y | E<br>R1 | R1 Prohibited between Rutherglen North Jn and Bridgeton Yard North End Jn<br>Prohibited Rutherglen Central Jn to Rutherglen North Jn |
| SC025 | ARG2 | Bridgeton Yard North End – Exhibition Centre | 0 | 86 | 4 | 03 | N | N | N | Y | E | Y | N | |
| SC025 | ARG2 | Exhibition Centre – Finnieston East Jn (Down line) | 4 | 03 | 4 | 41 | N | N | N | Y | N | Y | N | |
| SC025 | ARG2 | Exhibition Centre – Finnieston West Jn (Up line) | 4 | 03 | 4 | 74 | N | N | N | Y | E | Y | N | |
| SC027 | RNC | Rutherglen West Jn – Rutherglen North Jn (West Curve) | 0 | 00 | 0 | 29 | N | N | N | Y | E | Y | E | |
| SC029 | CLY | Larkfield Jn – Terminus Jn | 101 | 01 | 101 | 62 | N | N | N | Y | E | Y | E | |
| SC029 | BRD | Terminus Jn – Shields Jn via Through Terminus lines | 101 | 62 | 102 | 16 | N | N | N | Y | N | Y | E | |
| SC029 | CLY | Terminus Jn – Shields Jn | 101 | 62 | 102 | 16 | N | N | N | Y | E | Y | E | |
| SC031 | GSW | Route Boundary (NW4031) (Gretna Jn) – Old Route boundary (109m 00ch between Eastriggs and Annan) | 115 | 40 | 109 | 00 | R1 | R1 | R1 | Y | N | Y | E | R1 Prohibited between Kilmarnock and Old Route boundary (109m 00ch between Eastriggs and Annan) |
| SC031 | GSW | Old Route boundary (109m 00ch between Eastriggs and Annan) – Change of ELR | 109 | 0 | 33 | 44 | N | N | N | Y | N | Y | E | |
| SC031 | GBK | Change of ELR – Muirhouse South Jn | 23 | 44 | 1 | 18 | N | N | N | Y | N | Y | E | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | 142 | 143 | 144 | 150 | 153/1 | 156 | 158 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC031 | MEN2 | Muirhouse South Jn – Muirhouse Central Jn | 0 | 00 | 0 | 15 | N | N | N | Y | N | Y | E | |
| SC031 | MEN1 | Muirhouse Central Jn – Eglinton St Jn | 0 | 19 | 0 | 70 | N | N | N | Y | N | Y | Y | |
| SC031 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | N | N | N | Y | N | Y | Y | |
| SC031 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | N | N | N | Y | N | Y | Y | |
| SC035 | KSH | Bank Jn – Network Rail Boundary (Connel Park LC) / Knockshinnoch | 54 | 05 | 55 | 28 | N | N | N | N | N | N | N | |
| SC036 | GNN | Greenburn Jn – Greenburn Open Cast (Goods Line) | 0 | 00 | 0 | 55 | N | N | N | N | N | N | N | |
| SC037 | RIC1 | Kay Park Jn – Bellfield | 0 | 00 | 1 | 06 | N | N | N | N | N | N | N | |
| SC037 | RIC2 | Bellfield – Riccarton (Goods Line) | 2 | 20 | 1 | 75 | N | N | N | N | N | N | N | |
| SC039 | BAK | Kilmarnock – Barassie | 0 | 05 | 7 | 56 | Y | Y | Y | Y | N | Y | E | |
| SC045 | EKE | East Kilbride – Busby Jn | 7 | 60 | 0 | 40 | N | N | N | Y | N | Y | E | |
| SC047 | LFS2 | Muirhouse South Jn – Change of ELR | 1 | 19 | 0 | 61 | N | N | N | Y | N | Y | E | |
| SC047 | LFS1 | Change of ELR – Larkfield Jn | 101 | 17 | 101 | 01 | N | N | N | Y | N | Y | E | |
| SC049 | TSS | Muirhouse Central Jn – Terminus Jn | 0 | 04 | 0 | 40 | N | N | N | Y | N | Y | E | |
| SC051 | CTC | Muirhouse Central Jn – Cathcart North Jn (via Cathcart) | 5 | 19 | 1 | 63 | N | N | N | Y | N | Y | N | |
| SC051 | CTC | Cathcart North Jn – Muirhouse North Jn (via Crosshill) | 1 | 63 | 0 | 00 | N | N | N | Y | N | Y | N | |
| SC053 | NNH | Neilston – Cathcart West Jn | 108 | 45 | 100 | 77 | N | N | N | Y | N | Y | N | |
| SC055 | WCM2 | Newton, Hamilton Jn – Newton Kirkhill Jn | 95 | 53 | 95 | 77 | N | N | N | Y | N | Y | N | |
| SC055 | KHL | Newton Kirkhill Jn – Cathcart West Jn | 95 | 77 | 100 | 77 | N | N | N | Y | N | Y | N | |
| SC057 | CNC | Cathcart East Jn – Cathcart North Jn | 0 | 45 | 0 | 00 | N | N | N | Y | N | Y | N | |
| SC059 | WCM2 | Glasgow Central – Bridge St Jn | 102 | 27 | 101 | 53 | N | N | N | Y | N | Y | E | |
| SC059 | AYR1 | Bridge St Jn – Cook St | 0 | 00 | 0 | 19 | N | N | N | Y | N | Y | E | |
| SC059 | LYE | Cook St – High St Line (Smithy Lye through line) | 0 | 00 | 0 | 44 | N | N | N | Y | N | Y | E | |
| SC059 | AYR1 | Cook St – Shields Jn | 0 | 19 | 1 | 00 | N | N | N | Y | E R1 | Y | E | Prohibited Cook St to 00m 73ch |
| SC059 | AYR1 | Shields Jn – Change of ELR (Paisley Gilmour Street) | 1 | 00 | 6 | 53 | Y | Y | Y | Y | N | Y | E | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 142 | 143 | 144 | 150 | 153/1 | 156 | 158 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC059 | AYR2 | Change of ELR (Paisley Gilmour Street) – Change of ELR (Brown Street crossover) | 6 | 73 | 7 | 00 | Y | Y | Y | Y | N | Y | E | |
| SC059 | AYR3 | Change of ELR (Brown Street crossover) – Change of ELR (Dalry) | 7 | 00 | 23 | 00 | Y | Y | Y | Y | N | Y | E<br>R1 | R1 60mph Lochwinnoch down platform |
| SC059 | AYR4 | Change of ELR (Dalry) – Change of ELR (Barassie Jn) | 23 | 00 | 33 | 08 | Y | Y | Y | Y | N | Y | E<br>R1<br>R2 | R1 40mph Kilwinning up platform<br>R2 Prohibited between Barassie and Change of ELR (Barassie Jn) |
| SC059 | AYR5 | Change of ELR (Barassie Jn) – Change of ELR (Between Troon and Prestwick International Airport) | 0 | 00 | 2 | 15 | Y | Y | Y | Y | N | Y | N | |
| SC059 | AYR6 | Change of ELR (Between Troon and Prestwick International Airport) – Falkland Jn | 35 | 05 | 38 | 73 | Y | Y | Y | Y | N | Y | N | |
| SC059 | AYR6 | Falkland Jn – Ayr | 38 | 73 | 40 | 49 | Y | Y | Y | Y | N | Y | N | |
| SC059 | STR1 | Ayr – Dalrymple Jn | 40 | 49 | 43 | 53 | N | N | N | Y | N | Y | N | |
| SC059 | STR1 | Dalrymple Jn – Change of ELR (Girvan) | 43 | 53 | 61 | 60 | N | N | N | Y | N | Y | N | |
| SC059 | STR2 | Change of ELR (Girvan) – Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) | 0 | 00 | 30 | 67 | N | N | N | Y | N | Y | N | |
| SC059 | STR3 | Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) – Change of ELR (Stranraer Yard GF) | 46 | 54 | 53 | 05 | N | N | N | Y | N | Y | N | |
| SC059 | STR4 | Change of ELR (Stranraer Yard GF) – End of Line | 53 | 05 | 54 | 05 | N | N | N | Y | N | Y | N | |
| SC061 | CNL | Shields Jn – Corkerhill | 1 | 05 | 3 | 11 | N | N | N | Y | E | Y | E | |
| SC061 | CNL | Corkerhill – Paisley Canal | 3 | 11 | 7 | 00 | N | N | N | R1 | N | R1 | N | R1 Prohibited when overhead line equipment is energised |
| SC063 | CND1 | Cardonald Jn – Cardonald North Jn | 0 | 00 | 0 | 36 | N | N | N | N | N | N | N | |
| SC063 | CND2 | Cardonald North Jn – Deanside (Goods Line) | 0 | 36 | 1 | 54 | N | N | N | N | N | N | N | |
| SC065 | GOU1 | Paisley (Wallneuk Jn) – Change of ELR | 6 | 34 | 6 | 53 | N | N | N | Y | N | Y | N | |
| SC065 | GOU2 | Change of ELR – Bishopton | 107 | 70 | 112 | 60 | N | N | N | Y | N | Y | N | |
| SC065 | GOU2 | Bishopton – Gourock | 112 | 60 | 126 | E | N | N | N | Y | N | Y | N | |

Scotland Route Sectional Appendix Module SCRC

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | 142 | 143 | 144 | 150 | 153/1 | 156 | 158 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC067 | WYS | Wemyss Bay Jn – Wemyss Bay | 0 | 00 | 10 | 03 | N | N | N | Y | N | Y | N | |
| SC073 | LGS1 | Kilwinning Jn – Change of ELR | 25 | 65 | 30 | 44 | N | N | N | Y | N | Y | N | |
| SC073 | LGS2 | Change of ELR – Fairlie High Siding | 30 | 44 | 38 | 69 | N | N | N | Y | N | Y | N | |
| SC073 | LGS2 | Fairlie High Siding – Largs | 38 | 69 | 42 | 07 | N | N | N | Y | N | Y | N | |
| SC077 | ARH | Ardrossan South Beach – Adrossan Harbour | 30 | 44 | 31 | 35 | N | N | N | Y | N | Y | N | |
| SC079 | HUN | Hunterston – Hunterston Low Level Sdgs (Goods Line) | 0 | 00 | 0 | 36 | N | N | N | N | N | N | N | |
| SC081 | BYL | Byrehill Jn – Dubbs Jn | 0 | 60 | 0 | 00 | N | N | N | Y | N | Y | N | |
| SC085 | AYH1 | Ayr Harbour – Newton Jn (Goods Line) | 0 | 17 | 0 | 00 | N | N | N | N | N | N | N | |
| SC087 | ANN | Newton Jn – Mauchline (Goods Line) | 39 | 42 | 50 | 16 | N | N | N | N | N | N | N | |
| SC089 | KCH1 | Annbank – Change of ELR | 43 | 52 | 48 | 73 | N | N | N | N | N | N | N | |
| SC089 | KCH2 | Change of ELR – Killoch Colliery (Goods Line) | 0 | 00 | 3 | 43 | N | N | N | N | N | N | N | |
| SC091 | WAT | Dalrymple Jn – Chalmerston (Goods Line) | 43 | 53 | 52 | 70 | N | N | N | N | N | N | N | |
| SC093 | SCM1 | Motherwell – Mossend South | 89 | 51 | 91 | 08 | N | N | N | Y | N | Y | Y | |
| SC093 | SCM2 | Mossend South – Whifflet North Jn | 91 | 08 | 94 | 05 | N | N | N | Y | N | Y | Y | |
| SC093 | SCM3 | Whifflet North Jn – Gartsherrie South Jn (Limit of OLE) | 94 | 05 | 95 | 64 | N | N | N | Y | N | Y | Y | |
| SC093 | SCM3 | Gartsherrie South Jn (Limit of OLE) – Greenhill Lower Jn | 95 | 64 | 106 | 63 | N | N | N | Y | N | Y | Y | |
| SC097 | SYE | Whifflet South Jn – Sunnyside Jn (Goods Line) | 9 | 63 | 8 | 43 | N | N | N | R1 | N | R1 | E | R1 15mph maximum speed |
| SC099 | RSL2 | Whifflet North Jn – Change of ELR | 0 | 00 | 0 | 34 | N | N | N | Y | N | Y | Y | |
| SC099 | RSL1 | Change of ELR – Langloan Jn | 6 | 59 | 6 | 34 | N | N | N | Y | N | Y | Y | |
| SC099 | RCB | Langloan Jn – Rutherglen East Jn | 6 | 34 | 0 | 04 | N | N | N | Y | N | Y | Y | |
| SC101 | RCB | Coatbridge Jn – Langloan Jn | 7 | 03 | 6 | 34 | N | N | N | Y | N | Y | Y | |
| SC103 | CBD1 | Garnqueen North Jn – Gartcosh Jn | 1 | 33 | 0 | 00 | N | N | N | Y | N | Y | Y | |
| SC103 | CBD2 | Gartcosh Jn – Change of ELR | 97 | 09 | 103 | 41 | N | N | N | Y | N | Y | Y | |
| SC103 | SGN | Change of ELR – Cowlairs West Jn | 0 | 61 | -0 | 20 | N | N | N | Y | Y | Y | Y | |
| SC105 | GHE | Gartsherrie South Jn – Gartcosh Jn | 95 | 64 | 97 | 06 | N | N | N | Y | N | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | 142 | 143 | 144 | 150 | 153/1 | 156 | 158 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC106 | PNS | Sighthill West Jn – Cowlairs South Jn (Chord Line) | 0 | 30 | 0 | 00 | N | N | N | Y | N | Y | Y | |
| SC107 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | N | N | N | Y | N | Y | Y | |
| SC107 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | N | N | N | Y | R1 | Y | Y | Prohibited Edinburgh Waverley platform 9 |
| SC107 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | N | N | N | Y | Y | Y | Y | |
| SC107 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | N | N | N | Y | Y | Y | Y | |
| SC107 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | N | N | N | Y | R1 | Y | Y | Prohibited Edinburgh Waverley platform 9 |
| SC107 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | N | N | N | Y | Y | Y | Y | |
| SC107 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | N | N | N | Y | R1 | Y | Y | Prohibited Edinburgh Waverley platform 9 |
| SC107 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | N | N | N | Y | Y | Y | Y | |
| SC107 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | N | N | N | Y | Y | Y | Y | |
| SC107 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | N | N | N | Y | Y | Y | Y | |
| SC107 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | N | N | N | Y | Y | Y | Y | |
| SC107 | EGM1 | Haymarket West Jn – Cowlairs West Jn | 44 | 73 | 1 | 67 | N | N | N | Y | Y | Y | Y | |
| SC107 | EGM1 | Cowlairs West Jn – Glasgow Queen Street | 1 | 67 | 0 | 00 | N | N | N | Y | Y | Y | Y | |
| SC109 | PMT | Polmont Jn – Grangemouth Jn | 21 | 20 | 23 | 75 | N | N | N | Y | Y | Y | Y | |
| SC109 | PMT | Grangemouth Jn – Carmuirs East Jn | 23 | 75 | 25 | 79 | N | N | N | Y | Y | Y | Y | |
| SC109 | CMS | Carmuirs East Jn – Carmuirs West Jn | 0 | 40 | -0 | 2 | N | N | N | Y | Y | Y | Y | |
| SC109 | SCM3 | Carmuirs West Jn – Greenhill Lower Jn | 108 | 74 | 106 | 62 | N | N | N | Y | Y | Y | Y | |
| SC109 | GHL | Greenhill Lower Jn – Greenhill Upper Jn | 0 | 52 | 0 | 00 | N | N | N | Y | N | Y | Y | |
| SC110 | PMT | Carmuirs East Jn – Larbert Jn | 25 | 79 | 26 | 35 | N | N | N | Y | N | Y | Y | |
| SC111 | NBE | Newbridge Jn – Bathgate | 35 | 21 | 25 | 18 | N | N | N | Y | Y | Y | Y | |

Scotland Route Sectional Appendix Module SCRC

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 142 | 143 | 144 | 150 | 153/1 | 156 | 158 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC113 | DMY | Winchburgh Jn – Dalmeny Jn | 34 | 54 | 39 | 03 | N | N | N | Y | N | Y | Y | |
| SC115 | MRL1 | Cowlairs West Jn – Maryhill Park Jn | 8 | 26 | 5 | 51 | N | N | N | Y | Y | Y | Y | |
| SC115 | MRL2 | Maryhill Park Jn – Knightswood North Jn | 4 | 40 | 5 | 67 | N | N | N | Y | Y | Y | Y | |
| SC1150 | MLA | Maryhill Park Jn – Anniesland | 0 | 00 | 0 | 70 | N | N | N | Y | N | Y | Y | |
| SC116 | CSN | Cowlairs East Jn – Cowlairs North Jn | 0 | 00 | 0 | 21 | N | N | N | Y | Y | Y | Y | |
| SC117 | GMH | Grangemouth Jn – Grangemouth | 0 | 00 | 3 | 67 | N | N | N | Y | N | R1 | R1 | R1 Prohibited except for the purpose of setting back behind Signals ECL290 or ECL292 |
| SC119 | GHL | Greenhill Upper Jn – Greenhill Lower Jn | 0 | 00 | 0 | 52 | N | N | N | Y | Y | Y | Y | |
| SC119 | SCM3 | Greenhill Lower Jn – Carmuirs West Jn | 106 | 62 | 108 | 74 | N | N | N | Y | Y | Y | Y | |
| SC119 | SCM3 | Carmuirs West Jn – Stirling Middle Jn | 108 | 76 | 118 | 08 | N | N | N | Y | N | Y | Y | |
| SC119 | SCM3 | Stirling Middle Jn – Change of ELR (Dunblane) | 118 | 08 | 123 | 40 | N | N | N | Y | N | Y | Y | |
| SC119 | SCM4 | Change of ELR (Dunblane) – Perth South Jn | 123 | 40 | 150 | 61 | N | N | N | Y | N | Y | Y | |
| SC119 | SCM5 | Perth South Jn – Change of Mileage | 150 | 61 | 151 | 03 | N | N | N | Y | N | Y | Y | |
| SC119 | SCM5 | Change of Mileage – Dundee Central Jn | 21 | 01 | 0 | 36 | N | N | N | Y | N | Y | Y | |
| SC119 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | N | N | N | Y | N | Y | Y | |
| SC123 | NBE | Bathgate – Change of ELR | 25 | 18 | 25 | 00 | N | N | N | Y | N | Y | Y | |
| SC123 | NEM1 | Change of ELR – Drumgelloch | 25 | 00 | 11 | 70 | N | N | N | Y | N | Y | Y | |
| SC123 | NEM1 | Drumgelloch – Change of ELR | 11 | 70 | 11 | 60 | N | N | N | Y | N | Y | Y | |
| SC123 | NEM2 | Change of ELR – High Street Jn | 11 | 60 | 0 | 28 | E<br>R1 | E<br>R1 | E<br>R1 | Y | R1 | Y | R4<br>R5 | R1 Prohibited between Change of ELR (11m 60ch) and Bellgrove Jn<br>R2 Prohibited between Aidrie and High Street Jn when laden<br>R3 Prohibited Bellgrove down platform with deflated suspension |
| SC123 | NEM2 | High Street Jn – Change of ELR | 0 | 28 | 0 | 00 | N | N | N | Y | Y | Y | E | |
| SC123 | NEM3 | Change of ELR – Finnieston East Jn | 0 | 00 | 2 | 19 | N | N | N | Y | R1<br>R2 | Y | R1 | R1 20mph Glasgow Queen Street platform 8<br>Prohibited between Glasgow Queen Street (Low Level) and Finnieston East Jn |

Scotland Route Sectional Appendix Module SCRC

| Line of route | ELR | Line of Route / Sector Description | 0 M | 0000 Ch | 0000 M | 0000 Ch | 142 | 143 | 144 | 150 | 153/1 | 156 | 158 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Down Line) | 2 | 19 | 2 | 53 | N | N | N | Y | N | Y | Y | |
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Up Line) | 2 | 19 | 2 | 53 | N | N | N | Y | N | Y | Y | |
| SC123 | NEM3 | Finnieston West Jn – Hyndland North Jn | 2 | 53 | 4 | 28 | N | N | N | Y | N | Y | R1 | 25mph Hyndland down platform |
| SC123 | NEM3 | Hyndland North Jn – Change of ELR | 4 | 28 | 4 | 63 | N | N | N | Y | Y | Y | Y | |
| SC123 | NEM4 | Change of ELR – Knightswood North Jn | 0 | 00 | 0 | 74 | N | N | N | Y | Y | Y | Y | |
| SC123 | NEM5 | Knightswood North Jn – Change of ELR (Between Bowling and Dumbarton East) | 5 | 67 | 13 | 40 | N | N | N | Y | Y | Y | R1<br>R2 | R1 25mph Westerton Up platform<br>R2 Prohibited Westerton Up and Down platforms with deflated suspension |
| SC123 | NEM6 | Change of ELR (Between Bowling and Dumbarton East) – Change of ELR (Dumbarton East) | 11 3 | 46 | 116 | 00 | N | N | N | Y | Y | Y | Y | |
| SC123 | NEM7 | Change of ELR (Dumbarton East) – Craigendoran Jn | 15 | 51 | 22 | 76 | N | N | N | Y | Y | Y | Y | |
| SC123 | NEM7 | Craigendoran Jn – Helensburgh Central | 22 | 76 | 24 | 31 | N | N | N | Y | N | Y | Y | |
| SC125 | YKR | Hyndland East Jn – Hyndland West Jn | 0 | 00 | 0 | 22 | N | N | N | Y | N | Y | N | |
| SC125 | YKR | Hyndland West Jn – Dalmuir Park Jn | 0 | 22 | 4 | 73 | N | N | N | Y | Y | Y | E<br>R1 | R1 Prohibited between Yoker CSD and Dalmuir Park Jn |
| SC129 | SGN | Springburn – Bellgrove Jn | 0 | 42 | 2 | 58 | R1 | R1 | R1 | Y | Y | Y | Y | R1 Prohibited Springburn platform 4 |
| SC131 | HST | High Street Jn – Connection to Smithy Lye Through Line | 0 | 04 | 2 | 00 | E | E | E | Y | Y | Y | E | |
| SC131 | HST | Connection to Smithy Lye Through Line – Shields Jn | 2 | 00 | 2 | 35 | E | E | E | Y | Y | Y | E | |
| SC133 | MGE | Westerton Jn – Milngavie | 6 | 19 | 9 | 35 | N | N | N | Y | Y | Y | E<br>R1 | R1 Prohibited between Bearsden and Milngavie |
| SC135 | BCH | Dalreoch Jn – Balloch | 16 | 39 | 20 | 38 | N | N | N | Y | E | Y | N | |
| SC136 | HYD | Hyndland North Jn – Hyndland West Jn | 0 | 00 | 0 | 16 | N | N | N | N | E | N | N | |
| SC141 | WHL | Craigendoran Jn – Crianlarich Jn | 0 | 01 | 36 | 30 | N | N | N | Y | N | Y | N | |
| SC141 | WHL | Crianlarich Jn – Fort William | 36 | 30 | 99 | 37 | N | N | N | Y | N | Y | N | Prohibited Fort William platform 1 through and beyound run-rond S&C |
| SC143 | OBN1 | Crianlarich Jn – Lower Crianlarich GF | 0 | 00 | 0 | 44 | N | N | N | Y | Y | Y | N | |
| SC143 | OBN2 | Lower Crianlarich GF – Inverhaggernie No.1 LC | 30 | 23 | 31 | 00 | N | N | N | Y | Y | Y | N | |
| SC143 | OBN2 | Inverhaggernie No.1 LC – Oban | 31 | 00 | 71 | 44 | N | N | N | Y | R1 | Y | N | |

Scotland Route Sectional Appendix Module SCRC

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 142 | 143 | 144 | 150 | 153/1 | 156 | 158 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC145 | MLG1 | Fort William – Change of ELR | 0 | 05 | 1 | 27 | N | N | N | Y | Y | Y | N | |
| SC145 | MLG2 | Change of ELR – Mallaig | 0 | 00 | 39 | 39 | N | N | N | Y | Y | Y | N | |
| SC147 | ECM8 | Route Boundary (LN600) (Heaton South Jn) – Prestonpans Jn | 69 | 67 | 9 | 67 | Y | Y | Y | Y | N | Y | Y | |
| SC147 | ECM8 | Prestonpans Jn – Calton South Tunnel | 9 | 67 | 0 | 29 | Y | Y | Y | Y | N | Y | Y | |
| SC147 | ECM9 | Calton South Tunnel – Waverley East End | 0 | 29 | 0 | 21 | Y | Y | Y | Y | N | Y | Y | |
| SC147 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | N | N | N | Y | R1 | Y | Y | Prohibited Edinburgh Waverley platform 9 |
| SC147 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | N | N | N | Y | R1 | Y | Y | Prohibited Edinburgh Waverley platform 9 |
| SC147 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | N | N | N | Y | Y | Y | Y | |
| SC147 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | N | N | N | Y | Y | Y | Y | |
| SC147 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | N | N | N | Y | R1 | Y | Y | Prohibited Haymarket platform 2 |
| SC147 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | N | N | N | Y | Y | Y | Y | |
| SC147 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | N | N | N | Y | R1 | Y | Y | Prohibited Haymarket platform 2 |
| SC147 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | N | N | N | Y | Y | Y | Y | |
| SC147 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | N | N | N | Y | Y | Y | Y | |
| SC147 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | N | N | N | Y | Y | Y | Y | |
| SC147 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | N | N | N | Y | N | Y | Y | |
| SC149 | NBK | North Berwick – Drem Jn | 22 | 22 | 18 | 15 | N | N | N | Y | N | Y | Y | |
| SC151 | LHS1 | Portobello – Leith South Yard (Goods Line) | 0 | 00 | 2 | 20 | N | N | N | N | N | N | N | |
| SC153 | CPH | Craigentinny – Powderhall (Goods Line) | 0 | 00 | 1 | 78 | N | N | N | N | N | N | N | |
| SC155 | MHL1 | Monktonhall Jn – Change of ELR | 0 | 11 | 5 | 60 | N | N | N | N | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 142 | 143 | 144 | 150 | 153/1 | 156 | 158 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC155 | MHL2 | Change of ELR – Millerhill East Jn | 1 | 40 | 0 | 28 | N | N | N | N | N | N | N | |
| SC155 | MHL3 | Millerhill East Jn – Millerhill Yard (Goods Line) | 0 | 00 | 0 | 19 | N | N | N | N | N | N | N | |
| SC157 | MLE | Millerhill South Jn – Millerhill East Jn (Goods Line) | 0 | 09 | 0 | 28 | N | N | N | N | N | N | N | |
| SC159 | NDE2 | Millerhill West Jn – Millerhill South Jn / Millerhill Yard | 6 | 52 | 5 | 72 | N | N | N | N | N | N | N | |
| SC161 | NDE1 | Millerhill Yard – Junction with Niddrie West Line | 5 | 52 | 3 | 36 | N | N | N | Y | N | Y | Y | |
| SC161 | SUB1 | Junction with Niddrie West Line – Portobello | 3 | 36 | 3 | 30 | N | N | N | Y | N | Y | Y | |
| SC161 | MHL4 | Newcraighall East Jn – Network Rail / Abellio Scotrail Boundary | 00 | 00 | 00 | 08 | N | N | N | N | N | E | E | |
| SC163 | SUB1 | Portobello – Change of ELR | 3 | 30 | 4 | 00 | N | N | N | Y | N | Y | Y | |
| SC163 | SUB2 | Change of ELR – Niddrie West | 6 | 69 | 6 | 30 | N | N | N | Y | N | Y | Y | |
| SC164 | NNS | Newcraighall North Jn – Newcraighall South Jn | 4 | 63 | 5 | 02 | N | N | N | N | N | N | R1 | R1 Permitted up to 6-cars only |
| SC164 | SBO | Newcraighall South Jn – Tweedbank | 5 | 02 | 35 | 34 | N | N | N | N | N | N | R1 | R1 Permitted up to 6-cars only |
| SC165 | MHY | Niddrie South Jn – Niddrie West Jn | 7 | 06 | 6 | 30 | N | N | N | Y | N | Y | Y | |
| SC165 | SUB2 | Niddrie West Jn – Gorgie Jn | 6 | 30 | 0 | 45 | N | N | N | Y | N | Y | Y | |
| SC165 | GGE | Gorgie Jn – Haymarket West Jn | 0 | 00 | 0 | 41 | N | N | N | Y | N | Y | Y | |
| SC167 | CKT | Craiglockhart Jn – Slateford Jn | 0 | 00 | 0 | 48 | N | N | N | Y | N | Y | Y | |
| SC169 | SUB2 | Gorgie Jn – Haymarket Central Jn | 0 | 45 | 0 | 11 | N | N | N | Y | N | Y | Y | |
| SC171 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | N | N | N | Y | Z | Y | Y | Prohibited Edinburgh Waverley platform 9 |
| SC171 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | N | N | N | Y | R1 | Y | Y | Prohibited Edinburgh Waverley platform 9 |
| SC171 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | N | N | N | Y | Y | Y | Y | |
| SC171 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | N | N | N | Y | Y | Y | Y | |
| SC171 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | N | N | N | Y | R1 | Y | Y | Prohibited Haymarket platform 2 |
| SC171 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | N | N | N | Y | Y | Y | Y | |
| SC171 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | N | N | N | Y | R1 | Y | Y | Prohibited Haymarket platform 2 |
| SC171 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | N | N | N | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 142 | 143 | 144 | 150 | 153/1 | 156 | 158 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC171 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | N | N | N | Y | Y | Y | Y | |
| SC171 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | N | N | N | Y | Y | Y | Y | |
| SC171 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | N | N | N | Y | N | Y | Y | |
| SC171 | ECN2 | Haymarket West Jn – Dundee Central Jn | 2 | 41 | 58 | 69 | N | N | N | Y | N | Y | Y | |
| SC171 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | N | N | N | Y | N | Y | Y | |
| SC173 | CWH1 | Inverkeithing Central Jn – Change of ELR (Cowdenbeath) | 13 | 21 | 22 | 76 | N | N | N | Y | N | Y | Y | |
| SC173 | CWH2 | Change of ELR (Cowdenbeath) – Change of ELR (Lochgelly) | 0 | 00 | 0 | 70 | N | N | N | Y | N | Y | Y | |
| SC173 | CWH3 | Change of ELR (Lochgelly) – Thornton West Jn | 27 | 00 | 34 | 62 | N | N | N | Y | N | Y | Y | |
| SC173 | TNW | Thornton West Jn – Thornton North Jn | 0 | 70 | 0 | 00 | N | N | N | Y | N | Y | Y | |
| SC175 | RHD2 | Rosyth Dockyard – Change of ELR | 1 | 21 | 1 | 00 | N | N | N | N | N | N | N | |
| SC175 | RHD1 | Change of ELR – Inverkeithing South Jn (Goods Line) | 1 | 00 | 0 | 02 | N | N | N | N | N | N | N | |
| SC176 | IGE | Inverkeithing North Jn – Inverkeithing East Jn (Inverkeithing Curve) | 0 | 33 | 0 | 00 | N | N | N | Y | N | Y | Y | |
| SC177 | MTL1 | Thornton North Jn – Change of ELR | 0 | 11 | 4 | 65 | N | N | N | N | N | N | N | |
| SC177 | MTL2 | Change of ELR – Methill Power Station (Goods Line) | 7 | 34 | 6 | 48 | N | N | N | N | N | N | N | |
| SC178 | CWH3 | Thornton South Jn – Thornton West Jn | 35 | 38 | 34 | 62 | N | N | N | Y | N | Y | Y | |
| SC181 | CDC1 | Ladybank Jn – Change of ELR | 0 | 03 | 14 | 10 | N | N | N | Y | N | Y | Y | |
| SC181 | CDC2 | Change of ELR – Hilton Jn | 44 | 18 | 45 | 66 | N | N | N | Y | N | Y | Y | |
| SC183 | SAA | Stirling Middle Jn – Change of ELR | 0 | 00 | 8 | 14 | N | N | N | Y | N | R1 | R1 | R1 Prohibited between Alloa Town and Change of ELR (8m 14ch) |
| SC183 | KNE1 | Change of ELR – Longannet | 0 | 00 | 5 | 62 | N | N | N | Y | N | N | N | |
| SC183 | KNE1 | Longannet – Change of ELR | 5 | 62 | 14 | 14 | N | N | N | Y | N | N | N | |
| SC183 | KNE2 | Change of ELR – Charlestown Jn | 14 | 14 | 15 | 39 | N | N | N | Y | N | N | N | |
| SC189 | CRE | Westfield – Change of Mileage | 28 | 77 | 33 | 04 | N | N | N | N | N | N | N | |
| SC189 | CRE | Change of Mileage – Redford Jn (Goods Line) | 33 | 28 | 33 | 45 | N | N | N | N | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | 142 | 143 | 144 | 150 | 153/1 | 156 | 158 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC191 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | N | N | N | Y | N | Y | Y | |
| SC191 | ECN2 | Dundee – Camperdown Jn | 59 | 14 | 59 | 77 | N | N | N | Y | N | Y | Y | |
| SC191 | ECN3 | Camperdown Jn – Change of ELR (Arbroath SB) | 0 | 21 | 17 | 17 | N | N | N | Y | N | Y | Y | |
| SC191 | ECN4 | Change of ELR (Arbroath SB) – Change of ELR (Montrose) | 17 | 55 | 33 | 28 | N | N | N | Y | N | Y | Y | |
| SC191 | ECN5 | Change of ELR (Montrose) – Craiginches | 203 | 11 | 239 | 55 | N | N | N | Y | N | Y | Y | |
| SC191 | ECN5 | Craiginches – Aberdeen | 239 | 55 | 241 | 06 | N | N | N | Y | N | Y | Y | |
| SC193 | HGL1 | Perth South Jn – Change of ELR | 150 | 61 | 158 | 38 | N | N | N | Y | N | Y | Y | |
| SC193 | HGL2 | Change of ELR – Stanley Jn | 7 | 02 | 7 | 07 | N | N | N | Y | N | Y | Y | |
| SC193 | HGL2 | Stanley Jn – Milburn Jn | 7 | 07 | 143 | 39 | N | N | N | Y | N | Y | Y | |
| SC193 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | N | N | N | Y | N | Y | Y | |
| SC193 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | N | N | N | E | N | E | E | |
| SC193 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1-4 | 117 | 56 | 118 | 03 | N | N | N | Y | N | Y | Y | |
| SC195 | ECN5 | Aberdeen – Change of ELR | 241 | 06 | 241 | 08 | N | N | N | Y | N | Y | Y | |
| SC195 | ANI1 | Change of ELR – Keith Jn SB | 0 | 00 | 53 | 05 | N | N | N | Y | N | Y | Y | |
| SC195 | ANI2 | Keith Jn SB – Forres | 30 | 40 | 0 | 00 | N | N | N | Y | N | Y | Y | |
| SC195 | ANI3 | Forres – Milburn Jn | 119 | 26 | 143 | 39 | N | N | N | Y | N | Y | Y | |
| SC195 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | N | N | N | Y | N | Y | Y | |
| SC195 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | N | N | N | E | N | E | E | |
| SC195 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1-4 | 117 | 56 | 118 | 03 | N | N | N | Y | N | Y | Y | |
| SC197 | WRO | Kittybrewster – Waterloo Goods (Goods Line) | 1 | 62 | 0 | 03 | N | N | N | N | N | N | N | |
| SC199 | DFN | Keith Jn – End of Line | 53 | 06 | 53 | 36 | N | N | N | Y | N | Y | Y | |
| SC203 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | N | N | N | E | N | E | E | |
| SC203 | WCK | Inverness platforms 5-7 – Rose Street Jn | 0 | 02 | 0 | 18 | N | N | N | Y | N | Y | R1 | R1 10mph Inverness platform 6 |
| SC203 | WCK | Rose Street Jn – Invergordon | 0 | 18 | 31 | 37 | N | N | N | Y | N | Y | Y | |
| SC203 | WCK | Invergordon – Georgemas Jn | 31 | 37 | 147 | 20 | N | N | N | Y | N | Y | Y | |

Scotland Route Sectional Appendix Module SCRC

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | 142 | 143 | 144 | 150 | 153/1 | 156 | 158 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC203 | WCK | Georgemas Jn – Wick | 147 | 20 | 161 | 35 | N | N | N | Y | N | Y | Y | |
| SC205 | KYL | Dingwall – Kyle of Lochalsh | 0 | 19 | 63 | 64 | N | N | N | Y | N | Y | R1<br>R2<br>R3 | R1 25mph Lochluichart platform<br>R2 15mph Stromeferry platform<br>R3 25mph Duncraig platform |
| SC207 | TSO | Georgemas Jn – Thurso | 0 | 00 | 6 | 50 | N | N | N | Y | N | Y | Y | |

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# Table D1B – Route clearance of diesel multiple units

**Last Updated: 25/08/2018**

To be read in conjunction with General Notes.

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 170 | 180 | 185 | 220 | 221 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC001 | WCM1 | Route Boundary (NW4001) (Gretna Jn) – Lockerbie | 12 | 30 | 25 | 66 | Y | N | Y | Y | Y | |
| SC001 | WCM1 | Lockerbie – Law Jn | 25 | 66 | 84 | 08 | R1 | N | Y | Y | Y | R1 Prohibited Carstairs Up platform with deflated suspension |
| SC001 | WCM2 | Law Jn – Junction with Coatbridge lines (Lesmahagow Jn) | 84 | 08 | 89 | 51 | Y | N | Y | Y | Y | |
| SC001 | WCM2 | Junction with Coatbridge lines (Lesmahagow Jn) – Newton East Jn | 89 | 51 | 95 | 14 | Y | N | Y | Y | Y | |
| SC001 | WCM2 | Newton East Jn – Newton Hamilton Jn (SC0023) via South Connecting Line | 95 | 14 | 95 | 47 | Y | N | Y | Y | Y | |
| SC001 | WCM2 | Newton Kirkhill Jn (SC0023) – Newton West Jn via North Connecting Line | 95 | 77 | 96 | 34 | Y | N | Y | Y | Y | |
| SC001 | WCM2 | Newton East Jn – Newton West Jn | 95 | 14 | 96 | 34 | Y | N | Y | Y | Y | |
| SC001 | WCM2 | Newton West Jn – Rutherglen East Jn | 96 | 34 | 98 | 32 | Y | N | Y | Y | Y | |
| SC001 | WCM2 | Rutherglen East Jn – Larkfield Jn | 98 | 32 | 100 | 65 | Y | N | Y | Y | Y | |
| SC001 | WCM2 | Larkfield Jn – Eglinton St Jn | 100 | 65 | 101 | 39 | Y | N | Y | Y | Y | |
| SC001 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | Y | N | Y | Y | Y | |
| SC001 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | Y | N | Y | Y | Y | |
| SC003 | ECA1 | Carstairs South Jn – Carstairs East Jn | 73 | 17 | 73 | 48 | Y | N | Y | Y | Y | |
| SC003 | ECA2 | Carstairs East Jn – Slateford Jn | 74 | 10 | 99 | 01 | Y | N | Y | Y | Y | |
| SC003 | ECA3 | Slateford Jn – Haymarket East Jn | 99 | 01 | 100 | 41 | Y | N | Y | Y | Y | |
| SC005 | CSP | Carstairs Station Jn – Carstairs East Jn | 73 | 37 | 74 | 10 | Y | N | Y | Y | Y | |
| SC007 | EGS2 | Midcalder Jn – Holytown Jn | 23 | 11 | 1 | 27 | R1 | N | Y | Y | Y | R1 Prohibited Hartwood Down platform |
| SC009 | LNK | Lanark – Lanark Jn | 2 | 45 | 0 | 03 | N | N | N | N | N | |
| SC011 | WWD | Law Jn – Holytown Jn | 84 | 08 | 89 | 66 | Y | N | R1 | Y | Y | R1 60mph maximum speed |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 170 | 180 | 185 | 220 | 221 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC011 | EGS2 | Holytown Jn – Mossend East Jn | 1 | 27 | 0 | 40 | Y | N | Y | Y | Y | |
| SC011 | EGS1 | Mossend East Jn – Uddingston Jn | 3 | 63 | 0 | 03 | Y | N | Y | Y | Y | |
| SC013 | SHR | Wishaw Central Jn – Shieldmuir Jn | 86 | 63 | 87 | 43 | N | N | Y | Y | Y | |
| SC015 | MDN | Mossend East Jn – Mossend North Jn (North Curve) | 0 | 40 | 0 | 06 | N | N | Y | N | N | |
| SC017 | MDE | Mossend East Jn – Mossend South Jn (East Curve) | 0 | 31 | 0 | 00 | N | N | N | Y | Y | |
| SC019 | MDW | Mossend South Jn – Mossend West Jn (West Curve) | 91 | 08 | 91 | 50 | N | N | Y | Y | Y | |
| SC021 | COS2 | Coltness – Change of ELR | 0 | 09 | 0 | 00 | N | N | N | N | N | |
| SC021 | COS1 | Change of ELR – Garriongill Jn | 14 | 15 | 15 | 29 | N | N | N | N | N | |
| SC023 | HMN1 | Motherwell – Change of ELR | 0 | 08 | 1 | 44 | N | N | Y | Y | Y | |
| SC023 | HMN2 | Change of ELR – Newton, Hamilton Jn | 6 | 61 | 0 | 00 | N | N | Y | Y | Y | |
| SC024 | LRK | Larkhall – Haughhead Jn | 3 | 00 | 0 | 00 | N | N | N | N | N | |
| SC025 | ARG1 | Rutherglen Central Jn – Bridgeton Yard North End | 0 | 00 | 0 | 43 | N | N | N | N | N | |
| SC025 | ARG2 | Bridgeton Yard North End – Exhibition Centre | 0 | 86 | 4 | 03 | N | N | N | N | N | |
| SC025 | ARG2 | Exhibition Centre – Finnieston East Jn (Down line) | 4 | 03 | 4 | 41 | N | N | N | N | N | |
| SC025 | ARG2 | Exhibition Centre – Finnieston West Jn (Up line) | 4 | 03 | 4 | 74 | N | N | N | N | N | |
| SC027 | RNC | Rutherglen West Jn – Rutherglen North Jn (West Curve) | 0 | 00 | 0 | 29 | N | N | N | N | N | |
| SC029 | CLY | Larkfield Jn – Terminus Jn | 101 | 01 | 101 | 62 | Y | N | E | Y | Y | |
| SC029 | BRD | Terminus Jn – Shields Jn via Through Terminus lines | 101 | 62 | 102 | 16 | Y | N | E | Y | Y | |
| SC029 | CLY | Terminus Jn – Shields Jn | 101 | 62 | 102 | 16 | Y | N | E | Y | Y | |
| SC031 | GSW | Route Boundary (NW4031) (Gretna Jn) – Old Route boundary (109m 00ch between Eastriggs and Annan) | 115 | 40 | 109 | 00 | N | N | Y | Y | Y | |
| SC031 | GSW | Old Route boundary (109m 00ch between Eastriggs and Annan) – Change of ELR | 109 | 0 | 33 | 44 | N | N | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | 170 | 180 | 185 | 220 | 221 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC031 | GBK | Change of ELR – Muirhouse South Jn | 23 | 44 | 1 | 18 | N | N | Y | Y | Y | |
| SC031 | MEN2 | Muirhouse South Jn – Muirhouse Central Jn | 0 | 00 | 0 | 15 | N | N | Y | Y | Y | |
| SC031 | MEN1 | Muirhouse Central Jn – Eglinton St Jn | 0 | 19 | 0 | 70 | N | N | Y | Y | Y | |
| SC031 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | Y | N | Y | Y | Y | |
| SC031 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | Y | N | Y | Y | Y | |
| SC035 | KSH | Bank Jn – Network Rail Boundary (Connel Park LC) / Knockshinnoch | 54 | 05 | 55 | 28 | N | N | N | N | N | |
| SC036 | GNN | Greenburn Jn – Greenburn Open Cast (Goods Line) | 0 | 00 | 0 | 55 | N | N | N | N | N | |
| SC037 | RIC1 | Kay Park Jn – Bellfield | 0 | 00 | 1 | 06 | N | N | N | N | N | |
| SC037 | RIC2 | Bellfield – Riccarton (Goods Line) | 2 | 20 | 1 | 75 | N | N | N | N | N | |
| SC039 | BAK | Kilmarnock – Barassie | 0 | 05 | 7 | 56 | N | N | N | N | N | |
| SC045 | EKE | East Kilbride – Busby Jn | 7 | 60 | 0 | 40 | N | N | N | N | N | |
| SC047 | LFS2 | Muirhouse South Jn – Change of ELR | 1 | 19 | 0 | 61 | N | N | N | N | N | |
| SC047 | LFS1 | Change of ELR – Larkfield Jn | 101 | 17 | 101 | 01 | N | N | N | N | N | |
| SC049 | TSS | Muirhouse Central Jn – Terminus Jn | 0 | 04 | 0 | 40 | N | N | N | N | N | |
| SC051 | CTC | Muirhouse Central Jn – Cathcart North Jn (via Cathcart) | 5 | 19 | 1 | 63 | N | N | N | Y | Y | |
| SC051 | CTC | Cathcart North Jn – Muirhouse North Jn (via Crosshill) | 1 | 63 | 0 | 00 | N | N | Y | Y | Y | |
| SC053 | NNH | Neilston – Cathcart West Jn | 108 | 45 | 100 | 77 | N | N | N | N | N | |
| SC055 | WCM2 | Newton, Hamilton Jn – Newton Kirkhill Jn | 95 | 53 | 95 | 77 | N | N | Y | Y | Y | |
| SC055 | KHL | Newton Kirkhill Jn – Cathcart West Jn | 95 | 77 | 100 | 77 | N | N | R1 | Y | Y | R1 Prohibited between Cathcart East Jn and Cathcart West Jn |
| SC057 | CNC | Cathcart East Jn – Cathcart North Jn | 0 | 45 | 0 | 00 | N | N | Y | Y | Y | |
| SC059 | WCM2 | Glasgow Central – Bridge St Jn | 102 | 27 | 101 | 53 | Y | N | Y | Y | Y | |
| SC059 | AYR1 | Bridge St Jn – Cook St | 0 | 00 | 0 | 19 | E | N | E | Y | Y | |
| SC059 | LYE | Cook St – High St Line (Smithy Lye through line) | 0 | 00 | 0 | 44 | N | N | E | N | N | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 170 | 180 | 185 | 220 | 221 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC059 | AYR1 | Cook St – Shields Jn | 0 | 19 | 1 | 00 | E | N | E | Y | Y | |
| SC059 | AYR1 | Shields Jn – Change of ELR (Paisley Gilmour Street) | 1 | 00 | 6 | 53 | N | N | N | Y | Y | |
| SC059 | AYR2 | Change of ELR (Paisley Gilmour Street) – Change of ELR (Brown Street crossover) | 6 | 73 | 7 | 00 | N | N | N | Y | Y | |
| SC059 | AYR3 | Change of ELR (Brown Street crossover) – Change of ELR (Dalry) | 7 | 00 | 23 | 00 | N | N | N | Y | Y | |
| SC059 | AYR4 | Change of ELR (Dalry) – Change of ELR (Barassie Jn) | 23 | 00 | 33 | 08 | N | N | N | Y | Y | |
| SC059 | AYR5 | Change of ELR (Barassie Jn) – Change of ELR (Between Troon and Prestwick International Airport) | 0 | 00 | 2 | 15 | N | N | N | Y | Y | |
| SC059 | AYR6 | Change of ELR (Between Troon and Prestwick International Airport) – Falkland Jn | 35 | 05 | 38 | 73 | N | N | N | Y | Y | |
| SC059 | AYR6 | Falkland Jn – Ayr | 38 | 73 | 40 | 49 | N | N | N | R1 | R1 | R1 Prohibited between Newton Jn and Ayr |
| SC059 | STR1 | Ayr – Dalrymple Jn | 40 | 49 | 43 | 53 | N | N | N | N | N | |
| SC059 | STR1 | Dalrymple Jn – Change of ELR (Girvan) | 43 | 53 | 61 | 60 | N | N | N | N | N | |
| SC059 | STR2 | Change of ELR (Girvan) – Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) | 0 | 00 | 30 | 67 | N | N | N | N | N | |
| SC059 | STR3 | Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) – Change of ELR (Stranraer Yard GF) | 46 | 54 | 53 | 05 | N | N | N | N | N | |
| SC059 | STR4 | Change of ELR (Stranraer Yard GF) – End of Line | 53 | 05 | 54 | 05 | N | N | N | N | N | |
| SC061 | CNL | Shields Jn – Corkerhill | 1 | 05 | 3 | 11 | N | N | E | R1 | R1 | R1 Only for access to / from Shields Depot |
| SC061 | CNL | Corkerhill – Paisley Canal | 3 | 11 | 7 | 00 | N | N | N | N | N | |
| SC063 | CND1 | Cardonald Jn – Cardonald North Jn | 0 | 00 | 0 | 36 | N | N | N | N | N | |
| SC063 | CND2 | Cardonald North Jn – Deanside (Goods Line) | 0 | 36 | 1 | 54 | N | N | N | N | N | |
| SC065 | GOU1 | Paisley (Wallneuk Jn) – Change of ELR | 6 | 34 | 6 | 53 | N | N | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 170 | 180 | 185 | 220 | 221 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC065 | GOU2 | Change of ELR – Bishopton | 107 | 70 | 112 | 60 | N | N | N | N | N | |
| SC065 | GOU2 | Bishopton – Gourock | 112 | 60 | 126 | 58 | N | N | N | N | N | |
| SC067 | WYS | Wemyss Bay Jn – Wemyss Bay | 0 | 00 | 10 | 03 | N | N | N | N | N | |
| SC073 | LGS1 | Kilwinning Jn – Change of ELR | 25 | 65 | 30 | 44 | N | N | N | N | N | |
| SC073 | LGS2 | Change of ELR – Fairlie High Siding | 30 | 44 | 38 | 69 | N | N | N | N | N | |
| SC073 | LGS2 | Fairlie High Siding – Largs | 38 | 69 | 42 | 07 | N | N | N | N | N | |
| SC077 | ARH | Ardrossan South Beach – Adrossan Harbour | 30 | 44 | 31 | 35 | N | N | N | N | N | |
| SC079 | HUN | Hunterston – Hunterston Low Level Sdgs (Goods Line) | 0 | 00 | 0 | 36 | N | N | N | N | N | |
| SC081 | BYL | Byrehill Jn – Dubbs Jn | 0 | 60 | 0 | 00 | N | N | N | N | N | |
| SC085 | AYH1 | Ayr Harbour – Newton Jn (Goods Line) | 0 | 17 | 0 | 00 | N | N | N | N | N | |
| SC087 | ANN | Newton Jn – Mauchline (Goods Line) | 39 | 42 | 50 | 16 | N | N | N | Y | Y | |
| SC089 | KCH1 | Annbank – Change of ELR | 43 | 52 | 48 | 73 | N | N | N | N | N | |
| SC089 | KCH2 | Change of ELR – Killoch Colliery (Goods Line) | 0 | 00 | 3 | 43 | N | N | N | N | N | |
| SC091 | WAT | Dalrymple Jn – Chalmerston (Goods Line) | 43 | 53 | 52 | 70 | N | N | N | N | N | |
| SC093 | SCM1 | Motherwell – Mossend South | 89 | 51 | 91 | 08 | Y | N | Y | Y | Y | |
| SC093 | SCM2 | Mossend South – Whifflet North Jn | 91 | 08 | 94 | 05 | Y | N | Y | Y | Y | |
| SC093 | SCM3 | Whifflet North Jn – Gartsherrie South Jn (Limit of OLE) | 94 | 05 | 95 | 64 | Y | N | R1<br>R2 | Y | Y | R1 15mph SCM3/93 Bank Street underbridge 94m55ch Up line (between Coatbridge Jn and Coatbridge Central)<br>R2 15mph Coatbridge Central Down platform |
| SC093 | SCM3 | Gartsherrie South Jn (Limit of OLE) – Greenhill Lower Jn | 95 | 64 | 106 | 63 | Y | N | R1 | Y | Y | R1 15mph Greenfaulds Up platform |
| SC097 | SYE | Whifflet South Jn – Sunnyside Jn (Goods Line) | 9 | 63 | 8 | 43 | N | N | Y | N | N | |
| SC099 | RSL2 | Whifflet North Jn – Change of ELR | 0 | 00 | 0 | 34 | Y | N | Y | Y | Y | |
| SC099 | RSL1 | Change of ELR – Langloan Jn | 6 | 59 | 6 | 34 | Y | N | Y | Y | Y | |
| SC099 | RCB | Langloan Jn – Rutherglen East Jn | 6 | 34 | 0 | 04 | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | 170 | 180 | 185 | 220 | 221 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC101 | RCB | Coatbridge Jn – Langloan Jn | 7 | 03 | 6 | 34 | Y | Y | Y | Y | Y | |
| SC103 | CBD1 | Garnqueen North Jn – Gartcosh Jn | 1 | 33 | 0 | 00 | Y | N | N | N | N | |
| SC103 | CBD2 | Gartcosh Jn – Change of ELR | 97 | 09 | 103 | 41 | Y | N | N | Y | Y | |
| SC103 | SGN | Change of ELR – Cowlairs West Jn | 0 | 61 | -0 | 20 | Y | N | N | Y | Y | |
| SC105 | GHE | Gartsherrie South Jn – Gartcosh Jn | 95 | 64 | 97 | 06 | Y | N | N | Y | Y | |
| SC106 | PNS | Sighthill West Jn – Cowlairs South Jn (Chord Line) | 0 | 30 | 0 | 00 | Y | N | N | Y | Y | |
| SC107 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | Y | N | Y | Y | Y | |
| SC107 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | Y | N | Y | Y | Y | |
| SC107 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | Y | N | Y | Y | Y | |
| SC107 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | Y | N | Y | Y | Y | |
| SC107 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | Y | N | Y | Y | Y | |
| SC107 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | Y | N | Y | Y | Y | |
| SC107 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | Y | N | Y | Y | Y | |
| SC107 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | Y | N | Y | Y | Y | |
| SC107 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | Y | N | Y | Y | Y | |
| SC107 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | Y | N | Y | Y | Y | |
| SC107 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | Y | N | Y | Y | Y | |
| SC107 | EGM1 | Haymarket West Jn – Cowlairs West Jn | 44 | 73 | 1 | 67 | Y | N | R1 | Y | Y | R1 Prohibited between Polmont Jn and Cowlairs West Jn |
| SC107 | EGM1 | Cowlairs West Jn – Glasgow Queen Street | 1 | 67 | 0 | 00 | Y | N | N | Y | Y | |
| SC109 | PMT | Polmont Jn – Grangemouth Jn | 21 | 20 | 23 | 75 | Y | N | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 170 | 180 | 185 | 220 | 221 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC109 | PMT | Grangemouth Jn – Carmuirs East Jn | 23 | 75 | 25 | 79 | Y | N | Y | Y | Y | |
| SC109 | CMS | Carmuirs East Jn – Carmuirs West Jn | 0 | 40 | -0 | 2 | Y | N | Y | Y | Y | |
| SC109 | SCM3 | Carmuirs West Jn – Greenhill Lower Jn | 108 | 74 | 106 | 62 | Y | N | Y | Y | Y | |
| SC109 | GHL | Greenhill Lower Jn – Greenhill Upper Jn | 0 | 52 | 0 | 00 | Y | N | N | Y | Y | |
| SC110 | PMT | Carmuirs East Jn – Larbert Jn | 25 | 79 | 26 | 35 | Y | N | N | Y | Y | |
| SC111 | NBE | Newbridge Jn – Bathgate | 35 | 21 | 25 | 18 | Y | N | Y | N | N | |
| SC113 | DMY | Winchburgh Jn – Dalmeny Jn | 34 | 54 | 39 | 03 | Y | N | N | Y | Y | |
| SC115 | MRL1 | Cowlairs West Jn – Maryhill Park Jn | 8 | 26 | 5 | 51 | Y | N | N | N | N | |
| SC115 | MRL2 | Maryhill Park Jn – Knightswood North Jn | 4 | 40 | 5 | 67 | Y | N | N | N | N | |
| SC1150 | MLA | Maryhill Park Jn – Anniesland | 0 | 00 | 0 | 70 | N | N | N | N | N | |
| SC116 | CSN | Cowlairs East Jn – Cowlairs North Jn | 0 | 00 | 0 | 21 | Y | N | N | N | N | |
| SC117 | GMH | Grangemouth Jn – Grangemouth | 0 | 00 | 3 | 67 | R1 | N | N | N | N | R1 Prohibited except for the purpose of setting back behind Signals ECL290 or ECL292 |
| SC119 | GHL | Greenhill Upper Jn – Greenhill Lower Jn | 0 | 00 | 0 | 52 | Y | N | N | Y | Y | |
| SC119 | SCM3 | Greenhill Lower Jn – Carmuirs West Jn | 106 | 62 | 108 | 74 | Y | N | Y | Y | Y | |
| SC119 | SCM3 | Carmuirs West Jn – Stirling Middle Jn | 108 | 76 | 118 | 08 | Y | N | Y | Y | Y | |
| SC119 | SCM3 | Stirling Middle Jn – Change of ELR (Dunblane) | 118 | 08 | 123 | 40 | Y | N | Y | Y | Y | |
| SC119 | SCM4 | Change of ELR (Dunblane) – Perth South Jn | 123 | 40 | 150 | 61 | Y | N | N | Y | Y | |
| SC119 | SCM5 | Perth South Jn – Change of Mileage | 150 | 61 | 151 | 03 | Y | N | N | Y | Y | |
| SC119 | SCM5 | Change of Mileage – Dundee Central Jn | 21 | 01 | 0 | 36 | Y | N | N | Y | Y | |
| SC119 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | Y | N | N | Y | Y | |
| SC123 | NBE | Bathgate – Change of ELR | 25 | 18 | 25 | 00 | Y | N | Y | N | N | |
| SC123 | NEM1 | Change of ELR – Drumgelloch | 25 | 00 | 11 | 70 | Y | N | Y | N | N | |
| SC123 | NEM1 | Drumgelloch – Change of ELR | 11 | 70 | 11 | 60 | N | N | Y | N | N | |
| SC123 | NEM2 | Change of ELR – High Street Jn | 11 | 60 | 0 | 28 | N | N | R1<br>R2<br>R3<br>R4<br>R5 | N | N | R1 Prohibited High Street Up platform with deflated suspension<br>R2 15mph Coatdyke Up platform<br>R3 15mph Blairehill Up platform<br>R4 15mph Easterhouse Down platform<br>R5 Prohibited between Shettleston and High Street Jn |
| SC123 | NEM2 | High Street Jn – Change of ELR | 0 | 28 | 0 | 00 | N | N | N | N | N | |
| SC123 | NEM3 | Change of ELR – Finnieston East Jn | 0 | 00 | 2 | 19 | N | N | N | N | N | |
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Down Line) | 2 | 19 | 2 | 53 | N | N | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 170 | 180 | 185 | 220 | 221 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Up Line) | 2 | 19 | 2 | 53 | N | N | N | N | N | |
| SC123 | NEM3 | Finnieston West Jn – Hyndland North Jn | 2 | 53 | 4 | 28 | N | N | N | N | N | |
| SC123 | NEM3 | Hyndland North Jn – Change of ELR | 4 | 28 | 4 | 63 | N | N | N | N | N | |
| SC123 | NEM4 | Change of ELR – Knightswood North Jn | 0 | 00 | 0 | 74 | N | N | N | N | N | |
| SC123 | NEM5 | Knightswood North Jn – Change of ELR (Between Bowling and Dumbarton East) | 5 | 67 | 13 | 40 | N | N | N | N | N | |
| SC123 | NEM6 | Change of ELR (Between Bowling and Dumbarton East) – Change of ELR (Dumbarton East) | 113 | 46 | 116 | 00 | N | N | N | N | N | |
| SC123 | NEM7 | Change of ELR (Dumbarton East) – Craigendoran Jn | 15 | 51 | 22 | 76 | N | N | N | N | N | |
| SC123 | NEM7 | Craigendoran Jn – Helensburgh Central | 22 | 76 | 24 | 31 | N | N | N | N | N | |
| SC125 | YKR | Hyndland East Jn – Hyndland West Jn | 0 | 00 | 0 | 22 | N | N | N | N | N | |
| SC125 | YKR | Hyndland West Jn – Dalmuir Park Jn | 0 | 22 | 4 | 73 | N | N | N | N | N | |
| SC129 | SGN | Springburn – Bellgrove Jn | 0 | 42 | 2 | 58 | N | N | N | R1 | R1 | R1 Prohibited between Sighthill East Jn and Bellgrove Jn |
| SC131 | HST | High Street Jn – Connection to Smithy Lye Through Line | 0 | 04 | 2 | 00 | Y | N | N | N | N | |
| SC131 | HST | Connection to Smithy Lye Through Line – Shields Jn | 2 | 00 | 2 | 35 | Y | N | E | N | N | |
| SC133 | MGE | Westerton Jn – Milngavie | 6 | 19 | 9 | 35 | E<br>R1 | N | N | N | N | R1 Prohibited between Bearsden and Milngavie |
| SC135 | BCH | Dalreoch Jn – Balloch | 16 | 39 | 20 | 38 | N | N | N | N | N | |
| SC136 | HYD | Hyndland North Jn – Hyndland West Jn | 0 | 00 | 0 | 16 | N | N | N | N | N | |
| SC141 | WHL | Craigendoran Jn – Crianlarich Jn | 0 | 01 | 36 | 30 | N | N | N | N | N | |
| SC141 | WHL | Crianlarich Jn – Fort William | 36 | 30 | 99 | 37 | N | N | N | N | N | |
| SC143 | OBN1 | Crianlarich Jn – Lower Crianlarich GF | 0 | 00 | 0 | 44 | N | N | N | N | N | |
| SC143 | OBN2 | Lower Crianlarich GF – Inverhaggernie No.1 LC | 30 | 23 | 31 | 00 | N | N | N | N | N | |
| SC143 | OBN2 | Inverhaggernie No.1 LC – Oban | 31 | 00 | 71 | 44 | N | N | N | N | N | |
| SC145 | MLG1 | Fort William – Change of ELR | 0 | 05 | 1 | 27 | N | N | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 170 | 180 | 185 | 220 | 221 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC145 | MLG2 | Change of ELR – Mallaig | 0 | 00 | 39 | 39 | N | N | N | N | N | |
| SC147 | ECM8 | Route Boundary (LN600) (Heaton South Jn) – Prestonpans Jn | 69 | 67 | 9 | 67 | Y | E | Y | Y | Y | |
| SC147 | ECM8 | Prestonpans Jn – Calton South Tunnel | 9 | 67 | 0 | 29 | Y | E<br>R1 | Y | Y | Y | R1 Prohibited between Craigentinny and Calton South Tunnel |
| SC147 | ECM9 | Calton South Tunnel – Waverley East End | 0 | 29 | 0 | 21 | Y | N | Y | Y | Y | |
| SC147 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | Y | N | Y | Y | Y | |
| SC147 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | Y | N | Y | Y | Y | |
| SC147 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | Y | N | Y | Y | Y | |
| SC147 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | Y | N | Y | Y | Y | |
| SC147 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | Y | N | Y | Y | Y | |
| SC147 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | Y | N | Y | Y | Y | |
| SC147 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | Y | N | Y | Y | Y | |
| SC147 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | Y | N | Y | Y | Y | |
| SC147 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | Y | N | Y | Y | Y | |
| SC147 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | Y | N | Y | Y | Y | |
| SC147 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | Y | N | Y | Y | Y | |
| SC149 | NBK | North Berwick – Drem Jn | 22 | 22 | 18 | 15 | Y | N | N | N | N | |
| SC151 | LHS1 | Portobello – Leith South Yard (Goods Line) | 0 | 00 | 2 | 20 | N | N | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | 170 | 180 | 185 | 220 | 221 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC153 | CPH | Craigentinny – Powderhall (Goods Line) | 0 | 00 | 1 | 78 | N | N | N | N | N | |
| SC155 | MHL1 | Monktonhall Jn – Change of ELR | 0 | 11 | 5 | 60 | N | N | N | Y | Y | |
| SC155 | MHL2 | Change of ELR – Millerhill East Jn | 1 | 40 | 0 | 28 | N | N | N | Y | Y | |
| SC155 | MHL3 | Millerhill East Jn – Millerhill Yard (Goods Line) | 0 | 00 | 0 | 19 | N | N | N | Y | Y | |
| SC157 | MLE | Millerhill South Jn – Millerhill East Jn (Goods Line) | 0 | 09 | 0 | 28 | N | N | N | Y | Y | |
| SC159 | NDE2 | Millerhill West Jn – Millerhill South Jn / Millerhill Yard | 6 | 52 | 5 | 72 | N | N | N | N | N | |
| SC161 | NDE1 | Millerhill Yard – Junction with Niddrie West Line | 5 | 52 | 3 | 36 | Y | N | N | Y | Y | |
| SC161 | SUB1 | Junction with Niddrie West Line – Portobello | 3 | 36 | 3 | 30 | Y | N | N | Y | Y | |
| SC161 | MHL4 | Newcraighall East Jn – Network Rail / Abellio Scotrail Boundary | 00 | 00 | 00 | 08 | E | N | N | N | N | |
| SC163 | SUB1 | Portobello – Change of ELR | 3 | 30 | 4 | 00 | Y | N | Y | Y | Y | |
| SC163 | SUB2 | Change of ELR – Niddrie West | 6 | 69 | 6 | 30 | Y | N | Y | Y | Y | |
| SC164 | NNS | Newcraighall North Jn – Newcraighall South Jn | 4 | 63 | 5 | 02 | R1 | N | N | N | N | R1 Permitted up to 6-cars only |
| SC164 | SBO | Newcraighall South Jn – Tweedbank | 5 | 02 | 35 | 34 | R1 | N | N | N | N | R1 Permitted up to 6-cars only |
| SC165 | MHY | Niddrie South Jn – Niddrie West Jn | 7 | 06 | 6 | 30 | Y | N | N | Y | Y | |
| SC165 | SUB2 | Niddrie West Jn – Gorgie Jn | 6 | 30 | 0 | 45 | Y | N | Y | Y | Y | |
| SC165 | GGE | Gorgie Jn – Haymarket West Jn | 0 | 00 | 0 | 41 | Y | N | Y | Y | Y | |
| SC167 | CKT | Craiglockhart Jn – Slateford Jn | 0 | 00 | 0 | 48 | Y | N | Y | Y | Y | |
| SC169 | SUB2 | Gorgie Jn – Haymarket Central Jn | 0 | 45 | 0 | 11 | Y | N | Y | Y | Y | |
| SC171 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | Y | N | Y | Y | Y | |
| SC171 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | Y | N | Y | Y | Y | |
| SC171 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | Y | N | Y | Y | Y | |
| SC171 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | Y | N | Y | Y | Y | |
| SC171 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | Y | N | Y | Y | Y | |
| SC171 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | Y | N | Y | Y | Y | |
| SC171 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | Y | N | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 170 | 180 | 185 | 220 | 221 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC171 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | Y | N | Y | Y | Y | |
| SC171 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | Y | N | Y | Y | Y | |
| SC171 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | Y | N | Y | Y | Y | |
| SC171 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | Y | N | Y | Y | Y | |
| SC171 | ECN2 | Haymarket West Jn – Dundee Central Jn | 2 | 41 | 58 | 69 | Y | N | N | Y | Y | |
| SC171 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | Y | N | N | Y | Y | |
| SC173 | CWH1 | Inverkeithing Central Jn – Change of ELR (Cowdenbeath) | 13 | 21 | 22 | 76 | Y | N | N | Y | Y | |
| SC173 | CWH2 | Change of ELR (Cowdenbeath) – Change of ELR (Lochgelly) | 0 | 00 | 0 | 70 | Y | N | N | Y | Y | |
| SC173 | CWH3 | Change of ELR (Lochgelly) – Thornton West Jn | 27 | 00 | 34 | 62 | Y | N | N | Y | Y | |
| SC173 | TNW | Thornton West Jn – Thornton North Jn | 0 | 70 | 0 | 00 | Y | N | N | Y | Y | |
| SC175 | RHD2 | Rosyth Dockyard – Change of ELR | 1 | 21 | 1 | 00 | N | N | N | N | N | |
| SC175 | RHD1 | Change of ELR – Inverkeithing South Jn (Goods Line) | 1 | 00 | 0 | 02 | N | N | N | N | N | |
| SC176 | IGE | Inverkeithing North Jn – Inverkeithing East Jn (Inverkeithing Curve) | 0 | 33 | 0 | 00 | Y | N | N | Y | Y | |
| SC177 | MTL1 | Thornton North Jn – Change of ELR | 0 | 11 | 4 | 65 | N | N | N | N | N | |
| SC177 | MTL2 | Change of ELR – Methill Power Station (Goods Line) | 7 | 34 | 6 | 48 | N | N | N | N | N | |
| SC178 | CWH3 | Thornton South Jn – Thornton West Jn | 35 | 38 | 34 | 62 | Y | N | N | Y | Y | |
| SC181 | CDC1 | Ladybank Jn – Change of ELR | 0 | 03 | 14 | 10 | Y | N | N | Y | Y | |
| SC181 | CDC2 | Change of ELR – Hilton Jn | 44 | 18 | 45 | 66 | Y | N | N | Y | Y | |
| SC183 | SAA | Stirling Middle Jn – Change of ELR | 0 | 00 | 8 | 14 | R1 | N | N | N | N | R1 Prohibited between Alloa Town and Change of ELR (8m 14ch) |
| SC183 | KNE1 | Change of ELR – Longannet | 0 | 00 | 5 | 62 | N | N | N | N | N | |
| SC183 | KNE1 | Longannet – Change of ELR | 5 | 62 | 14 | 14 | N | N | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | 170 | 180 | 185 | 220 | 221 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC183 | KNE2 | Change of ELR – Charlestown Jn | 14 | 14 | 15 | 39 | N | N | N | N | N | |
| SC189 | CRE | Westfield – Change of Mileage | 28 | 77 | 33 | 04 | N | N | N | N | N | |
| SC189 | CRE | Change of Mileage – Redford Jn (Goods Line) | 33 | 28 | 33 | 45 | N | N | N | N | N | |
| SC191 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | Y | N | N | Y | Y | |
| SC191 | ECN2 | Dundee – Camperdown Jn | 59 | 14 | 59 | 77 | Y | N | N | Y | Y | |
| SC191 | ECN3 | Camperdown Jn – Change of ELR (Arbroath SB) | 0 | 21 | 17 | 17 | Y | N | N | Y | Y | |
| SC191 | ECN4 | Change of ELR (Arbroath SB) – Change of ELR (Montrose) | 17 | 55 | 33 | 28 | Y | N | N | Y | Y | |
| SC191 | ECN5 | Change of ELR (Montrose) – Craiginches | 203 | 11 | 239 | 55 | Y | N | N | Y | Y | |
| SC191 | ECN5 | Craiginches – Aberdeen | 239 | 55 | 241 | 06 | Y | N | N | Y | Y | |
| SC193 | HGL1 | Perth South Jn – Change of ELR | 150 | 61 | 158 | 38 | Y | N | N | N | N | |
| SC193 | HGL2 | Change of ELR – Stanley Jn | 7 | 02 | 7 | 07 | Y | N | N | N | N | |
| SC193 | HGL2 | Stanley Jn – Milburn Jn | 7 | 07 | 143 | 39 | Y | N | N | N | N | |
| SC193 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | Y | N | N | N | N | |
| SC193 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | E | N | N | N | N | |
| SC193 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1-4 | 117 | 56 | 118 | 03 | Y | N | N | N | N | |
| SC195 | ECN5 | Aberdeen – Change of ELR | 241 | 06 | 241 | 08 | Y | N | N | N | N | |
| SC195 | ANI1 | Change of ELR – Keith Jn SB | 0 | 00 | 53 | 05 | Y | N | N | N | N | |
| SC195 | ANI2 | Keith Jn SB – Forres | 30 | 40 | 0 | 00 | Y | N | N | N | N | |
| SC195 | ANI3 | Forres – Milburn Jn | 119 | 26 | 143 | 39 | Y | N | N | N | N | |
| SC195 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | Y | N | N | N | N | |
| SC195 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | E | N | N | N | N | |
| SC195 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1-4 | 117 | 56 | 118 | 03 | Y | N | N | N | N | |
| SC197 | WRO | Kittybrewster – Waterloo Goods (Goods Line) | 1 | 62 | 0 | 03 | N | N | N | N | N | |
| SC199 | DFN | Keith Jn – End of Line | 53 | 06 | 53 | 36 | Y | N | N | N | N | |

Scotland Route Sectional Appendix Module SCRC

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 170 | 180 | 185 | 220 | 221 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC203 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | E | N | N | N | N | |
| SC203 | WCK | Inverness platforms 5-7 – Rose Street Jn | 0 | 02 | 0 | 18 | E<br>R1 | N | N | N | N | R1 Prohibited Inverness platforms 6 and 7 |
| SC203 | WCK | Rose Street Jn – Invergordon | 0 | 18 | 31 | 37 | N | N | N | N | N | |
| SC203 | WCK | Invergordon – Georgemas Jn | 31 | 37 | 147 | 20 | N | N | N | N | N | |
| SC203 | WCK | Georgemas Jn – Wick | 147 | 20 | 161 | 35 | N | N | N | N | N | |
| SC205 | KYL | Dingwall – Kyle of Lochalsh | 0 | 19 | 63 | 64 | N | N | N | N | N | |
| SC207 | TSO | Georgemas Jn – Thurso | 0 | 00 | 6 | 50 | N | N | N | N | N | |

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# Table D2A – Route clearance of electric multiple units

**Last Updated: 29/06/2024**

To be read in conjunction with General Notes.

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 314 | 318 | 320/3 | 320/4 | 321 | 322 | 325 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC001 | WCM1 | Route Boundary (NW4001) (Gretna Jn) – Lockerbie | 12 | 30 | 25 | 66 | Y | Y | Y | N | Y | Y | Y | |
| SC001 | WCM1 | Lockerbie – Law Jn | 25 | 66 | 84 | 08 | Y | Y | Y | R1 | R2 | Y | Y | R1 Prohibited between Lockerbie and Carstairs<br>R2 Prohibited Carstairs platform 2 |
| SC001 | WCM2 | Law Jn – Junction with Coatbridge lines (Lesmahagow Jn) | 84 | 08 | 89 | 51 | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Junction with Coatbridge lines (Lesmahagow Jn) – Newton East Jn | 89 | 51 | 95 | 14 | Y | Y | Y | Y | E | Y | Y | |
| SC001 | WCM2 | Newton East Jn – Newton Hamilton Jn (SC0023) via South Connecting Line | 95 | 14 | 95 | 47 | Y | Y | Y | Y | E | Y | Y | |
| SC001 | WCM2 | Newton Kirkhill Jn (SC0023) – Newton West Jn via North Connecting Line | 95 | 77 | 96 | 34 | Y | Y | Y | Y | E | Y | Y | |
| SC001 | WCM2 | Newton East Jn – Newton West Jn | 95 | 14 | 96 | 34 | Y | Y | Y | Y | E | Y | Y | |
| SC001 | WCM2 | Newton West Jn – Rutherglen East Jn | 96 | 34 | 98 | 32 | Y | Y | Y | Y | E | Y | Y | |
| SC001 | WCM2 | Rutherglen East Jn – Larkfield Jn | 98 | 32 | 100 | 65 | Y | Y | Y | Y | E<br>R1 | Y | Y | Prohibited Polmadie Jn - Larkfield Jn |
| SC001 | WCM2 | Larkfield Jn – Eglinton St Jn | 100 | 65 | 101 | 39 | Y | Y | Y | Y | N | Y | Y | |
| SC001 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | Y | Y | Y | Y | N | Y | Y | |
| SC001 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | Y | Y | Y | Y | N | Y | Y | |
| SC003 | ECA1 | Carstairs South Jn – Carstairs East Jn | 73 | 17 | 73 | 48 | Y | Y | Y | Y | N | Y | Y | |
| SC003 | ECA2 | Carstairs East Jn – Slateford Jn | 74 | 10 | 99 | 01 | Y | Y | Y | Y | N | Y | Y | |
| SC003 | ECA3 | Slateford Jn – Haymarket East Jn | 99 | 01 | 100 | 41 | Y | Y | Y | Y | N | Y | Y | |
| SC005 | CSP | Carstairs Station Jn – Carstairs East Jn | 73 | 37 | 74 | 10 | Y | Y | Y | N | N | Y | Y | |
| SC007 | EGS2 | Midcalder Jn – Holytown Jn | 23 | 11 | 1 | 27 | Y | Y | Y | Y | N | N | Y | |
| SC009 | LNK | Lanark – Lanark Jn | 2 | 45 | 0 | 03 | Y | Y | Y | Y | N | Y | H | |

Scotland Route Sectional Appendix Module SCRC

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 314 | 318 | 320/3 | 320/4 | 321 | 322 | 325 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC011 | WWD | Law Jn – Holytown Jn | 84 | 08 | 89 | 66 | Y | Y | Y | Y | Y | Y | Y | |
| SC011 | EGS2 | Holytown Jn – Mossend East Jn | 1 | 27 | 0 | 40 | Y | Y | Y | Y | N | Y | Y | |
| SC011 | EGS1 | Mossend East Jn – Uddingston Jn | 3 | 63 | 0 | 03 | Y | Y | Y | Y | N | Y | Y | |
| SC013 | SHR | Wishaw Central Jn – Shieldmuir Jn | 86 | 63 | 87 | 43 | Y | Y | Y | N | N | Y | Y | |
| SC015 | MDN | Mossend East Jn – Mossend North Jn (North Curve) | 0 | 40 | 0 | 06 | Y | Y | Y | Y | Y | Y | Y | |
| SC017 | MDE | Mossend East Jn – Mossend South Jn (East Curve) | 0 | 31 | 0 | 00 | Y | Y | Y | Y | Y | Y | Y | |
| SC019 | MDW | Mossend South Jn – Mossend West Jn (West Curve) | 91 | 08 | 91 | 50 | Y | Y | Y | Y | N | Y | Y | |
| SC021 | COS2 | Coltness – Change of ELR | 0 | 09 | 0 | 00 | N | N | N | N | N | N | N | |
| SC021 | COS1 | Change of ELR – Garriongill Jn | 14 | 15 | 15 | 29 | N | N | N | N | N | N | N | |
| SC023 | HMN1 | Motherwell – Change of ELR | 0 | 08 | 1 | 44 | Y | Y | Y | Y | N | Y | H | |
| SC023 | HMN2 | Change of ELR – Newton, Hamilton Jn | 6 | 61 | 0 | 00 | Y | Y | Y | Y | N | Y | H | |
| SC024 | LRK | Larkhall – Haughhead Jn | 3 | 00 | 0 | 00 | Y | Y | N | Y | N | N | H | |
| SC025 | ARG1 | Rutherglen Central Jn – Bridgeton Yard North End | 0 | 00 | 0 | 43 | Y | Y | Y | Y | N | Y | H | |
| SC025 | ARG2 | Bridgeton Yard North End – Exhibition Centre | 0 | 86 | 4 | 03 | Y | Y | Y | Y | N | Y | H | |
| SC025 | ARG2 | Exhibition Centre – Finnieston East Jn (Down line) | 4 | 03 | 4 | 41 | Y | Y | Y | Y | N | Y | H | |
| SC025 | ARG2 | Exhibition Centre – Finnieston West Jn (Up line) | 4 | 03 | 4 | 74 | Y | Y | Y | Y | N | Y | H | |
| SC027 | RNC | Rutherglen West Jn – Rutherglen North Jn (West Curve) | 0 | 00 | 0 | 29 | Y | Y | Y | Y | N | E | H | |
| SC029 | CLY | Larkfield Jn – Terminus Jn | 101 | 01 | 101 | 62 | Y | Y | Y | Y | N | Y | Y | |
| SC029 | BRD | Terminus Jn – Shields Jn via Through Terminus lines | 101 | 62 | 102 | 16 | Y | Y | Y | Y | N | Y | Y | |
| SC029 | CLY | Terminus Jn – Shields Jn | 101 | 62 | 102 | 16 | Y | Y | Y | Y | E | Y | Y | |
| SC031 | GSW | Route Boundary (NW4031) (Gretna Jn) – Old Route boundary (109m 00ch between Eastriggs and Annan) | 115 | 40 | 109 | 00 | N | N | N | N | N | N | H | |

Scotland Route Sectional Appendix Module SCRC

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 314 | 318 | 320/3 | 320/4 | 321 | 322 | 325 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC031 | GSW | Old Route boundary (109m 00ch between Eastriggs and Annan) – Change of ELR | 109 | 0 | 33 | 44 | N | N | N | N | N | N | H<br>R1 | R1 Prohibited Kilmarnock platforms 1, 2 (Bay platforms) & 4 |
| SC031 | GBK | Change of ELR – Muirhouse South Jn | 23 | 44 | 1 | 18 | N | N | N | N | N | N | H<br>R1 | R1 Prohibited Barrhead platform 3 (Bay platform) |
| SC031 | MEN2 | Muirhouse South Jn – Muirhouse Central Jn | 0 | 00 | 0 | 15 | N | N | N | N | N | N | H | |
| SC031 | MEN1 | Muirhouse Central Jn – Eglinton St Jn | 0 | 19 | 0 | 70 | Y | Y | Y | Y | N | Y | Y | |
| SC031 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | Y | Y | Y | Y | N | Y | Y | |
| SC031 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | Y | Y | Y | Y | N | Y | Y | |
| SC035 | KSH | Bank Jn – Network Rail Boundary (Connel Park LC) / Knockshinnoch | 54 | 05 | 55 | 28 | N | N | N | N | N | N | N | |
| SC036 | GNN | Greenburn Jn – Greenburn Open Cast (Goods Line) | 0 | 00 | 0 | 55 | N | N | N | N | N | N | N | |
| SC037 | RIC1 | Kay Park Jn – Bellfield | 0 | 00 | 1 | 06 | N | N | N | N | N | N | N | |
| SC037 | RIC2 | Bellfield – Riccarton (Goods Line) | 2 | 20 | 1 | 75 | N | N | N | N | N | N | N | |
| SC039 | BAK | Kilmarnock – Barassie | 0 | 05 | 7 | 56 | N | N | N | N | N | N | H | |
| SC045 | EKE | East Kilbride – Busby Jn | 7 | 60 | 0 | 40 | N | N | N | N | N | N | N | |
| SC047 | LFS2 | Muirhouse South Jn – Change of ELR | 1 | 19 | 0 | 61 | N | N | N | N | N | N | H | |
| SC047 | LFS1 | Change of ELR – Larkfield Jn | 101 | 17 | 101 | 01 | N | N | N | N | N | N | H | |
| SC049 | TSS | Muirhouse Central Jn – Terminus Jn | 0 | 04 | 0 | 40 | Y | Y | Y | Y | N | Y | H | |
| SC051 | CTC | Muirhouse Central Jn – Cathcart North Jn (via Cathcart) | 5 | 19 | 1 | 63 | Y | Y | Y | Y | N | Y | H | |
| SC051 | CTC | Cathcart North Jn – Muirhouse North Jn (via Crosshill) | 1 | 63 | 0 | 00 | Y | Y | Y | Y | N | Y | H | |
| SC053 | NNH | Neilston – Cathcart West Jn | 108 | 45 | 100 | 77 | Y | Y | Y | Y | N | Y | H | |
| SC055 | WCM2 | Newton, Hamilton Jn – Newton Kirkhill Jn | 95 | 53 | 95 | 77 | Y | Y | Y | Y | N | Y | H | |
| SC055 | KHL | Newton Kirkhill Jn – Cathcart West Jn | 95 | 77 | 100 | 77 | Y | Y | Y | Y | N | Y | H | |
| SC057 | CNC | Cathcart East Jn – Cathcart North Jn | 0 | 45 | 0 | 00 | Y | Y | Y | Y | N | Y | H | |
| SC059 | WCM2 | Glasgow Central – Bridge St Jn | 102 | 27 | 101 | 53 | Y | Y | Y | Y | N | Y | Y | |
| SC059 | AYR1 | Bridge St Jn – Cook St | 0 | 00 | 0 | 19 | Y | Y | Y | Y | N | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 314 | 318 | 320/3 | 320/4 | 321 | 322 | 325 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC059 | LYE | Cook St – High St Line (Smithy Lye through line) | 0 | 00 | 0 | 44 | N | N | N | N | N | N | N | |
| SC059 | AYR1 | Cook St – Shields Jn | 0 | 19 | 1 | 00 | Y | Y | Y | Y | N | Y | Y | |
| SC059 | AYR1 | Shields Jn – Change of ELR (Paisley Gilmour Street) | 1 | 00 | 6 | 53 | Y | Y | Y | Y | N | Y | H | |
| SC059 | AYR2 | Change of ELR (Paisley Gilmour Street) – Change of ELR (Brown Street crossover) | 6 | 73 | 7 | 00 | Y | Y | Y | Y | N | Y | H | |
| SC059 | AYR3 | Change of ELR (Brown Street crossover) – Change of ELR (Dalry) | 7 | 00 | 23 | 00 | Y | Y | Y | Y | N | Y | H | |
| SC059 | AYR4 | Change of ELR (Dalry) – Change of ELR (Barassie Jn) | 23 | 00 | 33 | 08 | Y | Y | Y | Y | N | Y | H | |
| SC059 | AYR5 | Change of ELR (Barassie Jn) – Change of ELR (Between Troon and Prestwick International Airport) | 0 | 00 | 2 | 15 | Y | Y | Y | Y | N | Y | H | |
| SC059 | AYR6 | Change of ELR (Between Troon and Prestwick International Airport) – Falkland Jn | 35 | 05 | 38 | 73 | Y | Y | Y | Y | N | Y | H | |
| SC059 | AYR6 | Falkland Jn – Ayr | 38 | 73 | 40 | 49 | Y | Y | Y | Y | N | Y | H | |
| SC059 | STR1 | Ayr – Dalrymple Jn | 40 | 49 | 43 | 53 | N | N | N | N | N | N | H | |
| SC059 | STR1 | Dalrymple Jn – Change of ELR (Girvan) | 43 | 53 | 61 | 60 | N | N | N | N | N | N | H | |
| SC059 | STR2 | Change of ELR (Girvan) – Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) | 0 | 00 | 30 | 67 | N | N | N | N | N | N | H | |
| SC059 | STR3 | Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) – Change of ELR (Stranraer Yard GF) | 46 | 54 | 53 | 05 | N | N | N | N | N | N | H | |
| SC059 | STR4 | Change of ELR (Stranraer Yard GF) – End of Line | 53 | 05 | 54 | 05 | N | N | N | N | N | N | H | |
| SC061 | CNL | Shields Jn – Corkerhill | 1 | 05 | 3 | 11 | Y | Y | Y | Y | N | R1 | H | R1 Only for access to / from Shields Depot |
| SC061 | CNL | Corkerhill – Paisley Canal | 3 | 11 | 7 | 00 | Y | Y | Y | Y | N | N | N | |
| SC063 | CND1 | Cardonald Jn – Cardonald North Jn | 0 | 00 | 0 | 36 | N | N | N | N | N | N | N | |

Scotland Route Sectional Appendix Module SCRC

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 314 | 318 | 320/3 | 320/4 | 321 | 322 | 325 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC063 | CND2 | Cardonald North Jn – Deanside (Goods Line) | 0 | 36 | 1 | 54 | N | N | N | N | N | N | N | |
| SC065 | GOU1 | Paisley (Wallneuk Jn) – Change of ELR | 6 | 34 | 6 | 53 | Y | Y | Y | Y | N | Y | H | |
| SC065 | GOU2 | Change of ELR – Bishopton | 107 | 70 | 112 | 60 | Y | Y | Y | Y | N | Y | H | |
| SC065 | GOU2 | Bishopton – Gourock | 112 | 60 | 126 | 58 | Y | Y | Y | Y | N | Y | H | |
| SC067 | WYS | Wemyss Bay Jn – Wemyss Bay | 0 | 00 | 10 | 03 | Y | Y | Y | Y | N | Y | H | |
| SC073 | LGS1 | Kilwinning Jn – Change of ELR | 25 | 65 | 30 | 44 | Y | Y | Y | Y | N | Y | H | |
| SC073 | LGS2 | Change of ELR – Fairlie High Siding | 30 | 44 | 38 | 69 | Y | Y | Y | Y | N | Y | H | |
| SC073 | LGS2 | Fairlie High Siding – Largs | 38 | 69 | 42 | 07 | Y | Y | Y | Y | N | Y | H | |
| SC077 | ARH | Ardrossan South Beach – Ardrossan Harbour | 30 | 44 | 31 | 35 | Y | Y | Y | Y | N | Y | H | |
| SC079 | HUN | Hunterston – Hunterston Low Level Sdgs (Goods Line) | 0 | 00 | 0 | 36 | N | N | N | N | N | N | N | |
| SC081 | BYL | Byrehill Jn – Dubbs Jn | 0 | 60 | 0 | 00 | Y | Y | Y | N | N | Y | H | |
| SC085 | AYH1 | Ayr Harbour – Newton Jn (Goods Line) | 0 | 17 | 0 | 00 | N | N | N | N | N | N | N | |
| SC087 | ANN | Newton Jn – Mauchline (Goods Line) | 39 | 42 | 50 | 16 | N | N | N | N | N | N | EH | |
| SC089 | KCH1 | Annbank – Change of ELR | 43 | 52 | 48 | 73 | N | N | N | N | N | N | N | |
| SC089 | KCH2 | Change of ELR – Killoch Colliery (Goods Line) | 0 | 00 | 3 | 43 | N | N | N | N | N | N | N | |
| SC091 | WAT | Dalrymple Jn – Chalmerston (Goods Line) | 43 | 53 | 52 | 70 | N | N | N | N | N | N | N | |
| SC093 | SCM1 | Motherwell – Mossend South | 89 | 51 | 91 | 08 | Y | Y | Y | Y | Y | Y | Y | |
| SC093 | SCM2 | Mossend South – Whifflet North Jn | 91 | 08 | 94 | 05 | Y | Y | Y | Y | Y | Y | Y | |
| SC093 | SCM3 | Whifflet North Jn – Gartsherrie South Jn (Limit of OLE) | 94 | 05 | 95 | 64 | Y | Y | Y | Y | R1<br>R2 | Y | H | R1 20mph between Coatbridge Jn and Coatbridge Central Up Coatbridge line (Bank Street & Canal Street Bridge No.93 94m 59ch)<br>20mph between Coatbridge Jn and Coatbridge Central Down Coatbridge line (Buchanan Street Bridge No.95 94m 51ch) |

Scotland Route Sectional Appendix Module SCRC

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 314 | 318 | 320/3 | 320/4 | 321 | 322 | 325 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC093 | SCM3 | Gartsherrie South Jn (Limit of OLE) – Greenhill Lower Jn | 95 | 64 | 106 | 63 | R1 | R1 | R1 | R1 | N | N | H<br>R2 | R1 Prohibited between Limit of Electrification (Cumbernauld) and Greenhill Lower Jn<br>R2 15mph Coatbridge Central Down platform |
| SC097 | SYE | Whifflet South Jn – Sunnyside Jn (Goods Line) | 9 | 63 | 8 | 43 | R1 | R1 | R1 | Y | N | R1 | N | R1 15mph maximum speed |
| SC099 | RSL2 | Whifflet North Jn – Change of ELR | 0 | 00 | 0 | 34 | Y | Y | Y | Y | E | N | H | |
| SC099 | RSL1 | Change of ELR – Langloan Jn | 6 | 59 | 6 | 34 | Y | Y | Y | Y | E | N | H | |
| SC099 | RCB | Langloan Jn – Rutherglen East Jn | 6 | 34 | 0 | 04 | Y | Y | Y | Y | E<br>R1 | N | Y | 50mph Mount Vernon Up platform 2 |
| SC101 | RCB | Coatbridge Jn – Langloan Jn | 7 | 03 | 6 | 34 | Y | Y | Y | Y | E | N | H | |
| SC103 | CBD1 | Garnqueen North Jn – Gartcosh Jn | 1 | 33 | 0 | 00 | Y | Y | Y | Y | N | N | H | |
| SC103 | CBD2 | Gartcosh Jn – Change of ELR | 97 | 09 | 103 | 41 | Y | Y | Y | Y | N | N | H | |
| SC103 | SGN | Change of ELR – Cowlairs West Jn | 0 | 61 | -0 | 20 | Y | Y | Y | N | N | N | H | |
| SC105 | GHE | Gartsherrie South Jn – Gartcosh Jn | 95 | 64 | 97 | 06 | Y | Y | Y | Y | Y | N | H | |
| SC106 | PNS | Sighthill West Jn – Cowlairs South Jn (Chord Line) | 0 | 30 | 0 | 00 | Y | Y | Y | N | N | N | H | |
| SC107 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | Y | Y | Y | Y | N | Y | Y | |
| SC107 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | Y | Y | Y | Y | N | Y | Y | |
| SC107 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | Y | Y | Y | Y | N | Y | Y | |
| SC107 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | Y | Y | Y | Y | N | Y | Y | |
| SC107 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | Y | Y | Y | Y | N | Y | Y | |
| SC107 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | Y | Y | Y | Y | N | Y | Y | |
| SC107 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | Y | Y | Y | Y | N | Y | H | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 314 | 318 | 320/3 | 320/4 | 321 | 322 | 325 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC107 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | Y | Y | Y | Y | N | Y | H | |
| SC107 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | Y | Y | Y | Y | N | Y | H | |
| SC107 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | Y | Y | Y | N | N | Y | H | |
| SC107 | EGM1 | Haymarket West Jn – Cowlairs West Jn | 44 | 73 | 1 | 67 | R1 | R1 | R1 | R1 | N | R1 | H | R1 Prohibited between Newbridge Jn and Cowlairs West Jn |
| SC107 | EGM1 | Cowlairs West Jn – Glasgow Queen Street | 1 | 67 | 0 | 00 | N | N | N | N | N | N | H | |
| SC109 | PMT | Polmont Jn – Grangemouth Jn | 21 | 20 | 23 | 75 | N | N | N | N | N | N | H | |
| SC109 | PMT | Grangemouth Jn – Carmuirs East Jn | 23 | 75 | 25 | 79 | N | N | N | N | N | N | H | |
| SC109 | CMS | Carmuirs East Jn – Carmuirs West Jn | 0 | 40 | -0 | 2 | N | N | N | N | N | N | H | |
| SC109 | SCM3 | Carmuirs West Jn – Greenhill Lower Jn | 108 | 74 | 106 | 62 | N | N | N | N | N | N | H | |
| SC109 | GHL | Greenhill Lower Jn – Greenhill Upper Jn | 0 | 52 | 0 | 00 | N | N | N | N | N | N | H | |
| SC110 | PMT | Carmuirs East Jn – Larbert Jn | 25 | 79 | 26 | 35 | N | N | N | N | N | N | H | |
| SC111 | NBE | Newbridge Jn – Bathgate | 35 | 21 | 25 | 18 | Y | Y | Y | Y | N | Y | H | |
| SC113 | DMY | Winchburgh Jn – Dalmeny Jn | 34 | 54 | 39 | 03 | N | N | N | N | N | N | H | |
| SC115 | MRL1 | Cowlairs West Jn – Maryhill Park Jn | 8 | 26 | 5 | 51 | N | N | N | N | N | N | H | |
| SC115 | MRL2 | Maryhill Park Jn – Knightswood North Jn | 4 | 40 | 5 | 67 | N | N | N | N | N | N | H | |
| SC1150 | MLA | Maryhill Park Jn – Anniesland | 0 | 00 | 0 | 70 | N | N | N | N | N | N | H | |
| SC116 | CSN | Cowlairs East Jn – Cowlairs North Jn | 0 | 00 | 0 | 21 | N | N | N | N | N | N | H | |
| SC117 | GMH | Grangemouth Jn – Grangemouth | 0 | 00 | 3 | 67 | N | N | N | N | N | N | N | |
| SC119 | GHL | Greenhill Upper Jn – Greenhill Lower Jn | 0 | 00 | 0 | 52 | N | N | N | N | N | N | H | |
| SC119 | SCM3 | Greenhill Lower Jn – Carmuirs West Jn | 106 | 62 | 108 | 74 | N | N | N | N | N | N | H | |
| SC119 | SCM3 | Carmuirs West Jn – Stirling Middle Jn | 108 | 76 | 118 | 08 | N | N | N | N | N | N | H | |
| SC119 | SCM3 | Stirling Middle Jn – Change of ELR (Dunblane) | 118 | 08 | 123 | 40 | N | N | N | N | N | N | H | |

Scotland Route Sectional Appendix Module SCRC

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 314 | 318 | 320/3 | 320/4 | 321 | 322 | 325 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC119 | SCM4 | Change of ELR (Dunblane) – Perth South Jn | 123 | 40 | 150 | 61 | N | N | N | N | N | N | H | |
| SC119 | SCM5 | Perth South Jn – Change of Mileage | 150 | 61 | 151 | 03 | N | N | N | N | N | N | H<br>R1 | R1 5mph Perth platform 2 |
| SC119 | SCM5 | Change of Mileage – Dundee Central Jn | 21 | 01 | 0 | 36 | N | N | N | N | N | N | H<br>R1 | R1 5mph Perth platform 2 |
| SC119 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | N | N | N | N | N | N | H | |
| SC123 | NBE | Bathgate – Change of ELR | 25 | 18 | 25 | 00 | Y | Y | Y | N | N | Y | H | |
| SC123 | NEM1 | Change of ELR – Drumgelloch | 25 | 00 | 11 | 70 | Y | Y | Y | R1 | N | Y | H | R1 Prohibited between Change of ELR to Bathgate |
| SC123 | NEM1 | Drumgelloch – Change of ELR | 11 | 70 | 11 | 60 | Y | Y | Y | R1 | N | Y | H | R1 Prohibited with deflated suspension |
| SC123 | NEM2 | Change of ELR – High Street Jn | 11 | 60 | 0 | 28 | Y | Y | Y | R1 | N | Y | H | R1 Prohibited with deflated suspension |
| SC123 | NEM2 | High Street Jn – Change of ELR | 0 | 28 | 0 | 00 | Y | Y | Y | Y | N | Y | H | |
| SC123 | NEM3 | Change of ELR – Finnieston East Jn | 0 | 00 | 2 | 19 | Y | Y | Y | Y | N | Y | H | |
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Down Line) | 2 | 19 | 2 | 53 | Y | Y | Y | Y | N | Y | H | |
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Up Line) | 2 | 19 | 2 | 53 | Y | Y | Y | Y | N | Y | H | |
| SC123 | NEM3 | Finnieston West Jn – Hyndland North Jn | 2 | 53 | 4 | 28 | Y | Y | Y | Y | N | Y | H | |
| SC123 | NEM3 | Hyndland North Jn – Change of ELR | 4 | 28 | 4 | 63 | Y | Y | Y | Y | N | Y | H | |
| SC123 | NEM4 | Change of ELR – Knightswood North Jn | 0 | 00 | 0 | 74 | Y | Y | Y | Y | N | Y | H | |
| SC123 | NEM5 | Knightswood North Jn – Change of ELR (Between Bowling and Dumbarton East) | 5 | 67 | 13 | 40 | Y | Y | Y | Y | N | Y | H | |
| SC123 | NEM6 | Change of ELR (Between Bowling and Dumbarton East) – Change of ELR (Dumbarton East) | 113 | 46 | 116 | 00 | Y | Y | Y | Y | N | Y | H | |
| SC123 | NEM7 | Change of ELR (Dumbarton East) – Craigendoran Jn | 15 | 51 | 22 | 76 | Y | Y | Y | Y | N | Y | H | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 314 | 318 | 320/3 | 320/4 | 321 | 322 | 325 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC123 | NEM7 | Craigendoran Jn – Helensburgh Central | 22 | 76 | 24 | 31 | Y | Y | Y | Y | N | Y | H | |
| SC125 | YKR | Hyndland East Jn – Hyndland West Jn | 0 | 00 | 0 | 22 | Y | Y | Y | Y | N | Y | H | |
| SC125 | YKR | Hyndland West Jn – Dalmuir Park Jn | 0 | 22 | 4 | 73 | Y | Y | Y | Y | N | Y | H | |
| SC129 | SGN | Springburn – Bellgrove Jn | 0 | 42 | 2 | 58 | Y | Y | Y | Y | N | Y | H | |
| SC131 | HST | High Street Jn – Connection to Smithy Lye through line | 0 | 04 | 2 | 00 | N | N | N | N | N | N | H | |
| SC131 | HST | Connection to Smithy Lye through line – Shields Jn | 2 | 00 | 2 | 35 | N | N | N | N | N | N | H | |
| SC133 | MGE | Westerton Jn – Milngavie | 6 | 19 | 9 | 35 | Y | Y | Y | Y | N | Y | H | |
| SC135 | BCH | Dalreoch Jn – Balloch | 16 | 39 | 20 | 38 | Y | Y | Y | Y | N | Y | H | |
| SC136 | HYD | Hyndland North Jn – Hyndland West Jn | 0 | 00 | 0 | 16 | N | N | N | Y | N | Y | H | |
| SC141 | WHL | Craigendoran Jn – Crianlarich Jn | 0 | 01 | 36 | 30 | N | N | N | N | N | N | N | |
| SC141 | WHL | Crianlarich Jn – Fort William | 36 | 30 | 99 | 37 | N | N | N | N | N | N | N | |
| SC143 | OBN1 | Crianlarich Jn – Lower Crianlarich GF | 0 | 00 | 0 | 44 | N | N | N | N | N | N | N | |
| SC143 | OBN2 | Lower Crianlarich GF – Inverhaggernie No.1 LC | 30 | 23 | 31 | 00 | N | N | N | N | N | N | N | |
| SC143 | OBN2 | Inverhaggernie No.1 LC – Oban | 31 | 00 | 71 | 44 | N | N | N | N | N | N | N | |
| SC145 | MLG1 | Fort William – Change of ELR | 0 | 05 | 1 | 27 | N | N | N | N | N | N | N | |
| SC145 | MLG2 | Change of ELR – Mallaig | 0 | 00 | 39 | 39 | N | N | N | N | N | N | N | |
| SC147 | ECM8 | Route Boundary (LN600) (Heaton South Jn) – Prestonpans Jn | 54 | 50 | 9 | 67 | Y | Y | Y | R1 | N | Y | Y | R1 Prohibited between Route Boundary (LN600) and Dunbar |
| SC147 | ECM8 | Prestonpans Jn – Calton South Tunnel | 9 | 67 | 0 | 29 | Y | Y | Y | Y | N | Y | Y | |
| SC147 | ECM9 | Calton South Tunnel – Waverley East End | 0 | 29 | 0 | 21 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | Y | Y | Y | Y | R1 | Y | Y | 25mph Edinburgh Waverley platform 9 |
| SC147 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 314 | 318 | 320/3 | 320/4 | 321 | 322 | 325 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC147 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | Y | Y | Y | Y | N | Y | Y | |
| SC147 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | Y | Y | Y | Y | N | Y | Y | |
| SC147 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | Y | Y | Y | Y | N | Y | Y | |
| SC147 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | Y | Y | Y | Y | N | Y | Y | |
| SC147 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | Y | Y | Y | Y | N | Y | H | |
| SC147 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | Y | Y | Y | Y | N | Y | H | |
| SC147 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | Y | Y | Y | N | N | Y | H | |
| SC147 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | Y | Y | Y | N | N | Y | H | |
| SC149 | NBK | North Berwick – Drem Jn | 22 | 22 | 18 | 15 | Y | Y | Y | Y | N | Y | H | |
| SC151 | LHS1 | Portobello – Leith South Yard (Goods Line) | 0 | 00 | 2 | 20 | N | N | N | N | N | N | N | |
| SC153 | CPH | Craigentinny – Powderhall (Goods Line) | 0 | 00 | 1 | 78 | N | N | N | N | N | N | N | |
| SC155 | MHL1 | Monktonhall Jn – Change of ELR | 0 | 11 | 5 | 60 | N | N | N | N | N | N | N | |
| SC155 | MHL2 | Change of ELR – Millerhill East Jn | 1 | 40 | 0 | 28 | N | N | N | N | N | N | N | |
| SC155 | MHL3 | Millerhill East Jn – Millerhill Yard (Goods Line) | 0 | 00 | 0 | 19 | N | N | N | N | N | N | N | |
| SC157 | MLE | Millerhill South Jn – Millerhill East Jn (Goods Line) | 0 | 09 | 0 | 28 | N | N | N | N | N | N | N | |
| SC159 | NDE2 | Millerhill West Jn – Millerhill South Jn / Millerhill Yard | 6 | 52 | 5 | 72 | N | N | N | N | N | N | N | |
| SC161 | NDE1 | Millerhill Yard – Junction with Niddrie West Line | 5 | 52 | 3 | 36 | N | N | N | N | N | R1 | H | R1 Prohibited Newcraighall turnback siding |
| SC161 | SUB1 | Junction with Niddrie West Line – Portobello | 3 | 36 | 3 | 30 | N | N | N | N | N | Y | H | |
| SC161 | MHL4 | Newcraighall East Jn – Network Rail / Abellio Scotrail Boundary | 00 | 00 | 00 | 08 | N | N | N | N | N | N | N | |

Scotland Route Sectional Appendix Module SCRC

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 314 | 318 | 320/3 | 320/4 | 321 | 322 | 325 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC163 | SUB1 | Portobello – Change of ELR | 3 | 30 | 4 | 00 | N | N | N | N | N | N | H | |
| SC163 | SUB2 | Change of ELR – Niddrie West | 6 | 69 | 6 | 30 | N | N | N | N | N | N | H | |
| SC164 | NNS | Newcraighall North Jn – Newcraighall South Jn | 4 | 63 | 5 | 02 | N | N | N | N | N | N | N | |
| SC164 | SBO | Newcraighall South Jn – Tweedbank | 5 | 02 | 35 | 34 | N | N | N | N | N | N | N | |
| SC165 | MHY | Niddrie South Jn – Niddrie West Jn | 7 | 06 | 6 | 30 | N | N | N | N | N | N | H | |
| SC165 | SUB2 | Niddrie West Jn – Gorgie Jn | 6 | 30 | 0 | 45 | N | N | N | N | N | N | H | |
| SC165 | GGE | Gorgie Jn – Haymarket West Jn | 0 | 00 | 0 | 41 | N | N | N | N | N | N | H | |
| SC167 | CKT | Craiglockhart Jn – Slateford Jn | 0 | 00 | 0 | 48 | N | N | N | N | N | N | H | |
| SC169 | SUB2 | Gorgie Jn – Haymarket Central Jn | 0 | 45 | 0 | 11 | N | N | N | N | N | N | H | |
| SC171 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | Y | Y | Y | Y | R1 | Y | Y | 25mph Edinburgh Waverley platform 9 |
| SC171 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | Y | Y | Y | Y | N | Y | Y | |
| SC171 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | Y | Y | Y | Y | N | Y | Y | |
| SC171 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | Y | Y | Y | Y | N | Y | Y | |
| SC171 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | Y | Y | Y | Y | N | Y | Y | |
| SC171 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | Y | Y | Y | Y | N | Y | H | |
| SC171 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | Y | Y | Y | Y | N | Y | H | |
| SC171 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | Y | Y | Y | N | N | Y | H | |
| SC171 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | Y | Y | Y | N | N | Y | H | |
| SC171 | ECN2 | Haymarket West Jn – Dundee Central Jn | 2 | 41 | 58 | 69 | N | N | N | N | N | N | H<br>R1 | R1 30mph Burntisland Up platform |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 314 | 318 | 320/3 | 320/4 | 321 | 322 | 325 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC171 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | N | N | N | N | N | N | H | |
| SC173 | CWH1 | Inverkeithing Central Jn – Change of ELR (Cowdenbeath) | 13 | 21 | 22 | 76 | N | N | N | N | N | N | H | |
| SC173 | CWH2 | Change of ELR (Cowdenbeath) – Change of ELR (Lochgelly) | 0 | 00 | 0 | 70 | N | N | N | N | N | N | H | |
| SC173 | CWH3 | Change of ELR (Lochgelly) – Thornton West Jn | 27 | 00 | 34 | 62 | N | N | N | N | N | N | H | |
| SC173 | TNW | Thornton West Jn – Thornton North Jn | 0 | 70 | 0 | 00 | N | N | N | N | N | N | H | |
| SC175 | RHD2 | Rosyth Dockyard – Change of ELR | 1 | 21 | 1 | 00 | N | N | N | N | N | N | N | |
| SC175 | RHD1 | Change of ELR – Inverkeithing South Jn (Goods Line) | 1 | 00 | 0 | 02 | N | N | N | N | N | N | N | |
| SC176 | IGE | Inverkeithing North Jn – Inverkeithing East Jn (Inverkeithing Curve) | 0 | 33 | 0 | 00 | N | N | N | N | N | N | N | |
| SC177 | MTL1 | Thornton North Jn – Change of ELR | 0 | 11 | 4 | 65 | N | N | N | N | N | N | N | |
| SC177 | MTL2 | Change of ELR – Methill Power Station (Goods Line) | 7 | 34 | 6 | 48 | N | N | N | N | N | N | N | |
| SC178 | CWH3 | Thornton South Jn – Thornton West Jn | 35 | 38 | 34 | 62 | N | N | N | N | N | N | H | |
| SC181 | CDC1 | Ladybank Jn – Change of ELR | 0 | 03 | 14 | 10 | N | N | N | N | N | N | H | |
| SC181 | CDC2 | Change of ELR – Hilton Jn | 44 | 18 | 45 | 66 | N | N | N | N | N | N | H | |
| SC183 | SAA | Stirling Middle Jn – Change of ELR | 0 | 00 | 8 | 14 | N | N | N | N | N | N | N | |
| SC183 | KNE1 | Change of ELR – Longannet | 0 | 00 | 5 | 62 | N | N | N | N | N | N | N | |
| SC183 | KNE1 | Longannet – Change of ELR | 5 | 62 | 14 | 14 | N | N | N | N | N | N | N | |
| SC183 | KNE2 | Change of ELR – Charlestown Jn | 14 | 14 | 15 | 39 | N | N | N | N | N | N | N | |
| SC189 | CRE | Westfield – Change of Mileage | 28 | 77 | 33 | 04 | N | N | N | N | N | N | N | |
| SC189 | CRE | Change of Mileage – Redford Jn (Goods Line) | 33 | 28 | 33 | 45 | N | N | N | N | N | N | N | |
| SC191 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | N | N | N | N | N | N | H | |
| SC191 | ECN2 | Dundee – Camperdown Jn | 59 | 14 | 59 | 77 | N | N | N | N | N | N | H | |
| SC191 | ECN3 | Camperdown Jn – Change of ELR (Arbroath SB) | 0 | 21 | 17 | 17 | N | N | N | N | N | N | H | |
| SC191 | ECN4 | Change of ELR (Arbroath SB) – Change of ELR (Montrose) | 17 | 55 | 33 | 28 | N | N | N | N | N | N | H | |

Scotland Route Sectional Appendix Module SCRC

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 314 | 318 | 320/3 | 320/4 | 321 | 322 | 325 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC191 | ECN5 | Change of ELR (Montrose) – Craiginches | 203 | 11 | 239 | 55 | N | N | N | N | N | N | H | |
| SC191 | ECN5 | Craiginches – Aberdeen | 239 | 55 | 241 | 06 | N | N | N | N | N | N | H<br>R1 | R1 Prohibited Aberdeen platforms 5 & 7 |
| SC193 | HGL1 | Perth South Jn – Change of ELR | 150 | 61 | 158 | 38 | N | N | N | N | N | N | H | |
| SC193 | HGL2 | Change of ELR – Stanley Jn | 7 | 02 | 7 | 07 | N | N | N | N | N | N | H | |
| SC193 | HGL2 | Stanley Jn – Milburn Jn | 7 | 07 | 143 | 39 | N | N | N | N | N | N | N | |
| SC193 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | N | N | N | N | N | N | H | |
| SC193 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | N | N | N | N | N | N | H | |
| SC193 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1 - 4 | 117 | 56 | 118 | 03 | N | N | N | N | N | N | H | |
| SC195 | ECN5 | Aberdeen – Change of ELR | 241 | 06 | 241 | 08 | N | N | N | N | N | N | H | |
| SC195 | ANI1 | Change of ELR – Keith Jn SB | 0 | 00 | 53 | 05 | N | N | N | N | N | N | H | |
| SC195 | ANI2 | Keith Jn SB – Forres | 30 | 40 | 0 | 00 | N | N | N | N | N | N | H | |
| SC195 | ANI3 | Forres – Milburn Jn | 119 | 26 | 143 | 39 | N | N | N | N | N | N | H | |
| SC195 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | N | N | N | N | N | N | H | |
| SC195 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | N | N | N | N | N | N | H | |
| SC195 | HGL2 | Welsh's Bridge Jn – Inverness Platforms 1 - 4 | 117 | 56 | 118 | 03 | N | N | N | N | N | N | H | |
| SC197 | WRO | Kittybrewster – Waterloo Goods (Goods Line) | 1 | 62 | 0 | 03 | N | N | N | N | N | N | N | |
| SC199 | DFN | Keith Jn – End of Line | 53 | 06 | 53 | 36 | N | N | N | N | N | N | H | |
| SC203 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | N | N | N | N | N | N | H | |
| SC203 | WCK | Inverness Platforms 5 - 7 – Rose Street Jn | 0 | 02 | 0 | 18 | N | N | N | N | N | N | N | |
| SC203 | WCK | Rose Street Jn – Invergordon | 0 | 18 | 31 | 37 | N | N | N | N | N | N | H | |
| SC203 | WCK | Invergordon – Georgemas Jn | 31 | 37 | 147 | 20 | N | N | N | N | N | N | H | |
| SC203 | WCK | Georgemas Jn – Wick | 147 | 20 | 161 | 35 | N | N | N | N | N | N | H | |
| SC205 | KYL | Dingwall – Kyle of Lochalsh | 0 | 19 | 63 | 64 | N | N | N | N | N | N | H | |
| SC207 | TSO | Georgemas Jn – Thurso | 0 | 00 | 6 | 50 | N | N | N | N | N | N | H | |

# Table D2B – Route clearance of electric multiple units

**Last Updated: 17/09/2022**

To be read in conjunction with General Notes.

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 334 | 350 | 380 | 385 | 390 | 397 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC001 | WCM1 | Route Boundary (NW4001) (Gretna Jn) – Lockerbie | 12 | 30 | 25 | 66 | N | Y | EH | R2 | T<br>R1 | Y | N | N | R1 Tilt permitted Up and Down Fast lines only<br>R2 Up to 8 cars |
| SC001 | WCM1 | Lockerbie – Law Jn | 25 | 66 | 84 | 08 | R1 | Y | R2 | R4 | T<br>R3 | Y | N | N | R3 Prohibited between Lockerbie and Carstairs South Jn<br>R4 ECS only between Lockerbie and Carstairs South Jn<br>R5 Tilt permitted Up and Down Fast lines only<br>R6 Up to 8 cars |
| SC001 | WCM2 | Law Jn – Junction with Coatbridge lines (Lesmahagow Jn) | 84 | 08 | 89 | 51 | Y | Y | Y | R2 | T<br>R1 | Y | N | N | R1 Tilt permitted Up and Down Fast lines only<br>R2 Up to 10 cars |
| SC001 | WCM2 | Junction with Coatbridge lines (Lesmahagow Jn) – Newton East Jn | 89 | 51 | 95 | 14 | Y | Y | Y | R2 | T<br>R1 | Y | N | N | R1 Tilt permitted Up and Down Fast lines only<br>R2 Up to 10 cars |
| SC001 | WCM2 | Newton East Jn – Newton Hamilton Jn (SC0023) via South Connecting Line | 95 | 14 | 95 | 47 | Y | Y | Y | R1 | Y | Y | N | N | R1 Up to 10 cars |
| SC001 | WCM2 | Newton Kirkhill Jn (SC0023) – Newton West Jn via North Connecting Line | 95 | 77 | 96 | 34 | Y | Y | Y | R1 | Y | Y | N | N | R1 Up to 10 cars |
| SC001 | WCM2 | Newton East Jn – Newton West Jn | 95 | 14 | 96 | 34 | Y | Y | Y | R2 | T<br>R1 | Y | N | N | R1 Tilt permitted Up and Down Fast lines only<br>R2 Up to 10 cars |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 334 | 350 | 380 | 385 | 390 | 397 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC001 | WCM2 | Newton West Jn – Rutherglen East Jn | 96 | 34 | 98 | 32 | Y | Y | Y | R2 | T | Y | N | N | R1 Tilt permitted Up and Down Fast lines only<br>R2 Up to 10 cars |
| SC001 | WCM2 | Rutherglen East Jn – Larkfield Jn | 98 | 32 | 100 | 65 | Y | Y | Y | R2 | R1 | Y | N | N | R1 Tilt permitted Up and Down Fast lines only<br>R2 Up to 10 cars |
| SC001 | WCM2 | Larkfield Jn – Eglinton St Jn | 100 | 65 | 101 | 39 | Y | Y | Y | R2 | T | Y | N | N | R1 Tilt permitted Up and Down Fast lines only<br>R2 Up to 10 cars |
| SC001 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | Y | Y | Y | R1 | R1 | Y | N | N | R1 Up to 10 cars |
| SC001 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | Y | Y | Y | R2 | T | Y | N | N | R1 Prohibited Glasgow Central platforms 3, 4, 5, 6, 7, 8, 12, 13 & 14<br>R2 Up to 10 cars |
| SC003 | ECA1 | Carstairs South Jn – Carstairs East Jn | 73 | 17 | 73 | 48 | Y | Y | N | R1 | R1 | Y | N | N | R1 Up to 12 cars |
| SC003 | ECA2 | Carstairs East Jn – Slateford Jn | 74 | 10 | 99 | 01 | Y | Y | Y | R1 | Y | Y | N | N | R1 Up to 12 cars |
| SC003 | ECA3 | Slateford Jn – Haymarket East Jn | 99 | 01 | 100 | 41 | Y | Y | Y | R1 | R1 | Y | N | N | R1 Up to 12 cars |
| SC005 | CSP | Carstairs Station Jn – Carstairs East Jn | 73 | 37 | 74 | 10 | Y | Y | Y | R1 | Y | Y | N | N | R1 Up to 12 cars |
| SC007 | EGS2 | Midcalder Jn – Holytown Jn | 23 | 11 | 1 | 27 | Y | Y | Y | R1 | Y | Y | N | N | R1 Up to 12 cars |
| SC009 | LNK | Lanark – Lanark Jn | 2 | 45 | 0 | 03 | Y | N | Y | N | Y | N | N | N | |
| SC011 | WWD | Law Jn – Holytown Jn | 84 | 08 | 89 | 66 | Y | Y | Y | R1 | Y | Y | N | N | R1 Up to 12 cars |
| SC011 | EGS2 | Holytown Jn – Mossend East Jn | 1 | 27 | 0 | 40 | Y | Y | Y | R1 | Y | Y | N | N | R1 Up to 12 cars |
| SC011 | EGS1 | Mossend East Jn – Uddingston Jn | 3 | 63 | 0 | 03 | Y | Y | Y | R1 | N | Y | N | N | R1 Up to 12 cars |
| SC013 | SHR | Wishaw Central Jn – Shieldmuir Jn | 86 | 63 | 87 | 43 | Y | Y | Y | R1 | Y | Y | N | N | R1 Up to 12 cars |
| SC015 | MDN | Mossend East Jn – Mossend North Jn (North Curve) | 0 | 40 | 0 | 06 | Y | Y | N | R1 | Y | N | N | N | R1 Up to 12 cars |
| SC017 | MDE | Mossend East Jn – Mossend South Jn (East Curve) | 0 | 31 | 0 | 00 | Y | Y | Y | R1 | Y | Y | N | N | R1 Up to 12 cars |
| SC019 | MDW | Mossend South Jn – Mossend West Jn (West Curve) | 91 | 08 | 91 | 50 | Y | Y | Y | R1 | Y | Y | N | N | R1 Up to 12 cars |
| SC021 | COS2 | Coltness – Change of ELR | 0 | 09 | 0 | 00 | N | N | N | N | N | N | N | N | |
| SC021 | COS1 | Change of ELR – Garriongill Jn | 14 | 15 | 15 | 29 | N | N | N | N | Y | N | N | N | |
| SC023 | HMN1 | Motherwell – Change of ELR | 0 | 08 | 1 | 44 | Y | N | Y | R1 | Y | Y | N | N | R1 Up to 12 cars |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 334 | 350 | 380 | 385 | 390 | 397 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC023 | HMN2 | Change of ELR – Newton, Hamilton Jn | 6 | 61 | 0 | 00 | Y | N | Y | R1 | Y | Y | N | N | R1 Up to 8 cars |
| SC024 | LRK | Larkhall – Haughhead Jn | 3 | 00 | 0 | 00 | Y | N | N | R1 | N | N | N | N | R1 Up to 12 cars |
| SC025 | ARG1 | Rutherglen Central Jn – Bridgeton Yard North End | 0 | 00 | 0 | 43 | Y | N | N | N | N | N | N | N | |
| SC025 | ARG2 | Bridgeton Yard North End – Exhibition Centre | 0 | 86 | 4 | 03 | Y | N | N | N | N | N | N | N | |
| SC025 | ARG2 | Exhibition Centre – Finnieston East Jn (Down line) | 4 | 03 | 4 | 41 | Y | N | N | N | N | N | N | N | |
| SC025 | ARG2 | Exhibition Centre – Finnieston West Jn (Up line) | 4 | 03 | 4 | 74 | Y | N | N | N | N | N | N | N | |
| SC027 | RNC | Rutherglen West Jn – Rutherglen North Jn (West Curve) | 0 | 00 | 0 | 29 | Y | N | N | N | N | N | N | N | |
| SC029 | CLY | Larkfield Jn – Terminus Jn | 101 | 01 | 101 | 62 | Y | E | Y | R1 | Y | E | N | N | R1 Up to 12 cars |
| SC029 | BRD | Terminus Jn – Shields Jn via Through Terminus lines | 101 | 62 | 102 | 16 | Y | N | Y | EH | Y | E | N | N | |
| SC029 | CLY | Terminus Jn – Shields Jn | 101 | 62 | 102 | 16 | Y | E | Y | R1 | Y | E | N | N | R1 Up to 12 cars |
| SC031 | GSW | Route Boundary (NW4031) (Gretna Jn) – Old Route boundary (109m 00ch between Eastriggs and Annan) | 115 | 40 | 109 | 00 | N | N | N | N | H | N | N | N | |
| SC031 | GSW | Old Route boundary (109m 00ch between Eastriggs and Annan) – Change of ELR | 109 | 0 | 33 | 44 | N | N | EH<br>R1 | N | H | E | N | N | R2 Prohibited between Old Route Boundary (109m 00ch between Eastriggs and Annan) and Klmarnock |
| SC031 | GBK | Change of ELR – Muirhouse South Jn | 23 | 44 | 1 | 18 | N | N | N | N | H | R1 | N | N | R1 Prohibited Barrhead platform 3 |
| SC031 | MEN2 | Muirhouse South Jn – Muirhouse Central Jn | 0 | 00 | 0 | 15 | N | Y | Y | N | H | E | N | N | |
| SC031 | MEN1 | Muirhouse Central Jn – Eglinton St Jn | 0 | 19 | 0 | 70 | Y | Y | Y | R3 | R1<br>R2 | R1 | N | N | R1 Prohibited between Muirhouse Central Jn and Muirhouse North Jn unless loco hauled<br>R2 Permitted between Muirhouse North Jn and Eglinton St Jn under own power<br>R3 Up to 12 cars |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 334 | 350 | 380 | 385 | 390 | 397 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC031 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | Y | Y | Y | R2 | R1 | Y | N | N | R1 Prohibited Glasgow Central platforms 3, 4, 5, 6, 7, 8, 12, 13 & 14<br>R2 Up to 10 cars |
| SC035 | KSH | Bank Jn – Network Rail Boundary (Connel Park LC) / Knockshinnoch | 54 | 05 | 55 | 28 | N | N | N | N | N | N | N | N | |
| SC036 | GNN | Greenburn Jn – Greenburn Open Cast (Goods Line) | 0 | 00 | 0 | 55 | N | N | N | N | N | N | N | N | |
| SC037 | RIC1 | Kay Park Jn – Bellfield | 0 | 00 | 1 | 06 | N | N | N | N | N | N | N | N | |
| SC037 | RIC2 | Bellfield – Riccarton (Goods Line) | 2 | 20 | 1 | 75 | N | N | N | N | N | N | N | N | |
| SC039 | BAK | Kilmarnock – Barassie | 0 | 05 | 7 | 56 | N | N | E<br>R1 | N | N | E | N | N | R1 Prohibited Kilmarnock platform 3<br>R2 Prohibited between Kilmarnock Plant Depot (0m 20ch) and Barassie |
| SC045 | EKE | East Kilbride – Busby Jn | 7 | 60 | 0 | 40 | N | N | N | N | N | R2 | N | N | |
| SC047 | LFS2 | Muirhouse South Jn – Change of ELR | 1 | 19 | 0 | 61 | N | N | N | N | N | N | N | N | |
| SC047 | LFS1 | Change of ELR – Larkfield Jn | 101 | 17 | 101 | 01 | N | N | N | N | N | E | N | N | |
| SC049 | TSS | Muirhouse Central Jn – Terminus Jn | 0 | 04 | 0 | 40 | Y | E | Y | R1 | N | E | N | N | R1 Up to 12 cars |
| SC051 | CTC | Muirhouse Central Jn – Cathcart North Jn (via Cathcart) | 5 | 19 | 1 | 63 | Y | Y | Y | R1 | N | N | N | N | R1 Up to 12 cars |
| SC051 | CTC | Cathcart North Jn – Muirhouse North Jn (via Crosshill) | 1 | 63 | 0 | 00 | Y | Y | Y | R1 | Y | Y | N | N | R1 Up to 12 cars |
| SC053 | NNH | Neilston – Cathcart West Jn | 108 | 45 | 100 | 77 | Y | N | Y | R1 | N | Y | N | N | R1 Up to 12 cars |
| SC055 | WCM2 | Newton, Hamilton Jn – Newton Kirkhill Jn | 95 | 53 | 95 | 77 | Y | Y | Y | R1 | Y | N | N | N | R1 Up to 10 cars |
| SC055 | KHL | Newton Kirkhill Jn – Cathcart West Jn | 95 | 77 | 100 | 77 | Y | Y | Y | R2 | R1 | N | N | N | R1 Prohibited between Cathcart East and Cathcart West Jn<br>R2 Up to 12 cars |
| SC057 | CNC | Cathcart East Jn – Cathcart North Jn | 0 | 45 | 0 | 00 | Y | Y | Y | R1 | Y | Y | N | N | R1 Up to 12 cars |
| SC059 | WCM2 | Glasgow Central – Bridge St Jn | 102 | 27 | 101 | 53 | Y | Y | Y | R2 | R1 | Y | N | N | R1 Prohibited Glasgow Central platforms 3, 4, 5, 6, 7, 8, 12, 13 & 14<br>R2 Up to 10 cars |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 334 | 350 | 380 | 385 | 390 | 397 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC059 | LYE | Cook St – High St Line (Smithy Lye through line) | 0 | 00 | 0 | 44 | N | E | Y | R1 | E | N | N | N | R1 Up to 12 cars |
| SC059 | AYR1 | Cook St – Shields Jn | 0 | 19 | 1 | 00 | Y | E | Y | R1 | Y | E | N | N | R1 Up to 12 cars |
| SC059 | AYR1 | Shields Jn – Change of ELR (Paisley Gilmour Street) | 1 | 00 | 6 | 53 | Y | N | Y | R2 | N | E | N | N | R1 Prohibited between Helen Street Jn and Change of ELR (Paisley Gilmour Street)<br>R2 Up to 12 cars |
| SC059 | AYR2 | Change of ELR (Paisley Gilmour Street) – Change of ELR (Brown Street crossover) | 6 | 73 | 7 | 00 | Y | N | Y | R1 | N | R1 | N | N | R1 Up to 12 cars |
| SC059 | AYR3 | Change of ELR (Brown Street crossover) – Change of ELR (Dalry) | 7 | 00 | 23 | 00 | Y | N | Y | R1 | N | N | N | N | R1 Up to 8 cars |
| SC059 | AYR4 | Change of ELR (Dalry) – Change of ELR (Barassie Jn) | 23 | 00 | 33 | 08 | Y | N | Y | R1 | N | N | N | N | R1 Up to 12 cars |
| SC059 | AYR5 | Change of ELR (Barassie Jn) – Change of ELR (Between Troon and Prestwick International Airport) | 0 | 00 | 2 | 15 | Y | N | Y | R1 | N | N | N | N | R1 Up to 8 cars |
| SC059 | AYR6 | Change of ELR (Between Troon and Prestwick International Airport) – Falkland Jn | 35 | 05 | 38 | 73 | Y | N | Y | R1 | N | N | N | N | R1 Up to 12 cars |
| SC059 | AYR6 | Falkland Jn – Ayr | 38 | 73 | 40 | 49 | Y | N | Y | R1 | N | N | N | N | R1 Up to 12 cars |
| SC059 | STR1 | Ayr – Dalrymple Jn | 40 | 49 | 43 | 53 | N | N | E<br>R1 | E<br>R1 | N | N | N | N | R1 Prohibited between Townhead Depot and Dalrymple Jn |
| SC059 | STR1 | Dalrymple Jn – Change of ELR (Girvan) | 43 | 53 | 61 | 60 | N | N | N | N | N | N | N | N | |
| SC059 | STR2 | Change of ELR (Girvan) – Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) | 0 | 00 | 30 | 67 | N | N | N | N | N | N | N | N | |
| SC059 | STR3 | Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) – Change of ELR (Stranraer Yard GF) | 46 | 54 | 53 | 05 | N | N | N | N | N | N | N | N | |
| SC059 | STR4 | Change of ELR (Stranraer Yard GF) – End of Line | 53 | 05 | 54 | 05 | N | N | N | N | N | N | N | N | |
| SC061 | CNL | Shields Jn – Corkerhill | 1 | 05 | 3 | 11 | Y | E<br>R1 | Y | N | R2 | N | N | N | R2 Only for access to / from Corkerhill Depot<br>R3 Prohibited between Dumbreck and Corkerhill |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 334 | 350 | 380 | 385 | 390 | 397 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC063 | CND1 | Cardonald Jn – Cardonald North Jn | 0 | 00 | 0 | 36 | N | N | N | N | N | N | N | N | |
| SC063 | CND2 | Cardonald North Jn – Deanside (Goods Line) | 0 | 36 | 1 | 54 | N | N | N | N | N | N | N | N | |
| SC065 | GOU1 | Paisley (Wallneuk Jn) – Change of ELR | 6 | 34 | 6 | 53 | Y | N | Y | R1 | N | N | N | N | R1 Up to 12 cars |
| SC065 | GOU2 | Change of ELR – Bishopton | 107 | 70 | 112 | 60 | Y | N | Y | R1 | N | N | N | N | R1 Up to 8 cars |
| SC065 | GOU2 | Bishopton – Gourock | 112 | 60 | 126 | 58 | Y | N | R1 | R1<br>R2 | N | N | N | N | R1 Prohibited Greenock Central Up Bay platform<br>R2 Up to 8 cars |
| SC067 | WYS | Wemyss Bay Jn – Wemyss Bay | 0 | 00 | 10 | 03 | Y | N | Y | R1 | N | N | N | N | R1 Up to 12 cars |
| SC073 | LGS1 | Kilwinning Jn – Change of ELR | 25 | 65 | 30 | 44 | Y | N | Y | R1 | N | N | N | N | R1 Up to 12 cars |
| SC073 | LGS2 | Change of ELR – Fairlie High Siding | 30 | 44 | 38 | 69 | Y | N | Y | R1 | N | N | N | N | R1 Up to 12 cars |
| SC073 | LGS2 | Fairlie High Siding – Largs | 38 | 69 | 42 | 07 | Y | N | Y | R1 | N | N | N | N | R1 Up to 12 cars |
| SC077 | ARH | Ardrossan South Beach – Ardrossan Harbour | 30 | 44 | 31 | 35 | Y | N | Y | R1 | N | N | N | N | R1 Up to 12 cars |
| SC079 | HUN | Hunterston – Hunterston Low Level Sdgs (Goods Line) | 0 | 00 | 0 | 36 | N | N | N | N | N | N | N | N | |
| SC081 | BYL | Byrehill Jn – Dubbs Jn | 0 | 60 | 0 | 00 | Y | N | E | E H | N | N | N | N | |
| SC085 | AYH1 | Ayr Harbour – Newton Jn (Goods Line) | 0 | 17 | 0 | 00 | N | N | N | N | N | N | N | N | |
| SC087 | ANN | Newton Jn – Mauchline (Goods Line) | 39 | 42 | 50 | 16 | N | N | N | N | N | N | N | N | |
| SC089 | KCH1 | Annbank – Change of ELR | 43 | 52 | 48 | 73 | N | N | N | N | N | N | N | N | |
| SC089 | KCH2 | Change of ELR – Killoch Colliery (Goods Line) | 0 | 00 | 3 | 43 | N | N | N | N | N | N | N | N | |
| SC091 | WAT | Dalrymple Jn – Chalmerston (Goods Line) | 43 | 53 | 52 | 70 | N | N | N | N | N | N | N | N | |
| SC093 | SCM1 | Motherwell – Mossend South | 89 | 51 | 91 | 08 | Y | Y | Y | R1<br>R2 | Y | Y | N | N | R1 Prohibted Motherwell to Lesmahagow Jn<br>R2 Up to 12 cars |
| SC093 | SCM2 | Mossend South – Whifflet North Jn | 91 | 08 | 94 | 05 | Y | Y | N | R1 | N | Y | N | N | R1 Up to 8 cars |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 334 | 350 | 380 | 385 | 390 | 397 | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC093 | SCM3 | Gartsherrie South Jn (Limit of OLE) – Greenhill Lower Jn | 95 | 64 | 106 | 63 | R1 | N | R1 | R2 | N | N | N | N | R3 Prohibited between Limit of Electrification (Cumbernauld) and Greenhill Lower Jn<br>R4 Up to 12 cars |
| SC097 | SYE | Whifflet South Jn – Sunnyside Jn (Goods Line) | 9 | 63 | 8 | 43 | R1 | N | N | N | N | N | N | N | R2 15mph maximum speed |
| SC099 | RSL2 | Whifflet North Jn – Change of ELR | 0 | 00 | 0 | 34 | Y | Y | Y | R1 | N | Y | N | N | R1 Up to 12 cars |
| SC099 | RSL1 | Change of ELR – Langloan Jn | 6 | 59 | 6 | 34 | Y | Y | Y | R1 | N | Y | N | N | R1 Up to 12 cars |
| SC099 | RCB | Langloan Jn – Rutherglen East Jn | 6 | 34 | 0 | 04 | Y | Y | Y | R1 | N | Y | N | N | R1 Up to 10 cars |
| SC101 | RCB | Coatbridge Jn – Langloan Jn | 7 | 03 | 6 | 34 | Y | R1 | Y | R2 | N | Y | N | N | R1 Class 350/4 only<br>R2 Up to 10 cars |
| SC103 | CBD1 | Garnqueen North Jn – Gartcosh Jn | 1 | 33 | 0 | 00 | Y | N | Y | R1 | N | N | N | N | R1 Up to 12 cars |
| SC103 | CBD2 | Gartcosh Jn – Change of ELR | 97 | 09 | 103 | 41 | Y | N | Y | R1 | N | Y | N | N | R1 Up to 12 cars |
| SC103 | SGN | Change of ELR – Cowlairs West Jn | 0 | 61 | -0 | 20 | Y | N | Y | R1<br>R4 | N | R1 | N | N | R1 Prohibited between Change of ELR and Sighthill East Jn<br>R2 Prohibibted between Sighthill West Jn and Cowlairs West Jn<br>R3 Prohibted Springburn platform 3<br>R4 Up to 12 cars |
| SC105 | GHE | Gartsherrie South Jn – Gartcosh Jn | 95 | 64 | 97 | 06 | Y | N | Y | R1 | N | R2 | N | N | R1 Up to 12 cars |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC106 | PNS | Sighthill West Jn – Cowlairs South Jn (Chord Line) | 0 | 30 | 0 | 00 | Y | N | Y | R1 | N | R3 | N | N | R1 Up to 12 cars |
| SC107 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | Y | E | Y | R2 | R1 | Y | EH<br>R3<br>R4<br>R5<br>R6 | EH<br>R3<br>R4<br>R5<br>R6 | R1 Prohibited Edinburgh Waverley platforms 1, 3, 4 & 20<br>R2 Up to 12 cars<br>R3 Prohibited Edinburgh Waverley Station North plat./North Platform Loop @ 0m 10ch 134A&B points, between platforms 1 & 19<br>R4 Prohibited Edinburgh Waverley Station North plat./North Platform Loop @ 0m 10ch 136A&B points, between platforms 2 & 20<br>R5 Prohibited Edinburgh Waverley Station South plat./South Platform Loop 0m 05ch 132A&B points, between South Platform Loop & platform 11<br>Prohibited Edinburgh Waverley Station South plat./South Platform Loop' 0m 05ch 133A&B points, between platforms 7 & 11 |
| SC107 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | Y | Y | Y | R2 | R1 | Y | EH | EH | R1 Prohibited Edinburgh Waverley platforms 12, 13 & 14<br>R2 Up to 12 cars |
| SC107 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | Y | N | Y | R2 | R1 | Y | EH | EH | R1 Prohibited Edinburgh Waverley platforms 1, 15, 16, 17, 18 & 20<br>R2 Up to 12 cars |
| SC107 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | Y | Y | Y | R1 | Y | Y | EH | EH | R1 Up to 10 cars |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 334 | 350 | 380 | 385 | 390 | 397 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC107 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | Y | Y | Y | N | Y | Y | EH | EH | |
| SC107 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | Y | N | Y | R2 | N | R1 | EH | EH | R1 Prohibited Haymarket platform 2<br>R2 Up to 12 cars |
| SC107 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | Y | N | Y | R1 | N | Y | EH | EH | R1 Up to 12 cars |
| SC107 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | Y | N | Y | R1 | N | Y | EH | EH | R1 Up to 12 cars |
| SC107 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | Y | N | Y | R1 | N | Y | N | N | R1 Up to 12 cars |
| SC107 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | Y | N | Y | N | N | N | N | N | |
| SC107 | EGM1 | Haymarket West Jn – Cowlairs West Jn | 44 | 73 | 1 | 67 | R1 | N | Y | R4 | N | R2 | N | N | R2 Prohibited between Newbridge Jn and Cowlairs West Jn<br>R3 Prohibited between Polmont Jn and Cowlairs West Jn<br>R4 Limited to 80mph<br>R5 Up to 12 cars |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 334 | 350 | 380 | 385 | 390 | 397 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC109 | PMT | Polmont Jn – Grangemouth Jn | 21 | 20 | 23 | 75 | N | N | N | R1 | N | Y | N | N | R1 Up to 12 cars |
| SC109 | PMT | Grangemouth Jn – Carmuirs East Jn | 23 | 75 | 25 | 79 | N | N | N | R1 | N | Y | N | N | R1 Up to 12 cars |
| SC109 | CMS | Carmuirs East Jn – Carmuirs West Jn | 0 | 40 | -0 | 2 | N | N | N | R1 | N | Y | N | N | R1 Up to 12 cars |
| SC109 | SCM3 | Carmuirs West Jn – Greenhill Lower Jn | 108 | 74 | 106 | 62 | N | N | N | R1 | N | N | N | N | R1 Up to 12 cars |
| SC109 | GHL | Greenhill Lower Jn – Greenhill Upper Jn | 0 | 52 | 0 | 00 | N | N | N | R1 | N | N | N | N | R1 Up to 12 cars |
| SC110 | PMT | Carmuirs East Jn – Larbert Jn | 25 | 79 | 26 | 35 | N | N | N | R1 | N | N | N | N | R1 Up to 12 cars |
| SC111 | NBE | Newbridge Jn – Bathgate | 35 | 21 | 25 | 18 | Y | N | Y | N | N | N | N | N | |
| SC113 | DMY | Winchburgh Jn – Dalmeny Jn | 34 | 54 | 39 | 03 | N | N | N | N | N | N | N | N | |
| SC115 | MRL1 | Cowlairs West Jn – Maryhill Park Jn | 8 | 26 | 5 | 51 | N | N | N | N | N | N | N | N | |
| SC115 | MRL2 | Maryhill Park Jn – Knightswood North Jn | 4 | 40 | 5 | 67 | N | N | N | N | N | N | N | N | |
| SC1150 | MLA | Maryhill Park Jn – Anniesland | 0 | 00 | 0 | 70 | N | N | N | N | N | N | N | N | |
| SC116 | CSN | Cowlairs East Jn – Cowlairs North Jn | 0 | 00 | 0 | 21 | N | N | N | N | N | N | N | N | |
| SC117 | GMH | Grangemouth Jn – Grangemouth | 0 | 00 | 3 | 67 | N | N | N | E<br>R1<br>R2 | N | N | N | N | R1 Prohibited between GH12 signal and Grangemouth on Down Branch line<br>R2 Prohibited between GH10 signal an Granemouth on Up Branch line |
| SC119 | GHL | Greenhill Upper Jn – Greenhill Lower Jn | 0 | 00 | 0 | 52 | N | N | N | R1 | N | N | N | N | R1 Up to 12 cars |
| SC119 | SCM3 | Greenhill Lower Jn – Carmuirs West Jn | 106 | 62 | 108 | 74 | N | N | N | R1 | N | N | N | N | R1 Up to 12 cars |
| SC119 | SCM3 | Carmuirs West Jn – Stirling Middle Jn | 108 | 76 | 118 | 08 | N | N | N | R1 | N | N | N | N | R1 Up to 12 cars |
| SC119 | SCM3 | Stirling Middle Jn – Change of ELR (Dunblane) | 118 | 08 | 123 | 40 | N | N | N | R1 | N | N | N | N | R1 Up to 12 cars |
| SC119 | SCM4 | Change of ELR (Dunblane) – Perth South Jn | 123 | 40 | 150 | 61 | N | N | N | N | N | N | N | N | |
| SC119 | SCM5 | Perth South Jn – Change of Mileage | 150 | 61 | 151 | 03 | N | N | N | N | N | N | N | N | |
| SC119 | SCM5 | Change of Mileage – Dundee Central Jn | 21 | 01 | 0 | 36 | N | N | N | N | N | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 334 | 350 | 380 | 385 | 390 | 397 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC123 | NBE | Bathgate – Change of ELR | 25 | 18 | 25 | 00 | Y | N | Y | N | N | N | N | N | |
| SC123 | NEM1 | Change of ELR – Drumgelloch | 25 | 00 | 11 | 70 | Y | N | Y | N | N | N | N | N | |
| SC123 | NEM1 | Drumgelloch – Change of ELR | 11 | 70 | 11 | 60 | Y | N | Y | N | N | N | N | N | |
| SC123 | NEM2 | Change of ELR – High Street Jn | 11 | 60 | 0 | 28 | Y | N | R1<br>R2 | N | N | N | N | N | R2 Prohibited between Airdrie and Shettleston (including loops) when laden<br>R3 5mph Blairhill Up platform |
| SC123 | NEM2 | High Street Jn – Change of ELR | 0 | 28 | 0 | 00 | Y | N | EH<br>R1 | N | N | N | N | N | R1 Prohibited between Bellgrove Jn and Change of ELR |
| SC123 | NEM3 | Change of ELR – Finnieston East Jn | 0 | 00 | 2 | 19 | Y | N | N | N | N | N | N | N | |
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Down Line) | 2 | 19 | 2 | 53 | Y | N | N | N | N | N | N | N | |
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Up Line) | 2 | 19 | 2 | 53 | Y | N | N | N | N | N | N | N | |
| SC123 | NEM3 | Finnieston West Jn – Hyndland North Jn | 2 | 53 | 4 | 28 | Y | N | N | N | N | N | N | N | |
| SC123 | NEM3 | Hyndland North Jn – Change of ELR | 4 | 28 | 4 | 63 | Y | N | N | N | N | N | N | N | |
| SC123 | NEM4 | Change of ELR – Knightswood North Jn | 0 | 00 | 0 | 74 | Y | N | N | N | N | N | N | N | |
| SC123 | NEM5 | Knightswood North Jn – Change of ELR (Between Bowling and Dumbarton East) | 5 | 67 | 13 | 40 | Y | N | N | N | N | N | N | N | |
| SC123 | NEM6 | Change of ELR (Between Bowling and Dumbarton East) – Change of ELR (Dumbarton East) | 113 | 46 | 116 | 00 | Y | N | N | N | N | N | N | N | |
| SC123 | NEM7 | Change of ELR (Dumbarton East) – Craigendoran Jn | 15 | 51 | 22 | 76 | Y | N | N | N | N | N | N | N | |
| SC123 | NEM7 | Craigendoran Jn – Helensburgh Central | 22 | 76 | 24 | 31 | Y | N | N | N | N | N | N | N | |
| SC125 | YKR | Hyndland East Jn – Hyndland West Jn | 0 | 00 | 0 | 22 | Y | N | N | N | N | N | N | N | |
| SC125 | YKR | Hyndland West Jn – Dalmuir Park Jn | 0 | 22 | 4 | 73 | Y | N | N | N | N | N | N | N | |
| SC129 | SGN | Springburn – Bellgrove Jn | 0 | 42 | 2 | 58 | Y | N | EH | N | N | R1 | N | N | R1 Prohibited between Sighthill East Jn and Bellgrove<br>R2 Prohibited Springburn platform 3 |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 334 | 350 | 380 | 385 | 390 | 397 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC131 | HST | Connection to Smithy Lye through line – Shields Jn | 2 | 00 | 2 | 35 | N | E | Y | N | N | N | N | N | |
| SC133 | MGE | Westerton Jn – Milngavie | 6 | 19 | 9 | 35 | Y | N | N | N | N | N | N | N | |
| SC135 | BCH | Dalreoch Jn – Balloch | 16 | 39 | 20 | 38 | Y | N | N | N | N | N | N | N | |
| SC136 | HYD | Hyndland North Jn – Hyndland West Jn | 0 | 00 | 0 | 16 | Y | N | N | N | N | N | N | N | |
| SC141 | WHL | Craigendoran Jn – Crianlarich Jn | 0 | 01 | 36 | 30 | N | N | N | N | N | N | N | N | |
| SC141 | WHL | Crianlarich Jn – Fort William | 36 | 30 | 99 | 37 | N | N | N | N | N | N | N | N | |
| SC143 | OBN1 | Crianlarich Jn – Lower Crianlarich GF | 0 | 00 | 0 | 44 | N | N | N | N | N | N | N | N | |
| SC143 | OBN2 | Lower Crianlarich GF – Inverhaggernie No.1 LC | 30 | 23 | 31 | 00 | N | N | N | N | N | N | N | N | |
| SC143 | OBN2 | Inverhaggernie No.1 LC – Oban | 31 | 00 | 71 | 44 | N | N | N | N | N | N | N | N | |
| SC145 | MLG1 | Fort William – Change of ELR | 0 | 05 | 1 | 27 | N | N | N | N | N | N | N | N | |
| SC145 | MLG2 | Change of ELR – Mallaig | 0 | 00 | 39 | 39 | N | N | N | N | N | N | N | N | |
| SC147 | ECM8 | Route Boundary (LN600) (Heaton South Jn) – Prestonpans Jn | 54 | 50 | 9 | 67 | R1 | N | EH<br>R2<br>R3 | R4<br>R5 | N | E | EH<br>R6 | EH<br>R6 | R2 Prohibited between Route Boundary (LN600) and Drem<br>R3 Dead hauled only between Route Boundary (LN600) and Dunbar<br>R4 Laden services between Dunbar and Prestonpans Jn<br>R5 Prohibited between Route Boundary (LN600) and Dunbar<br>R6 Up to 8 cars |
| SC147 | ECM8 | Prestonpans Jn – Calton South Tunnel | 9 | 67 | 0 | 29 | Y | E | Y | R2 | R1 | E | EH | EH | R1 Prohibited between Prestonpans Jn and Craigentinny<br>R2 Up to 8 cars |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC147 | ECM9 | Calton South Tunnel – Waverley East End | 0 | 29 | 0 | 21 | Y | E | Y | N | Y | Y | EH | EH | |
| SC147 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | Y | E | Y | R2 | R1 | Y | EH<br>R3<br>R4<br>R5<br>R6 | EH<br>R3<br>R4<br>R5<br>R6 | R1 Prohibited Edinburgh Waverley platforms 1, 3, 4 & 20<br>R2 Up to 12 cars<br>R3 Prohibited Edinburgh Waverley Station North plat./North Platform Loop @ 0m 10ch 134A&B points, between platforms 1 & 19<br><br>R4 Prohibited Edinburgh Waverley Station North plat./North Platform Loop @ 0m 10ch 136A&B points, between platforms 2 & 20<br><br>R5 Prohibited Edinburgh Waverley Station South plat./South Platform Loop 0m 05ch 132A&B points, between South Platform Loop & platform 11<br>R6 Prohibited Edinburgh Waverley Station South plat./South Platform Loop' 0m 05ch 133A&B points, between platforms 7 & 11 |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 334 | 350 | 380 | 385 | 390 | 397 | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC147 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | Y | N | Y | R2 | R1 | Y | EH | EH | R1 Prohibited Edinburgh Waverley platforms 1, 15, 16, 17, 18 & 20<br>R2 Up to 12 cars |
| SC147 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | Y | Y | Y | R1 | Y | Y | EH | EH | R1 Up to 10 cars |
| SC147 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | Y | N | Y | R1 | Y | Y | EH | EH | R1 Up to 12 cars |
| SC147 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | Y | Y | Y | R1 | Y | Y | EH | EH | R1 Up to 12 cars |
| SC147 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | Y | N | Y | R1 | N | Y | EH | EH | R1 Up to 12 cars |
| SC147 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | Y | N | Y | R1 | N | Y | EH | EH | R1 Up to 12 cars |
| SC147 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | Y | N | Y | R1 | N | Y | EH | EH | R1 Up to 12 cars |
| SC147 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | Y | N | Y | R1 | N | Y | N | N | R1 Up to 12 cars |
| SC147 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | Y | N | Y | N | N | N | N | N | |
| SC149 | NBK | North Berwick – Drem Jn | 22 | 22 | 18 | 15 | Y | N | Y | R1 | N | N | N | N | R1 Up to 12 cars |
| SC151 | LHS1 | Portobello – Leith South Yard (Goods Line) | 0 | 00 | 2 | 20 | N | N | N | N | N | N | N | N | |
| SC153 | CPH | Craigentinny – Powderhall (Goods Line) | 0 | 00 | 1 | 78 | N | N | N | N | N | N | N | N | |
| SC155 | MHL1 | Monktonhall Jn – Change of ELR | 0 | 11 | 5 | 60 | N | N | E | E | N | N | EH | EH | |
| SC155 | MHL2 | Change of ELR – Millerhill East Jn | 1 | 40 | 0 | 28 | N | N | E | E | N | N | EH | EH | |
| SC155 | MHL3 | Millerhill East Jn – Millerhill Yard (Goods Line) | 0 | 00 | 0 | 19 | N | N | E<br>R1 | E | N | N | EH | EH | R1 Prohibited between Millerhill West Jn and Millerhill Yard |
| SC157 | MLE | Millerhill South Jn – Millerhill East Jn (Goods Line) | 0 | 09 | 0 | 28 | N | N | N | N | N | N | N | N | |
| SC159 | NDE2 | Millerhill West Jn – Millerhill South Jn / Millerhill Yard | 6 | 52 | 5 | 72 | N | N | N | N | N | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 334 | 350 | 380 | 385 | 390 | 398 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC161 | SUB1 | Junction with Niddrie West Line – Portobello | 3 | 36 | 3 | 30 | N | N | E | E H | N | N | N | N | |
| SC161 | MHL4 | Newcraighall East Jn – Network Rail / Abellio Scotrail Boundary | 00 | 00 | 00 | 08 | E | N | E | N | N | N | N | N | |
| SC163 | SUB1 | Portobello – Change of ELR | 3 | 30 | 4 | 00 | N | N | N | E H | N | E | N | N | |
| SC163 | SUB2 | Change of ELR – Niddrie West | 6 | 69 | 6 | 30 | N | N | N | N | N | E | N | N | |
| SC164 | NNS | Newcraighall North Jn – Newcraighall South Jn | 4 | 63 | 5 | 02 | N | N | N | N | N | N | N | N | |
| SC164 | SBO | Newcraighall South Jn – Tweedbank | 5 | 02 | 35 | 34 | N | N | N | N | N | N | N | N | |
| SC165 | MHY | Niddrie South Jn – Niddrie West Jn | 7 | 06 | 6 | 30 | N | N | N | N | N | N | N | N | |
| SC165 | SUB2 | Niddrie West Jn – Gorgie Jn | 6 | 30 | 0 | 45 | N | N | N | N | N | E | N | N | R1 Prohibited between Craiglockheart Jn and Gorgie Jn |
| SC165 | GGE | Gorgie Jn – Haymarket West Jn | 0 | 00 | 0 | 41 | N | N | N | N | N | R1 | N | N | |
| SC167 | CKT | Craiglockhart Jn – Slateford Jn | 0 | 00 | 0 | 48 | N | N | N | N | N | N | N | N | |
| SC169 | SUB2 | Gorgie Jn – Haymarket Central Jn | 0 | 45 | 0 | 11 | N | N | N | N | N | E | N | N | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 334 | 350 | 380 | 385 | 390 | 397 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC171 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | Y | E | Y | R2 | R1 | N | EH<br>R3<br>R4<br>R5<br>R6 | EH<br>R3<br>R4<br>R5<br>R6 | R1 Prohibited Edinburgh Waverley platforms 1, 3, 4 & 20<br>R2 Up to 12 cars<br>R3 Prohibited Edinburgh Waverley Station North plat./North Platform Loop @ 0m 10ch 134A&B points, between platforms 1 & 19<br><br>R4 Prohibited Edinburgh Waverley Station North plat./North Platform Loop @ 0m 10ch 136A&B points, between platforms 2 & 20<br><br>R5 Prohibited Edinburgh Waverley Station South plat./South Platform Loop 0m 05ch 132A&B points, between South Platform Loop & platform 11<br>R6 Prohibited Edinburgh Waverley Station South plat./South Platform Loop' 0m 05ch 133A&B points, between platforms 7 & 11 |
| SC171 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | Y | Y | Y | R2 | R1 | Y | N | N | R1 Prohibited Edinburgh Waverley platforms 12, 13 & 14<br>R2 Up to 12 cars |
| SC171 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | Y | N | Y | R2 | R1 | Y | N | N | R1 Prohibited Edinburgh Waverley platforms 1, 15, 16, 17, 18 & 20<br>R2 Up to 12 cars |
| SC171 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | Y | Y | Y | R1 | Y | Y | N | N | R1 Up to 10 cars |
| SC171 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | Y | N | Y | R1 | Y | Y | N | N | R1 Up to 12 cars |
| SC171 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | Y | N | Y | R1 | Y | Y | N | N | R1 Up to 12 cars |
| SC171 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | Y | N | Y | R1 | N | Y | N | N | R2 EGM2 |
| SC171 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | Y | N | Y | R1 | N | Y | N | N | R3 ECN2 |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 334 | 350 | 380 | 385 | 390 | 397 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC171 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | Y | N | Y | R1 | N | Y | N | N | |
| SC171 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | Y | N | Y | N | N | N | N | N | ECN2 |
| SC171 | ECN2 | Haymarket West Jn – Dundee Central Jn | 2 | 41 | 58 | 69 | N | N | N | N | N | N | N | N | ECN2 |
| SC171 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | N | N | N | N | N | N | N | N | ECN2 |
| SC173 | CWH1 | Inverkeithing Central Jn – Change of ELR (Cowdenbeath) | 13 | 21 | 22 | 76 | N | N | N | N | N | N | N | N | CWH1 |
| SC173 | CWH2 | Change of ELR (Cowdenbeath) – Change of ELR (Lochgelly) | 0 | 00 | 0 | 70 | N | N | N | N | N | N | N | N | CWH2 |
| SC173 | CWH3 | Change of ELR (Lochgelly) – Thornton West Jn | 27 | 00 | 34 | 62 | N | N | N | N | N | N | N | N | CWH3 |
| SC173 | TNW | Thornton West Jn – Thornton North Jn | 0 | 70 | 0 | 00 | N | N | N | N | N | N | N | N | TNW |
| SC175 | RHD2 | Rosyth Dockyard – Change of ELR | 1 | 21 | 1 | 00 | N | N | N | N | N | N | N | N | RHD2 |
| SC175 | RHD1 | Change of ELR – Inverkeithing South Jn (Goods Line) | 1 | 00 | 0 | 02 | N | N | N | N | N | N | N | N | RHD1 |
| SC176 | IGE | Inverkeithing North Jn – Inverkeithing East Jn (Inverkeithing Curve) | 0 | 33 | 0 | 00 | N | N | N | N | N | N | N | N | IGE |
| SC177 | MTL1 | Thornton North Jn – Change of ELR | 0 | 11 | 4 | 65 | N | N | N | N | N | N | N | N | MTL1 |
| SC177 | MTL2 | Change of ELR – Methill Power Station (Goods Line) | 7 | 34 | 6 | 48 | N | N | N | N | N | N | N | N | |
| SC178 | CWH3 | Thornton South Jn – Thornton West Jn | 35 | 38 | 34 | 62 | N | N | N | N | N | N | N | N | |
| SC181 | CDC1 | Ladybank Jn – Change of ELR | 0 | 03 | 14 | 10 | N | N | N | N | N | N | N | N | |
| SC181 | CDC2 | Change of ELR – Hilton Jn | 44 | 18 | 45 | 66 | N | N | N | N | N | N | N | N | |
| SC183 | SAA | Stirling Middle Jn – Change of ELR | 0 | 00 | 8 | 14 | N | N | N | R1<br>R2 | N | N | N | N | R1 Prohibited Alloa to Change of ELR<br>R2 Up to 12 cars |
| SC183 | KNE1 | Change of ELR – Longannet | 0 | 00 | 5 | 62 | N | N | N | N | N | N | N | N | |
| SC183 | KNE1 | Longannet – Change of ELR | 5 | 62 | 14 | 14 | N | N | N | N | N | N | N | N | |
| SC183 | KNE2 | Change of ELR – Charlestown Jn | 14 | 14 | 15 | 39 | N | N | N | N | N | N | N | N | |
| SC189 | CRE | Westfield – Change of Mileage | 28 | 77 | 33 | 04 | N | N | N | N | N | N | N | N | |
| SC189 | CRE | Change of Mileage – Redford Jn (Goods Line) | 33 | 28 | 33 | 45 | N | N | N | N | N | N | N | N | |
| SC191 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | N | N | N | N | N | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 334 | 350 | 380 | 385 | 390 | 397 | 745 | 755 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC191 | ECN2 | Dundee – Camperdown Jn | 59 | 14 | 59 | 77 | N | N | N | N | N | N | N | N | |
| SC191 | ECN3 | Camperdown Jn – Change of ELR (Arbroath SB) | 0 | 21 | 17 | 17 | N | N | N | N | N | N | N | N | |
| SC191 | ECN4 | Change of ELR (Arbroath SB) – Change of ELR (Montrose) | 17 | 55 | 33 | 28 | N | N | N | N | N | N | N | N | |
| SC191 | ECN5 | Change of ELR (Montrose) – Craiginches | 203 | 11 | 239 | 55 | N | N | N | N | N | N | N | N | |
| SC191 | ECN5 | Craiginches – Aberdeen | 239 | 55 | 241 | 06 | N | N | N | N | N | N | N | N | |
| SC193 | HGL1 | Perth South Jn – Change of ELR | 150 | 61 | 158 | 38 | N | N | N | N | N | N | N | N | |
| SC193 | HGL2 | Change of ELR – Stanley Jn | 7 | 02 | 7 | 07 | N | N | N | N | N | N | N | N | |
| SC193 | HGL2 | Stanley Jn – Milburn Jn | 7 | 07 | 143 | 39 | N | N | N | N | N | N | N | N | |
| SC193 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | N | N | N | N | N | N | N | N | |
| SC193 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | N | N | N | N | N | N | N | N | |
| SC193 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1 - 4 | 117 | 56 | 118 | 03 | N | N | N | N | N | N | N | N | |
| SC195 | ECN5 | Aberdeen – Change of ELR | 241 | 06 | 241 | 08 | N | N | N | N | N | N | N | N | |
| SC195 | ANI1 | Change of ELR – Keith Jn SB | 0 | 00 | 53 | 05 | N | N | N | N | N | N | N | N | |
| SC195 | ANI2 | Keith Jn SB – Forres | 30 | 40 | 0 | 00 | N | N | N | N | N | N | N | N | |
| SC195 | ANI3 | Forres – Milburn Jn | 119 | 26 | 143 | 39 | N | N | N | N | N | N | N | N | |
| SC195 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | N | N | N | N | N | N | N | N | |
| SC195 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | N | N | N | N | N | N | N | N | |
| SC195 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1 - 4 | 117 | 56 | 118 | 03 | N | N | N | N | N | N | N | N | |
| SC197 | WRO | Kittybrewster – Waterloo Goods (Goods Line) | 1 | 62 | 0 | 03 | N | N | N | N | N | N | N | N | |
| SC199 | DFN | Keith Jn – End of Line | 53 | 06 | 53 | 36 | N | N | N | N | N | N | N | N | |
| SC203 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | N | N | N | N | N | N | N | N | |
| SC203 | WCK | Inverness platforms 5 - 7 – Rose Street Jn | 0 | 02 | 0 | 18 | N | N | N | N | N | N | N | N | |
| SC203 | WCK | Invergordon – Georgemas Jn | 31 | 37 | 147 | 20 | N | N | N | N | N | N | N | N | |
| SC203 | WCK | Georgemas Jn – Wick | 147 | 20 | 161 | 35 | N | N | N | N | N | N | N | N | |
| SC205 | KYL | Dingwall – Kyle of Lochalsh | 0 | 19 | 63 | 64 | N | N | N | N | N | N | N | N | |
| SC207 | TSO | Georgemas Jn – Thurso | 0 | 00 | 6 | 50 | N | N | N | N | N | N | N | N | |

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# Table D3 – Route clearance of coaching stock

**Last Updated: 22/06/2024**

To be read in conjunction with General Notes.

Network Rail documentation may refer to either Mark 1-3 stock or C1-3 gauge as detailed below:

C1 = standard passenger coaching stock gauge for Mark 1 and Mark 2 coaches with 9’0” wide bodywork and 64’6” or (57’) long underframes.

C3 = standard passenger coaching stock gauge for Mark 3 coaches which are 23 metres (75’) long overall.

Mk3 (MOD) = Mk 3 coaches (Modified) and refers to Mk 3 coaches which have been fitted with powered bodyside plug doors.

Mk3 DVT (MOD) = Mk3 DVT (Modified) and refers to Mk3 DVTs that have had centre pivot lateral bump stops modified to ESG-S-MO15, reducing lateral body movement.

Mk4 DVTs can operate over all routes cleared for Mark 4 coaching stock. Any restrictions applied to Mk4 coaching stock also apply to Mk 4 DVTs.

Mk3 coaches used with Class 43 power cars and fitted with external power-operated sliding doors, manufactured by Vapor Stone Rail Systems, and CET are compatible with all routes shown as cleared for Mk3 coaches.

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | MK1 | MK2 | MK3 | MK3 (MOD) | MK3 DVT | MK3 DVT (MOD) | MK4 | MK5 | MK5A | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC001 | WCM1 | Route Boundary (NW4001) (Gretna Jn) – Lockerbie | 12 | 30 | 25 | 66 | Y | Y | Y | N | Y | N | Y | Y | Y | |
| SC001 | WCM1 | Lockerbie – Law Jn | 25 | 66 | 84 | 08 | Y | Y | Y | N | Y | N | Y | Y | Y | |
| SC001 | WCM2 | Law Jn – Junction with Coatbridge lines (Lesmahagow Jn) | 84 | 08 | 89 | 51 | Y | Y | Y | N | Y | N | Y | Y | Y | |
| SC001 | WCM2 | Junction with Coatbridge lines (Lesmahagow Jn) – Newton East Jn | 89 | 51 | 95 | 14 | Y | Y | Y | N | Y | N | Y | Y | Y | |
| SC001 | WCM2 | Newton East Jn – Newton Hamilton Jn (SC0023) via South Connecting Line | 95 | 14 | 95 | 47 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC001 | WCM2 | Newton Kirkhill Jn (SC0023) – Newton West Jn via North Connecting Line | 95 | 77 | 96 | 34 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC001 | WCM2 | Newton East Jn – Newton West Jn | 95 | 14 | 96 | 34 | Y | Y | Y | N | Y | N | Y | Y | Y | |
| SC001 | WCM2 | Newton West Jn – Rutherglen East Jn | 96 | 34 | 98 | 32 | Y | Y | Y | N | Y | N | Y | Y | Y | |
| SC001 | WCM2 | Rutherglen East Jn – Larkfield Jn | 98 | 32 | 100 | 65 | Y | Y | Y | N | Y | N | Y | Y | Y | |
| SC001 | WCM2 | Larkfield Jn – Eglinton St Jn | 100 | 65 | 101 | 39 | Y | Y | Y | N | Y | N | Y | Y | Y | |
| SC001 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | Y | Y | Y | N | Y | N | Y | Y | Y | |
| SC001 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | Y | Y | Y | N | Y | N | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | MK1 | MK2 | MK3 | MK3 (MOD) | MK3 DVT | MK3 DVT (MOD) | MK4 | MK5 | MK5A | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC003 | ECA2 | Carstairs East Jn – Slateford Jn | 74 | 10 | 99 | 01 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC003 | ECA3 | Slateford Jn – Haymarket East Jn | 99 | 01 | 100 | 41 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC005 | CSP | Carstairs Station Jn – Carstairs East Jn | 73 | 37 | 74 | 10 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC007 | EGS2 | Midcalder Jn – Holytown Jn | 23 | 11 | 1 | 27 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC009 | LNK | Lanark – Lanark Jn | 2 | 45 | 0 | 03 | Y | Y | N | N | N | N | N | N | N | |
| SC011 | WWD | Law Jn – Holytown Jn | 84 | 08 | 89 | 66 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC011 | EGS2 | Holytown Jn – Mossend East Jn | 1 | 27 | 0 | 40 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC011 | EGS1 | Mossend East Jn – Uddingston Jn | 3 | 63 | 0 | 03 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC013 | SHR | Wishaw Central Jn – Shieldmuir Jn | 86 | 63 | 87 | 43 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC015 | MDN | Mossend East Jn – Mossend North Jn (North Curve) | 0 | 40 | 0 | 06 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC017 | MDE | Mossend East Jn – Mossend South Jn (East Curve) | 0 | 31 | 0 | 00 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC019 | MDW | Mossend South Jn – Mossend West Jn (West Curve) | 91 | 08 | 91 | 50 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC021 | COS2 | Coltness – Change of ELR | 0 | 09 | 0 | 00 | N | N | N | N | N | N | N | N | N | |
| SC021 | COS1 | Change of ELR – Garriongill Jn | 14 | 15 | 15 | 29 | N | N | N | N | N | N | N | N | N | |
| SC023 | HMN1 | Motherwell – Change of ELR | 0 | 08 | 1 | 44 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC023 | HMN2 | Change of ELR – Newton, Hamilton Jn | 6 | 61 | 0 | 00 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC024 | LRK | Larkhall – Haughhead Jn | 3 | 00 | 0 | 00 | Y | Y | Y | N | N | N | N | N | N | |
| SC025 | ARG1 | Rutherglen Central Jn – Bridgeton Yard North End | 0 | 00 | 0 | 43 | Y | Y | Y | N | N | N | N | Y | N | |
| SC025 | ARG2 | Bridgeton Yard North End – Exhibition Centre | 0 | 86 | 4 | 03 | Y | Y | Y | N | N | N | N | Y | N | |
| SC025 | ARG2 | Exhibition Centre – Finnieston East Jn (Down line) | 4 | 03 | 4 | 41 | Y | Y | Y | N | N | N | N | Y | N | |
| SC025 | ARG2 | Exhibition Centre – Finnieston West Jn (Up line) | 4 | 03 | 4 | 74 | Y | Y | Y | N | N | N | N | Y | N | |
| SC027 | RNC | Rutherglen West Jn – Rutherglen North Jn (West Curve) | 0 | 00 | 0 | 29 | Y | Y | Y | N | N | N | N | Y | N | |
| SC029 | CLY | Larkfield Jn – Terminus Jn | 101 | 01 | 101 | 62 | Y | Y | Y | N | N | N | N | Y | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | MK1 | MK2 | MK3 | MK3 (MOD) | MK3 DVT | MK3 DVT (MOD) | MK4 | MK5 | MK5A | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC029 | CLY | Terminus Jn – Shields Jn | 101 | 62 | 102 | 16 | Y | Y | Y | N | N | N | N | Y | E | |
| SC031 | GSW | Route Boundary (NW4031) (Gretna Jn) – Old Route boundary (109m 00ch between Eastriggs and Annan) | 115 | 40 | 109 | 00 | Y | Y | Y | N | N | N | N | Y | N | |
| SC031 | GSW | Old Route boundary (109m 00ch between Eastriggs and Annan) – Change of ELR | 109 | 0 | 33 | 44 | Y | Y | Y | N | N | N | N | Y | E<br>R1 | R1 Prohibited between Old Route Boundary (109m 00ch between Eastriggs and Annan) and South End Kilmarnock Viaduct (33m 73ch) |
| SC031 | GBK | Change of ELR – Muirhouse South Jn | 23 | 44 | 1 | 18 | Y | Y | Y | N | N | N | N | R1 | E | R1 Prohibited Barrhead platform 3 |
| SC031 | MEN2 | Muirhouse South Jn – Muirhouse Central Jn | 0 | 00 | 0 | 15 | Y | Y | Y | N | N | N | N | Y | E | |
| SC031 | MEN1 | Muirhouse Central Jn – Eglinton St Jn | 0 | 19 | 0 | 70 | Y | Y | Y | N | N | N | Y | Y | E | |
| SC031 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | Y | Y | Y | N | Y | N | Y | Y | Y | |
| SC031 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | Y | Y | Y | N | Y | N | Y | Y | Y | |
| SC035 | KSH | Bank Jn – Network Rail Boundary (Connel Park LC) / Knockshinnoch | 54 | 05 | 55 | 28 | N | N | N | N | N | N | N | N | N | |
| SC036 | GNN | Greenburn Jn – Greenburn Open Cast (Goods Line) | 0 | 00 | 0 | 55 | N | N | N | N | N | N | N | N | N | |
| SC037 | RIC1 | Kay Park Jn – Bellfield | 0 | 00 | 1 | 06 | N | N | N | N | N | N | N | N | N | |
| SC037 | RIC2 | Bellfield – Riccarton (Goods Line) | 2 | 20 | 1 | 75 | N | N | N | N | N | N | N | N | N | |
| SC039 | BAK | Kilmarnock – Barassie | 0 | 05 | 7 | 56 | Y | Y | Y | N | N | N | N | N | E<br>R1 | R1 Prohibited between Kilmarnock Plant Depot (00m 20ch) and Barassie |
| SC045 | EKE | East Kilbride – Busby Jn | 7 | 60 | 0 | 40 | N | N | N | N | N | N | N | N | N | |
| SC047 | LFS2 | Muirhouse South Jn – Change of ELR | 1 | 19 | 0 | 61 | Y | Y | Y | N | N | N | N | Y | E | |
| SC047 | LFS1 | Change of ELR – Larkfield Jn | 101 | 17 | 101 | 01 | Y | Y | Y | N | N | N | N | Y | E | |
| SC049 | TSS | Muirhouse Central Jn – Terminus Jn | 0 | 04 | 0 | 40 | Y | Y | Y | N | N | N | N | N | N | |
| SC051 | CTC | Muirhouse Central Jn – Cathcart North Jn (via Cathcart) | 5 | 19 | 1 | 63 | Y | Y | Y | N | N | N | R1 | Y | N | R1 Prohibited between Cathcart West Jn and Cathcart North Jn |
| SC051 | CTC | Cathcart North Jn – Muirhouse North Jn (via Crosshill) | 1 | 63 | 0 | 00 | Y | Y | Y | N | N | N | N | Y | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | MK1 | MK2 | MK3 | MK3 (MOD) | MK3 DVT | MK3 DVT (MOD) | MK4 | MK5 | MK5A | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC055 | WCM2 | Newton, Hamilton Jn – Newton Kirkhill Jn | 95 | 53 | 95 | 77 | Y | Y | Y | N | N | N | Y | N | Y | |
| SC055 | KHL | Newton Kirkhill Jn – Cathcart West Jn | 95 | 77 | 100 | 77 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC057 | CNC | Cathcart East Jn – Cathcart North Jn | 0 | 45 | 0 | 00 | Y | Y | Y | N | N | N | N | Y | N | |
| SC059 | WCM2 | Glasgow Central – Bridge St Jn | 102 | 27 | 101 | 53 | Y | Y | Y | N | N | N | Y | N | Y | |
| SC059 | AYR1 | Bridge St Jn – Cook St | 0 | 00 | 0 | 19 | Y | Y | Y | N | N | N | N | Y | E | |
| SC059 | LYE | Cook St – High St Line (Smithy Lye through line) | 0 | 00 | 0 | 44 | Y | Y | Y | N | N | N | N | N | N | |
| SC059 | AYR1 | Cook St – Shields Jn | 0 | 19 | 1 | 00 | Y | Y | Y | N | N | N | N | Y | E | |
| SC059 | AYR1 | Shields Jn – Change of ELR (Paisley Gilmour Street) | 1 | 00 | 6 | 53 | Y | Y | Y | N | N | N | N | R1 | N | R1 Prohibited 02m 40 ch – Change of ELR (Paisley Gilmour Street) |
| SC059 | AYR2 | Change of ELR (Paisley Gilmour Street) – Change of ELR (Brown Street crossover) | 6 | 73 | 7 | 00 | Y | Y | Y | N | N | N | N | N | N | |
| SC059 | AYR3 | Change of ELR (Brown Street crossover) – Change of ELR (Dalry) | 7 | 00 | 23 | 00 | Y | Y | Y | N | N | N | N | N | N | |
| SC059 | AYR4 | Change of ELR (Dalry) – Change of ELR (Barassie Jn) | 23 | 00 | 33 | 08 | Y | Y | Y | N | N | N | N | N | N | |
| SC059 | AYR5 | Change of ELR (Barassie Jn) – Change of ELR (Between Troon and Prestwick International Airport) | 0 | 00 | 2 | 15 | Y | Y | Y | N | N | N | N | N | N | |
| SC059 | AYR6 | Change of ELR (Between Troon and Prestwick International Airport) – Falkland Jn | 35 | 05 | 38 | 73 | Y | Y | Y | N | N | N | N | N | N | |
| SC059 | AYR6 | Falkland Jn – Ayr | 38 | 73 | 40 | 49 | Y | Y | Y | N | N | N | N | N | N | |
| SC059 | STR1 | Ayr – Dalrymple Jn | 40 | 49 | 43 | 53 | Y | Y | Y | N | N | N | N | N | N | |
| SC059 | STR1 | Dalrymple Jn – Change of ELR (Girvan) | 43 | 53 | 61 | 60 | Y | Y | Y | N | N | N | N | N | N | |
| SC059 | STR2 | Change of ELR (Girvan) – Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) | 0 | 00 | 30 | 67 | Y | Y | Y | N | N | N | N | N | N | |
| SC059 | STR3 | Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) – Change of ELR (Stranraer Yard GF) | 46 | 54 | 53 | 05 | Y | Y | Y | N | N | N | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | MK1 | MK2 | MK3 | MK3 (MOD) | MK3 DVT | MK3 DVT (MOD) | MK4 | MK5 | MK5A | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC061 | CNL | Shields Jn – Corkerhill | 1 | 05 | 3 | 11 | Y | Y | Y | N | N | N | N | Y | E | |
| SC061 | CNL | Corkerhill – Paisley Canal | 3 | 11 | 7 | 00 | R1 | R1 | R1 | N | N | N | N | N | N | R1 Prohibited when overhead line equipment is energised |
| SC063 | CND1 | Cardonald Jn – Cardonald North Jn | 0 | 00 | 0 | 36 | N | N | N | N | N | N | N | N | N | |
| SC063 | CND2 | Cardonald North Jn – Deanside (Goods Line) | 0 | 36 | 1 | 54 | N | N | N | N | N | N | N | N | N | |
| SC065 | GOU1 | Paisley (Wallneuk Jn) – Change of ELR | 6 | 34 | 6 | 53 | Y | Y | Y | N | N | N | N | N | N | |
| SC065 | GOU2 | Change of ELR – Bishopton | 107 | 70 | 112 | 60 | Y | Y | Y | N | N | N | N | N | N | |
| SC065 | GOU2 | Bishopton – Gourock | 112 | 60 | 126 | 58 | Y | Y | Y | N | N | N | N | N | N | |
| SC067 | WYS | Wemyss Bay Jn – Wemyss Bay | 0 | 00 | 10 | 03 | Y | Y | Y | N | N | N | N | N | N | |
| SC073 | LGS1 | Kilwinning Jn – Change of ELR | 25 | 65 | 30 | 44 | Y | Y | Y | N | N | N | N | N | N | |
| SC073 | LGS2 | Change of ELR – Fairlie High Siding | 30 | 44 | 38 | 69 | Y | Y | Y | N | N | N | N | N | N | |
| SC073 | LGS2 | Fairlie High Siding – Largs | 38 | 69 | 42 | 07 | Y | Y | Y | N | N | N | N | N | N | |
| SC077 | ARH | Ardrossan South Beach – Adrossan Harbour | 30 | 44 | 31 | 35 | Y | Y | Y | N | N | N | N | N | N | |
| SC079 | HUN | Hunterston – Hunterston Low Level Sdgs (Goods Line) | 0 | 00 | 0 | 36 | N | N | N | N | N | N | N | N | N | |
| SC081 | BYL | Byrehill Jn – Dubbs Jn | 0 | 60 | 0 | 00 | Y | Y | Y | N | N | N | N | N | N | |
| SC085 | AYH1 | Ayr Harbour – Newton Jn (Goods Line) | 0 | 17 | 0 | 00 | N | N | N | N | N | N | N | N | N | |
| SC087 | ANN | Newton Jn – Mauchline (Goods Line) | 39 | 42 | 50 | 16 | Y | Y | Y | N | N | N | N | N | N | |
| SC089 | KCH1 | Annbank – Change of ELR | 43 | 52 | 48 | 73 | N | N | N | N | N | N | N | N | N | |
| SC089 | KCH2 | Change of ELR – Killoch Colliery (Goods Line) | 0 | 00 | 3 | 43 | N | N | N | N | N | N | N | N | N | |
| SC091 | WAT | Dalrymple Jn – Chalmerston (Goods Line) | 43 | 53 | 52 | 70 | N | N | N | N | N | N | N | N | N | |
| SC093 | SCM1 | Motherwell – Mossend South | 89 | 51 | 91 | 08 | Y | Y | Y | N | N | N | Y | Y | E | |
| SC093 | SCM2 | Mossend South – Whifflet North Jn | 91 | 08 | 94 | 05 | Y | Y | Y | N | N | N | N | Y | E | |
| SC093 | SCM3 | Whifflet North Jn – Gartsherrie South Jn (Limit of OLE) | 94 | 05 | 95 | 64 | Y | Y | Y | N | N | N | N | Y | E | |
| SC093 | SCM3 | Gartsherrie South Jn (Limit of OLE) – Greenhill Lower Jn | 95 | 64 | 106 | 63 | Y | Y | Y | N | N | N | N | Y | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | MK1 | MK2 | MK3 | MK3 (MOD) | MK3 DVT | MK3 DVT (MOD) | MK4 | MK5 | MK5A | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC099 | RSL2 | Whifflet North Jn – Change of ELR | 0 | 00 | 0 | 34 | Y | Y | Y | N | N | N | N | Y | N | |
| SC099 | RSL1 | Change of ELR – Langloan Jn | 6 | 59 | 6 | 34 | Y | Y | Y | N | N | N | N | Y | N | |
| SC099 | RCB | Langloan Jn – Rutherglen East Jn | 6 | 34 | 0 | 04 | Y | Y | Y | N | N | N | N | Y | N | |
| SC101 | RCB | Coatbridge Jn – Langloan Jn | 7 | 03 | 6 | 34 | Y | Y | EH | N | N | N | N | Y | N | |
| SC103 | CBD1 | Garnqueen North Jn – Gartcosh Jn | 1 | 33 | 0 | 00 | Y | Y | Y | N | N | N | N | Y | N | |
| SC103 | CBD2 | Gartcosh Jn – Change of ELR | 97 | 09 | 103 | 41 | Y | Y | Y | N | N | N | N | Y | E | |
| SC103 | SGN | Change of ELR – Cowlairs West Jn | 0 | 61 | -0 | 20 | Y | Y | Y | N | N | N | N | Y | N | |
| SC105 | GHE | Gartsherrie South Jn – Gartcosh Jn | 95 | 64 | 97 | 06 | Y | Y | Y | N | N | N | N | Y | E | |
| SC106 | PNS | Sighthill West Jn – Cowlairs South Jn (Chord Line) | 0 | 30 | 0 | 00 | Y | Y | Y | N | N | N | N | Y | N | |
| SC107 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC107 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC107 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC107 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC107 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | Y | Y | Y | N | N | N | Y | Y | R1 | R1 Prohibited between 00m 32 ch to Haymarket (North lines) |
| SC107 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC107 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC107 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC107 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC107 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC107 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | Y | Y | Y | N | N | N | N | Y | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | MK1 | MK2 | MK3 | MK3 (MOD) | MK3 DVT | MK3 DVT (MOD) | MK4 | MK5 | MK5A | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC107 | EGM1 | Cowlairs West Jn – Glasgow Queen Street | 1 | 67 | 0 | 00 | Y | Y | Y | N | N | N | N | Y | N | |
| SC109 | PMT | Polmont Jn – Grangemouth Jn | 21 | 20 | 23 | 75 | Y | Y | Y | N | N | N | N | Y | N | |
| SC109 | PMT | Grangemouth Jn – Carmuirs East Jn | 23 | 75 | 25 | 79 | Y | Y | Y | N | N | N | N | Y | N | |
| SC109 | CMS | Carmuirs East Jn – Carmuirs West Jn | 0 | 40 | -0 | 2 | Y | Y | Y | N | N | N | N | Y | N | |
| SC109 | SCM3 | Carmuirs West Jn – Greenhill Lower Jn | 108 | 74 | 106 | 62 | Y | Y | Y | N | N | N | N | Y | N | |
| SC109 | GHL | Greenhill Lower Jn – Greenhill Upper Jn | 0 | 52 | 0 | 00 | Y | Y | Y | N | N | N | N | Y | N | |
| SC110 | PMT | Carmuirs East Jn – Larbert Jn | 25 | 79 | 26 | 35 | Y | Y | Y | N | N | N | N | Y | N | |
| SC111 | NBE | Newbridge Jn – Bathgate | 35 | 21 | 25 | 18 | Y | Y | Y | N | N | N | N | Y | N | |
| SC113 | DMY | Winchburgh Jn – Dalmeny Jn | 34 | 54 | 39 | 03 | Y | Y | Y | N | N | N | N | Y | N | |
| SC115 | MRL1 | Cowlairs West Jn – Maryhill Park Jn | 8 | 26 | 5 | 51 | Y | Y | Y | N | N | N | N | Y | N | |
| SC115 | MRL2 | Maryhill Park Jn – Knightswood North Jn | 4 | 40 | 5 | 67 | Y | Y | Y | N | N | N | N | Y | N | |
| SC1150 | MLA | Maryhill Park Jn – Anniesland | 0 | 00 | 0 | 70 | Y | Y | Y | N | N | N | N | Y | N | |
| SC116 | CSN | Cowlairs East Jn – Cowlairs North Jn | 0 | 00 | 0 | 21 | Y | Y | Y | N | N | N | N | Y | N | |
| SC117 | GMH | Grangemouth Jn – Grangemouth | 0 | 00 | 3 | 67 | N | N | N | N | N | N | N | N | N | |
| SC119 | GHL | Greenhill Upper Jn – Greenhill Lower Jn | 0 | 00 | 0 | 52 | Y | Y | Y | N | N | N | N | Y | N | |
| SC119 | SCM3 | Greenhill Lower Jn – Carmuirs West Jn | 106 | 62 | 108 | 74 | Y | Y | Y | N | N | N | N | Y | N | |
| SC119 | SCM3 | Carmuirs West Jn – Stirling Middle Jn | 108 | 76 | 118 | 08 | Y | Y | Y | N | N | N | N | Y | N | |
| SC119 | SCM3 | Stirling Middle Jn – Change of ELR (Dunblane) | 118 | 08 | 123 | 40 | Y | Y | Y | N | N | N | N | Y | N | |
| SC119 | SCM4 | Change of ELR (Dunblane) – Perth South Jn | 123 | 40 | 150 | 61 | Y | Y | Y | N | N | N | N | Y | N | |
| SC119 | SCM5 | Perth South Jn – Change of Mileage | 150 | 61 | 151 | 03 | Y | Y | Y | N | N | N | N | Y | N | |
| SC119 | SCM5 | Change of Mileage – Dundee Central Jn | 21 | 01 | 0 | 36 | Y | Y | Y | N | N | N | N | Y | N | |
| SC119 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | Y | Y | Y | N | N | N | N | Y | N | |
| SC123 | NBE | Bathgate – Change of ELR | 25 | 18 | 25 | 00 | Y | Y | Y | N | N | N | N | Y | N | |
| SC123 | NEM1 | Change of ELR – Drumgelloch | 25 | 00 | 11 | 70 | Y | Y | Y | N | N | N | N | Y | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | MK1 | MK2 | MK3 | MK3 (MOD) | MK3 DVT | MK3 DVT (MOD) | MK4 | MK5 | MK5A | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC123 | NEM2 | Change of ELR – High Street Jn | 11 | 60 | 0 | 28 | Y | Y | Y | N | N | N | N | Y | E R1 | R1 Prohibited between Change of ELR and Belgrove Jn |
| SC123 | NEM2 | High Street Jn – Change of ELR | 0 | 28 | 0 | 00 | Y | Y | Y | N | N | N | N | Y | N | |
| SC123 | NEM3 | Change of ELR – Finnieston East Jn | 0 | 00 | 2 | 19 | Y | Y | Y | N | N | N | N | Y | N | |
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Down Line) | 2 | 19 | 2 | 53 | Y | Y | Y | N | N | N | N | Y | N | |
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Up Line) | 2 | 19 | 2 | 53 | Y | Y | Y | N | N | N | N | Y | N | |
| SC123 | NEM3 | Finnieston West Jn – Hyndland North Jn | 2 | 53 | 4 | 28 | Y | Y | Y | N | N | N | N | Y | N | |
| SC123 | NEM3 | Hyndland North Jn – Change of ELR | 4 | 28 | 4 | 63 | Y | Y | Y | N | N | N | N | Y | N | |
| SC123 | NEM4 | Change of ELR – Knightswood North Jn | 0 | 00 | 0 | 74 | Y | Y | Y | N | N | N | N | Y | N | |
| SC123 | NEM5 | Knightswood North Jn – Change of ELR (Between Bowling and Dumbarton East) | 5 | 67 | 13 | 40 | Y | Y | Y | N | N | N | N | Y | N | |
| SC123 | NEM6 | Change of ELR (Between Bowling and Dumbarton East) – Change of ELR (Dumbarton East) | 113 | 46 | 116 | 00 | Y | Y | Y | N | N | N | N | Y | N | |
| SC123 | NEM7 | Change of ELR (Dumbarton East) – Craigendoran Jn | 15 | 51 | 22 | 76 | Y | Y | Y | N | N | N | N | Y | N | |
| SC123 | NEM7 | Craigendoran Jn – Helensburgh Central | 22 | 76 | 24 | 31 | Y | Y | Y | N | N | N | N | N | N | |
| SC125 | YKR | Hyndland East Jn – Hyndland West Jn | 0 | 00 | 0 | 22 | Y | Y | Y | N | N | N | N | Y | N | |
| SC125 | YKR | Hyndland West Jn – Dalmuir Park Jn | 0 | 22 | 4 | 73 | Y | Y | Y | N | N | N | N | Y | N | |
| SC129 | SGN | Springburn – Bellgrove Jn | 0 | 42 | 2 | 58 | Y | Y | Y | N | N | N | N | Y | E | |
| SC131 | HST | High Street Jn – Connection to Smithy Lye Through Line | 0 | 04 | 2 | 00 | Y | Y | Y | N | N | N | EH | Y | E | |
| SC131 | HST | Connection to Smithy Lye Through Line – Shields Jn | 2 | 00 | 2 | 35 | Y | Y | Y | N | N | N | EH | Y | E | |
| SC133 | MGE | Westerton Jn – Milngavie | 6 | 19 | 9 | 35 | Y | Y | Y | N | N | N | N | N | N | |
| SC135 | BCH | Dalreoch Jn – Balloch | 16 | 39 | 20 | 38 | Y | Y | Y | N | N | N | N | N | N | |
| SC136 | HYD | Hyndland North Jn – Hyndland West Jn | 0 | 00 | 0 | 16 | Y | Y | Y | N | N | N | N | Y | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | MK1 | MK2 | MK3 | MK3 (MOD) | MK3 DVT | MK3 DVT (MOD) | MK4 | MK5 | MK5A | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC141 | WHL | Crianlarich Jn – Fort William | 36 | 30 | 99 | 37 | Y | Y | Y | N | N | N | N | Y | N | |
| SC143 | OBN1 | Crianlarich Jn – Lower Crianlarich GF | 0 | 00 | 0 | 44 | Y | Y | Y | N | N | N | N | Y | N | |
| SC143 | OBN2 | Lower Crianlarich GF – Inverhaggernie No.1 LC | 30 | 23 | 31 | 00 | Y | Y | Y | N | N | N | N | Y | N | |
| SC143 | OBN2 | Inverhaggernie No.1 LC – Oban | 31 | 00 | 71 | 44 | Y | Y | Y | N | N | N | N | Y | N | |
| SC145 | MLG1 | Fort William – Change of ELR | 0 | 05 | 1 | 27 | Y | Y | Y | N | N | N | N | N | N | |
| SC145 | MLG2 | Change of ELR – Mallaig | 0 | 00 | 39 | 39 | Y | Y | Y | N | N | N | N | N | N | |
| SC147 | ECM8 | Route Boundary (LN600) (Heaton South Jn) – Prestonpans Jn | 54 | 50 | 9 | 67 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC147 | ECM8 | Prestonpans Jn – Calton South Tunnel | 9 | 67 | 0 | 29 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC147 | ECM9 | Calton South Tunnel – Waverley East End | 0 | 29 | 0 | 21 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC147 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC147 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC147 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC147 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC147 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | Y | Y | Y | N | N | N | Y | Y | R1 | R1 Prohibited between 00m 32 ch to Haymarket (North lines) |
| SC147 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC147 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC147 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC147 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC147 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | Y | Y | Y | N | N | N | Y | Y | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | MK1 | MK2 | MK3 | MK3 (MOD) | MK3 DVT | MK3 DVT (MOD) | MK4 | MK5 | MK5A | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC149 | NBK | North Berwick – Drem Jn | 22 | 22 | 18 | 15 | Y | Y | Y | N | N | N | N | N | N | |
| SC151 | LHS1 | Portobello – Leith South Yard (Goods Line) | 0 | 00 | 2 | 20 | N | N | N | N | N | N | N | N | N | |
| SC153 | CPH | Craigentinny – Powderhall (Goods Line) | 0 | 00 | 1 | 78 | N | N | N | N | N | N | N | N | N | |
| SC155 | MHL1 | Monktonhall Jn – Change of ELR | 0 | 11 | 5 | 60 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC155 | MHL2 | Change of ELR – Millerhill East Jn | 1 | 40 | 0 | 28 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC155 | MHL3 | Millerhill East Jn – Millerhill Yard (Goods Line) | 0 | 00 | 0 | 19 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC157 | MLE | Millerhill South Jn – Millerhill East Jn (Goods Line) | 0 | 09 | 0 | 28 | Y | Y | Y | N | N | N | Y | N | N | |
| SC159 | NDE2 | Millerhill West Jn – Millerhill South Jn / Millerhill Yard | 6 | 52 | 5 | 72 | N | N | N | N | N | N | N | N | N | |
| SC161 | NDE1 | Millerhill Yard – Junction with Niddrie West Line | 5 | 52 | 3 | 36 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC161 | SUB1 | Junction with Niddrie West Line – Portobello | 3 | 36 | 3 | 30 | Y | Y | Y | N | N | N | Y | N | N | |
| SC161 | MHL4 | Newcraighall East Jn – Network Rail / Abellio Scotrail Boundary | 00 | 00 | 00 | 08 | N | N | N | N | N | N | N | N | N | |
| SC163 | SUB1 | Portobello – Change of ELR | 3 | 30 | 4 | 00 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC163 | SUB2 | Change of ELR – Niddrie West | 6 | 69 | 6 | 30 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC164 | NNS | Newcraighall North Jn – Newcraighall South Jn | 4 | 63 | 5 | 02 | R1<br>R2 | R1<br>R2 | N | N | N | N | N | N | N | R1 55mph maximum speed<br>R2 All passenger trains, except when operated by Class 158 or 170 DMUs, require a Special Operating Instruction |
| SC164 | SBO | Newcraighall South Jn – Tweedbank | 5 | 02 | 35 | 34 | R1<br>R2 | R1<br>R2 | N | N | N | N | N | N | N | R1 55mph maximum speed<br>R2 All passenger trains, except when operated by Class 158 or 170 DMUs, require a Special Operating Instruction |
| SC165 | MHY | Niddrie South Jn – Niddrie West Jn | 7 | 06 | 6 | 30 | Y | Y | Y | N | N | N | Y | N | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | MK1 | MK2 | MK3 | MK3 (MOD) | MK3 DVT | MK3 DVT (MOD) | MK4 | MK5 | MK5A | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC165 | GGE | Gorgie Jn – Haymarket West Jn | 0 | 00 | 0 | 41 | Y | Y | Y | N | N | N | N | Y | N | |
| SC167 | CKT | Craiglockhart Jn – Slateford Jn | 0 | 00 | 0 | 48 | Y | Y | Y | N | N | N | N | Y | N | |
| SC169 | SUB2 | Gorgie Jn – Haymarket Central Jn | 0 | 45 | 0 | 11 | Y | Y | Y | N | N | N | N | Y | N | |
| SC171 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC171 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC171 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC171 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC171 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | Y | Y | Y | N | N | N | Y | Y | R1 | R1 Prohibited between 00m 32 ch to Haymarket (North lines) |
| SC171 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | Y | Y | Y | N | N | N | Y | Y | Y | |
| SC171 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC171 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC171 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC171 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | Y | Y | Y | N | N | N | Y | Y | N | |
| SC171 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | Y | Y | Y | N | N | N | N | Y | N | |
| SC171 | ECN2 | Haymarket West Jn – Dundee Central Jn | 2 | 41 | 58 | 69 | Y | Y | Y | N | N | N | N | Y | N | |
| SC171 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | Y | Y | Y | N | N | N | N | Y | N | |
| SC173 | CWH1 | Inverkeithing Central Jn – Change of ELR (Cowdenbeath) | 13 | 21 | 22 | 76 | Y | Y | Y | N | N | N | N | Y | N | |
| SC173 | CWH2 | Change of ELR (Cowdenbeath) – Change of ELR (Lochgelly) | 0 | 00 | 0 | 70 | Y | Y | Y | N | N | N | N | Y | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | MK1 | MK2 | MK3 | MK3 (MOD) | MK3 DVT | MK3 DVT (MOD) | MK4 | MK5 | MK5A | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC173 | TNW | Thornton West Jn – Thornton North Jn | 0 | 70 | 0 | 00 | Y | Y | Y | N | N | N | N | Y | N | |
| SC175 | RHD2 | Rosyth Dockyard – Change of ELR | 1 | 21 | 1 | 00 | N | N | N | N | N | N | N | N | N | |
| SC175 | RHD1 | Change of ELR – Inverkeithing South Jn (Goods Line) | 1 | 00 | 0 | 02 | N | N | N | N | N | N | N | N | N | |
| SC176 | IGE | Inverkeithing North Jn – Inverkeithing East Jn (Inverkeithing Curve) | 0 | 33 | 0 | 00 | Y | Y | Y | N | N | N | N | N | N | |
| SC177 | MTL1 | Thornton North Jn – Change of ELR | 0 | 11 | 4 | 65 | N | N | N | N | N | N | N | N | N | |
| SC177 | MTL2 | Change of ELR – Methill Power Station (Goods Line) | 7 | 34 | 6 | 48 | N | N | N | N | N | N | N | N | N | |
| SC178 | CWH3 | Thornton South Jn – Thornton West Jn | 35 | 38 | 34 | 62 | Y | Y | Y | N | N | N | N | Y | N | |
| SC181 | CDC1 | Ladybank Jn – Change of ELR | 0 | 03 | 14 | 10 | Y | Y | Y | N | N | N | N | Y | N | |
| SC181 | CDC2 | Change of ELR – Hilton Jn | 44 | 18 | 45 | 66 | Y | Y | Y | N | N | N | N | Y | N | |
| SC183 | SAA | Stirling Middle Jn – Change of ELR | 0 | 00 | 8 | 14 | Y | Y | Y | N | N | N | N | N | N | |
| SC183 | KNE1 | Change of ELR – Longannet | 0 | 00 | 5 | 62 | Y | Y | Y | N | N | N | N | N | N | |
| SC183 | KNE1 | Longannet – Change of ELR | 5 | 62 | 14 | 14 | Y | Y | Y | N | N | N | N | N | N | |
| SC183 | KNE2 | Change of ELR – Charlestown Jn | 14 | 14 | 15 | 39 | Y | Y | Y | N | N | N | N | N | N | |
| SC189 | CRE | Westfield – Change of Mileage | 28 | 77 | 33 | 04 | N | N | N | N | N | N | N | N | N | |
| SC189 | CRE | Change of Mileage – Redford Jn (Goods Line) | 33 | 28 | 33 | 45 | N | N | N | N | N | N | N | N | N | |
| SC191 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | Y | Y | Y | N | N | N | N | Y | N | |
| SC191 | ECN2 | Dundee – Camperdown Jn | 59 | 14 | 59 | 77 | Y | Y | Y | N | N | N | N | Y | N | |
| SC191 | ECN3 | Camperdown Jn – Change of ELR (Arbroath SB) | 0 | 21 | 17 | 17 | Y | Y | Y | N | N | N | N | Y | N | |
| SC191 | ECN4 | Change of ELR (Arbroath SB) – Change of ELR (Montrose) | 17 | 55 | 33 | 28 | Y | Y | Y | N | N | N | N | Y | N | |
| SC191 | ECN5 | Change of ELR (Montrose) – Craiginches | 203 | 11 | 239 | 55 | Y | Y | Y | N | N | N | N | Y | N | |
| SC191 | ECN5 | Craiginches – Aberdeen | 239 | 55 | 241 | 06 | Y | Y | Y | N | N | N | N | Y | N | |
| SC193 | HGL1 | Perth South Jn – Change of ELR | 150 | 61 | 158 | 38 | Y | Y | Y | N | N | N | N | Y | N | |
| SC193 | HGL2 | Change of ELR – Stanley Jn | 7 | 02 | 7 | 07 | Y | Y | Y | N | N | N | N | Y | N | |
| SC193 | HGL2 | Stanley Jn – Milburn Jn | 7 | 07 | 143 | 39 | Y | Y | Y | N | N | N | N | Y | N | |
| SC193 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | Y | Y | Y | N | N | N | N | Y | N | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC193 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | Y | Y | Y | N | N | N | N | Y | N | |
| SC193 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1-4 | 117 | 56 | 118 | 03 | Y | Y | Y | N | N | N | N | R1 | N | R1 Prohibited Inverness platform 4 |
| SC195 | ECN5 | Aberdeen – Change of ELR | 241 | 06 | 241 | 08 | Y | Y | Y | N | N | N | N | Y | N | |
| SC195 | ANI1 | Change of ELR – Keith Jn SB | 0 | 00 | 53 | 05 | Y | Y | Y | N | N | N | N | Y | N | |
| SC195 | ANI2 | Keith Jn SB – Forres | 30 | 40 | 0 | 00 | Y | Y | Y | N | N | N | N | Y | N | |
| SC195 | ANI3 | Forres – Milburn Jn | 119 | 26 | 143 | 39 | Y | Y | Y | N | N | N | N | Y | N | |
| SC195 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | Y | Y | Y | N | N | N | N | N | N | |
| SC195 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | Y | Y | Y | N | N | N | N | Y | N | |
| SC195 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1-4 | 117 | 56 | 118 | 03 | Y | Y | Y | N | N | N | N | N | N | |
| SC197 | WRO | Kittybrewster – Waterloo Goods (Goods Line) | 1 | 62 | 0 | 03 | N | N | N | N | N | N | N | N | N | |
| SC199 | DFN | Keith Jn – End of Line | 53 | 06 | 53 | 36 | Y | Y | Y | N | N | N | N | N | N | |
| SC203 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | Y | Y | Y | N | N | N | N | Y | N | |
| SC203 | WCK | Inverness platforms 5-7 – Rose Street Jn | 0 | 02 | 0 | 18 | Y | Y | Y | N | N | N | N | N | N | |
| SC203 | WCK | Rose Street Jn – Invergordon | 0 | 18 | 31 | 37 | Y | Y | Y | N | N | N | N | R1 | N | R1 Prohibited Ness Viaduct – Invergordon |
| SC203 | WCK | Invergordon – Georgemas Jn | 31 | 37 | 147 | 20 | Y | Y | Y | N | N | N | N | N | N | |
| SC203 | WCK | Georgemas Jn – Wick | 147 | 20 | 161 | 35 | Y | Y | Y | N | N | N | N | N | N | |
| SC205 | KYL | Dingwall – Kyle of Lochalsh | 0 | 19 | 63 | 64 | Y | Y | Y | N | N | N | N | N | N | |
| SC207 | TSO | Georgemas Jn – Thurso | 0 | 00 | 6 | 50 | Y | Y | Y | N | N | N | N | N | N | |

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# Table D4A – Route clearance of locomotive

**Last Updated: 30/05/2020**

To be read in conjunction with General Notes.

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1 31/6 | 31/4 | 33 | 37/0 37/3 37/4 37/6 | 37/5 | 37/7 37/9 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC001 | WCM1 | Route Boundary (NW4001) (Gretna Jn) – Lockerbie | 12 | 30 | 25 | 66 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM1 | Lockerbie – Law Jn | 25 | 66 | 84 | 08 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Law Jn – Junction with Coatbridge lines (Lesmahagow Jn) | 84 | 08 | 89 | 51 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Junction with Coatbridge lines (Lesmahagow Jn) – Newton East Jn | 89 | 51 | 95 | 14 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC010 applies until 30/09/2014 |
| SC001 | WCM2 | Newton East Jn – Newton Hamilton Jn (SC0023) via South Connecting Line | 95 | 14 | 95 | 47 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Newton Kirkhill Jn (SC0023) – Newton West Jn via North Connecting Line | 95 | 77 | 96 | 34 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Newton East Jn – Newton West Jn | 95 | 14 | 96 | 34 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC010 applies until 30/09/2014 |
| SC001 | WCM2 | Newton West Jn– Rutherglen East Jn | 96 | 34 | 98 | 32 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC010 applies until 30/09/2014 |
| SC001 | WCM2 | Rutherglen East Jn – Larkfield Jn | 98 | 32 | 100 | 65 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Larkfield Jn – Eglinton St Jn | 100 | 65 | 101 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC003 | ECA1 | Carstairs South Jn – Carstairs East Jn | 73 | 17 | 73 | 48 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC003 | ECA2 | Carstairs East Jn – Slateford Jn | 74 | 10 | 99 | 01 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC007 applies until 30/09/2014 |
| SC003 | ECA3 | Slateford Jn – Haymarket East Jn | 99 | 01 | 100 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1 31/6 | 31/4 | 33 | 37/0 37/3 37/4 37/6 | 37/5 | 37/7 37/9 | Notes | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC005 | CSP | Carstairs Station Jn – Carstairs East Jn | 73 | 37 | 74 | 10 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC007 | EGS2 | Midcalder Jn – Holytown Jn | 23 | 11 | 1 | 27 | 8 R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 | RA Change STNC NC/G1/2010/ICP-RA/SC012 applies until 30/09/2014 |
| SC009 | LNK | Lanark – Lanark Jn | 2 | 45 | 0 | 03 | 5 | Y | Y | R1 | Y | N | N | Y | R1 | N | R1 | Route prohibited to Class 20 and Class 37/5 locomotives that conform to RA6 |
| SC011 | WWD | Law Jn – Holytown Jn | 84 | 08 | 89 | 66 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC011 | EGS2 | Holytown Jn – Mossend East Jn | 1 | 27 | 0 | 40 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC011 | EGS1 | Mossend East Jn – Uddingston Jn | 3 | 63 | 0 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC013 | SHR | Wishaw Central Jn – Shieldmuir Jn | 86 | 63 | 87 | 43 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC015 | MDN | Mossend East Jn – Mossend North Jn (North Curve) | 0 | 40 | 0 | 06 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC017 | MDE | Mossend East Jn – Mossend South Jn (East Curve) | 0 | 31 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC019 | MDW | Mossend South Jn – Mossend West Jn (West Curve) | 91 | 08 | 91 | 50 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC021 | COS2 | Coltness – Change of ELR | 0 | 09 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC021 | COS1 | Change of ELR – Garriongill Jn | 14 | 15 | 15 | 29 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC023 | HMN1 | Motherwell – Change of ELR | 0 | 08 | 1 | 44 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC023 | HMN2 | Change of ELR – Newton, Hamilton Jn | 6 | 61 | 0 | 00 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC024 | LRK | Larkhall – Haughhead Jn | 3 | 00 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC025 | ARG1 | Rutherglen Central Jn – Bridgeton Yard North End | 0 | 00 | 0 | 43 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC025 | ARG2 | Bridgeton Yard North End – Exhibition Centre | 0 | 86 | 4 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC025 | ARG2 | Exhibition Centre – Finnieston East Jn (Down line) | 4 | 03 | 4 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC025 | ARG2 | Exhibition Centre – Finnieston West Jn (Up line) | 4 | 03 | 4 | 74 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC027 | RNC | Rutherglen West Jn – Rutherglen North Jn (West Curve) | 0 | 00 | 0 | 29 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1 31/6 | 31/4 | 33 | 37/0 37/3 37/4 37/6 | 37/5 | 37/7 37/9 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC029 | CLY | Larkfield Jn – Terminus Jn | 101 | 01 | 101 | 62 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC029 | BRD | Terminus Jn – Shields Jn via Through Terminus lines | 101 | 62 | 102 | 16 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC029 | CLY | Terminus Jn – Shields Jn | 101 | 62 | 102 | 16 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | GSW | Route Boundary (NW4031) (Gretna Jn) – Old Route boundary (109m 00ch between Eastriggs and Annan) | 115 | 40 | 109 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | GSW | Old Route boundary (109m 00ch between Eastriggs and Annan) – Change of ELR | 109 | 0 | 33 | 44 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | GBK | Change of ELR – Muirhouse South Jn | 23 | 44 | 1 | 18 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | MEN2 | Muirhouse South Jn – Muirhouse Central Jn | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | MEN1 | Muirhouse Central Jn – Eglinton St Jn | 0 | 19 | 0 | 70 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC035 | KSH | Bank Jn – Network Rail Boundary (Connel Park LC) / Knockshinnoch | 54 | 05 | 55 | 28 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC036 | GNN | Greenburn Jn – Greenburn Open Cast (Goods Line) | 0 | 00 | 0 | 55 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC037 | RIC1 | Kay Park Jn – Bellfield | 0 | 00 | 1 | 06 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC037 | RIC2 | Bellfield – Riccarton (Goods Line) | 2 | 20 | 1 | 75 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC039 | BAK | Kilmarnock – Barassie | 0 | 05 | 7 | 56 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC045 | EKE | East Kilbride – Busby Jn | 7 | 60 | 0 | 40 | 5 | N | N | N | N | N | N | N | N | N | |
| SC047 | LFS2 | Muirhouse South Jn – Change of ELR | 1 | 19 | 0 | 61 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC047 | LFS1 | Change of ELR – Larkfield Jn | 101 | 17 | 101 | 01 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC049 | TSS | Muirhouse Central Jn – Terminus Jn | 0 | 04 | 0 | 40 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC051 | CTC | Muirhouse Central Jn – Cathcart North Jn (via Cathcart) | 5 | 19 | 1 | 63 | 3 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 Route prohibited unless authorised by the Infrastructure Manager's structures engineer |
| SC051 | CTC | Cathcart North Jn – Muirhouse North Jn (via Crosshill) | 1 | 63 | 0 | 00 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1 31/6 | 31/4 | 33 | 37/0 37/3 37/4 37/6 | 37/5 | 37/7 37/9 | Notes | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC053 | NNH | Neilston – Cathcart West Jn | 108 | 45 | 100 | 77 | 5 | Y | Y | R1 | Y | N | N | Y | R1 | N | R1 | Route prohibited to Class 20 and Class 37/5 locomotives that conform to RA6 |
| SC055 | WCM2 | Newton, Hamilton Jn – Newton Kirkhill Jn | 95 | 53 | 95 | 77 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC055 | KHL | Newton Kirkhill Jn – Cathcart West Jn | 95 | 77 | 100 | 77 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC057 | CNC | Cathcart East Jn – Cathcart North Jn | 0 | 45 | 0 | 00 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC059 | WCM2 | Glasgow Central – Bridge St Jn | 102 | 27 | 101 | 53 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC059 | AYR1 | Bridge St Jn – Cook St | 0 | 00 | 0 | 19 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC059 | LYE | Cook St – High St Line (Smithy Lye through line) | 0 | 00 | 0 | 44 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC059 | AYR1 | Cook St – Shields Jn | 0 | 19 | 1 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC059 | AYR1 | Shields Jn – Change of ELR (Paisley Gilmour Street) | 1 | 00 | 6 | 53 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC059 | AYR2 | Change of ELR (Paisley Gilmour Street) – Change of ELR (Brown Street crossover) | 6 | 73 | 7 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC059 | AYR3 | Change of ELR (Brown Street crossover) – Change of ELR (Dalry) | 7 | 00 | 23 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC059 | AYR4 | Change of ELR (Dalry) – Change of ELR (Barassie Jn) | 23 | 00 | 33 | 08 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC059 | AYR5 | Change of ELR (Barassie Jn) – Change of ELR (Between Troon and Prestwick International Airport) | 0 | 00 | 2 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC059 | AYR6 | Change of ELR (Between Troon and Prestwick International Airport) – Falkland Jn | 35 | 05 | 38 | 73 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC059 | AYR6 | Falkland Jn – Ayr | 38 | 73 | 40 | 49 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC059 | STR1 | Ayr – Dalrymple Jn | 40 | 49 | 43 | 53 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1 31/6 | 31/4 | 33 | 37/0 37/3 37/4 37/6 | 37/5 | 37/7 37/9 | Notes | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC059 | STR1 | Dalrymple Jn – Change of ELR (Girvan) | 43 | 53 | 61 | 60 | 5 | Y | Y | Y | Y | N | N | R1 | R1 | N | R1 | Prohibited if fitted with roof horns |
| SC059 | STR2 | Change of ELR (Girvan) – Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) | 0 | 00 | 30 | 67 | 5 | Y | Y | Y | Y | N | N | R1 | R1 | N | R1 | Prohibited if fitted with roof horns |
| SC059 | STR3 | Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) – Change of ELR (Stranraer Yard GF) | 46 | 54 | 53 | 05 | 5 | Y | Y | Y | Y | N | N | R1 | R1 | N | R1 | Prohibited if fitted with roof horns |
| SC059 | STR4 | Change of ELR (Stranraer Yard GF) – End of Line | 53 | 05 | 54 | 05 | 5 | Y | Y | Y | Y | N | N | R1 | R1 | N | R1 | Prohibited if fitted with roof horns |
| SC061 | CNL | Shields Jn – Corkerhill | 1 | 05 | 3 | 11 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC061 | CNL | Corkerhill – Paisley Canal | 3 | 11 | 7 | 00 | 10 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | Prohibited when overhead line equipment is energised |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1<br>31/6 | 31/4 | 33 | 37/0<br>37/3<br>37/4<br>37/6 | 37/5 | 37/7<br>37/9 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC063 | CND1 | Cardonald Jn – Cardonald North Jn | 0 | 00 | 0 | 36 | 9 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC063 | CND2 | Cardonald North Jn – Deanside (Goods Line) | 0 | 36 | 1 | 54 | 9 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC065 | GOU1 | Paisley (Wallneuk Jn) – Change of ELR | 6 | 34 | 6 | 53 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC065 | GOU2 | Change of ELR – Bishopton | 107 | 70 | 112 | 60 | 7<br>R1 | R2<br>R3 | R2<br>R3 | R2<br>R3 | R2<br>R3 | R2<br>R3 | R2<br>R3 | R2<br>R3 | R2<br>R3 | R2<br>R3 | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC006 applies until 30/09/2014<br>R2 30mph over bridge 179/065 Black (Cart Water) (109m 71ch)<br>R3 30mph over bridge 179/061 (River Gryfe) (110m 42ch) |
| SC065 | GOU2 | Bishopton – Gourock | 112 | 60 | 126 | 58 | 5<br>R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC006 applies until 30/09/2014 |
| SC067 | WYS | Wemyss Bay Jn – Wemyss Bay | 0 | 00 | 10 | 03 | 5 | Y | Y | R1 | Y | N | N | R1 | Y | N | R1 Route prohibited to Class 20 and Class 37/5 locomotives that conform to RA6 |
| SC073 | LGS1 | Kilwinning Jn – Change of ELR | 25 | 65 | 30 | 44 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC073 | LGS2 | Change of ELR – Fairlie High Siding | 30 | 44 | 38 | 69 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC073 | LGS2 | Fairlie High Siding – Largs | 38 | 69 | 42 | 07 | 5 | Y | Y | R1 | Y | N | N | R1 | Y | N | R1 Route prohibited to Class 20 and Class 37/5 locomotives that conform to RA6 |
| SC077 | ARH | Ardrossan South Beach – Adrossan Harbour | 30 | 44 | 31 | 35 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC079 | HUN | Hunterston – Hunterston Low Level Sdgs (Goods Line) | 0 | 00 | 0 | 36 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC081 | BYL | Byrehill Jn – Dubbs Jn | 0 | 60 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC085 | AYH1 | Ayr Harbour – Newton Jn (Goods Line) | 0 | 17 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC087 | ANN | Newton Jn – Mauchline (Goods Line) | 39 | 42 | 50 | 16 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC089 | KCH1 | Annbank – Change of ELR | 43 | 52 | 48 | 73 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC089 | KCH2 | Change of ELR – Killoch Colliery (Goods Line) | 0 | 00 | 3 | 43 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC091 | WAT | Dalrymple Jn – Chalmerston (Goods Line) | 43 | 53 | 52 | 70 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1 31/6 | 31/4 | 33 | 37/0 37/3 37/4 37/6 | 37/5 | 37/7 37/9 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC093 | SCM1 | Motherwell – Mossend South | 89 | 51 | 91 | 08 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC093 | SCM2 | Mossend South – Whifflet North Jn | 91 | 08 | 94 | 05 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC093 | SCM3 | Whifflet North Jn – Gartsherrie South Jn (Limit of OLE) | 94 | 05 | 95 | 64 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC093 | SCM3 | Gartsherrie South Jn (Limit of OLE) – Greenhill Lower Jn | 95 | 64 | 106 | 63 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC097 | SYE | Whifflet South Jn – Sunnyside Jn (Goods Line) | 9 | 63 | 8 | 43 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC099 | RSL2 | Whifflet North Jn – Change of ELR | 0 | 00 | 0 | 34 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC099 | RSL1 | Change of ELR – Langloan Jn | 6 | 59 | 6 | 34 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC099 | RCB | Langloan Jn – Rutherglen East Jn | 6 | 34 | 0 | 04 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC101 | RCB | Coatbridge Jn – Langloan Jn | 7 | 03 | 6 | 34 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC103 | CBD1 | Garnqueen North Jn – Gartcosh Jn | 1 | 33 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC103 | CBD2 | Gartcosh Jn – Change of ELR | 97 | 09 | 103 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC103 | SGN | Change of ELR – Cowlairs West Jn | 0 | 61 | -0 | 20 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC105 | GHE | Gartsherrie South Jn – Gartcosh Jn | 95 | 64 | 97 | 06 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC106 | PNS | Sighthill West Jn – Cowlairs South Jn (Chord Line) | 0 | 30 | 0 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1 31/6 | 31/4 | 33 | 37/0 37/3 37/4 37/6 | 37/5 | 37/7 37/9 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC107 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM1 | Haymarket West Jn – Cowlairs West Jn | 44 | 73 | 1 | 67 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM1 | Cowlairs West Jn – Glasgow Queen Street | 1 | 67 | 0 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC109 | PMT | Polmont Jn – Grangemouth Jn | 21 | 20 | 23 | 75 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC109 | PMT | Grangemouth Jn – Carmuirs East Jn | 23 | 75 | 25 | 79 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC109 | CMS | Carmuirs East Jn – Carmuirs West Jn | 0 | 40 | -0 | 2 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC109 | SCM3 | Carmuirs West Jn – Greenhill Lower Jn | 108 | 74 | 106 | 62 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC109 | GHL | Greenhill Lower Jn – Greenhill Upper Jn | 0 | 52 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC110 | PMT | Carmuirs East Jn – Larbert Jn | 25 | 79 | 26 | 35 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC111 | NBE | Newbridge Jn – Bathgate | 35 | 21 | 25 | 18 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC113 | DMY | Winchburgh Jn – Dalmeny Jn | 34 | 54 | 39 | 03 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC115 | MRL1 | Cowlairs West Jn – Maryhill Park Jn | 8 | 26 | 5 | 51 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC115 | MRL2 | Maryhill Park Jn – Knightswood North Jn | 4 | 40 | 5 | 67 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC1150 | MLA | Maryhill Park Jn – Anniesland | 0 | 00 | 0 | 70 | 5 | Y | Y | R1 | Y | N | N | R1 | Y | N | R1 Route prohibited to Class 20 and Class 37/5 locomotives that conform to RA6 |
| SC116 | CSN | Cowlairs East Jn – Cowlairs North Jn | 0 | 00 | 0 | 21 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC117 | GMH | Grangemouth Jn – Grangemouth | 0 | 00 | 3 | 67 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | GHL | Greenhill Upper Jn – Greenhill Lower Jn | 0 | 00 | 0 | 52 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | SCM3 | Greenhill Lower Jn – Carmuirs West Jn | 106 | 62 | 108 | 74 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1<br>31/6 | 31/4 | 33 | 37/0<br>37/3<br>37/4<br>37/6 | 37/5 | 37/7<br>37/9 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC119 | SCM3 | Carmuirs West Jn – Stirling Middle Jn | 108 | 76 | 118 | 08 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | SCM3 | Stirling Middle Jn – Change of ELR (Dunblane) | 118 | 08 | 123 | 40 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | SCM4 | Change of ELR (Dunblane) – Perth South Jn | 123 | 40 | 150 | 61 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | SCM5 | Perth South Jn – Change of Mileage | 150 | 61 | 151 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | SCM5 | Change of Mileage – Dundee Central Jn | 21 | 01 | 0 | 36 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC123 | NBE | Bathgate – Change of ELR | 25 | 18 | 25 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM1 | Change of ELR – Drumgelloch | 25 | 00 | 11 | 70 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM1 | Drumgelloch – Change of ELR | 11 | 70 | 11 | 60 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM2 | Change of ELR – High Street Jn | 11 | 60 | 0 | 28 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM2 | High Street Jn – Change of ELR | 0 | 28 | 0 | 00 | 5 | R1 | R1 | R1<br>R2 | R1 | N | N | R1 | R1<br>R2 | N | R1 10mph over bridge 240/116 (0m 18ch)<br>R2 Route prohibited to Class 20 and Class 37/5 locomotives that conform to RA6 |
| SC123 | NEM3 | Change of ELR – Finnieston East Jn | 0 | 00 | 2 | 19 | 5 | Y | Y | R1 | Y | N | N | Y | R1 | N | R1 Route prohibited to Class 20 and Class 37/5 locomotives that conform to RA6 |
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Down Line) | 2 | 19 | 2 | 53 | 7<br>R1 | R2 | R2 | R2 | R2 | R2 | R2 | R2 | R2 | R2 | R1 RA Change<br>STNC NC/GI/2010/ICP-RA/SC008 applies until 30/09/2014<br>R2 10mph over bridge 240/128 (2m 24ch) |
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Up Line) | 2 | 19 | 2 | 53 | 5<br>R1 | R2 | R2 | R2 | R2 | N | N | R2 | R2 | N | R1 RA Change<br>STNC NC/GI/2010/ICP-RA/SC008 applies until 30/09/2014<br>R2 10mph over bridge 240/128 (2m 24ch) |
| SC123 | NEM3 | Finnieston West Jn – Hyndland North Jn | 2 | 53 | 4 | 28 | 7 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM3 | Hyndland North Jn – Change of ELR | 4 | 28 | 4 | 63 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM4 | Change of ELR – Knightswood North Jn | 0 | 00 | 0 | 74 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM5 | Knightswood North Jn – Change of ELR (Between Bowling and Dumbarton East) | 5 | 67 | 13 | 40 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1 31/6 | 31/4 | 33 | 37/0 37/3 37/4 37/6 | 37/5 | 37/7 37/9 | Notes | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC123 | NEM6 | Change of ELR (Between Bowling and Dumbarton East) – Change of ELR (Dumbarton East) | 113 | 46 | 116 | 00 | 5 R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 | RA Change STNC NC/G1/2010/ICP-RA/SC009 applies until 30/09/2014 |
| SC123 | NEM7 | Change of ELR (Dumbarton East) – Craigendoran Jn | 15 | 51 | 22 | 76 | 5 R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 | RA Change STNC NC/G1/2010/ICP-RA/SC009 applies until 30/09/2014 |
| SC123 | NEM7 | Craigendoran Jn – Helensburgh Central | 22 | 76 | 24 | 31 | 5 R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 | RA Change STNC NC/G1/2010/ICP-RA/SC009 applies until 30/09/2014 |
| SC125 | YKR | Hyndland East Jn – Hyndland West Jn | 0 | 00 | 0 | 22 | 7 R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 | RA Change STNC NC/GI/2010/ICP-RA/SC008 applies until 30/09/2014 |
| SC125 | YKR | Hyndland West Jn – Dalmuir Park Jn | 0 | 22 | 4 | 73 | 8 R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 | RA Change STNC NC/GI/2010/ICP-RA/SC008 applies until 30/09/2014 |
| SC129 | SGN | Springburn – Bellgrove Jn | 0 | 42 | 2 | 58 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC131 | HST | High Street Jn – Connection to Smithy Lye Through Line | 0 | 04 | 2 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC131 | HST | Connection to Smithy Lye Through Line – Shields Jn | 2 | 00 | 2 | 35 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC133 | MGE | Westerton Jn – Milngavie | 6 | 19 | 9 | 35 | 5 | Y | Y | R1 | Y | N | N | R1 | Y | N | R1 | Route prohibited to Class 20 and Class 37/5 locomotives that conform to RA6 |
| SC135 | BCH | Dalreoch Jn – Balloch | 16 | 39 | 20 | 38 | 6 | Y | Y | Y | Y | Y | Y | Y | Y | N | | |
| SC136 | HYD | Hyndland North Jn – Hyndland West Jn | 0 | 00 | 0 | 16 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1<br>31/6 | 31/4 | 33 | 37/0<br>37/3<br>37/4<br>37/6 | 37/5 | 37/7<br>37/9 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC141 | WHL | Craigendoran Jn – Crianlarich Jn | 0 | 01 | 36 | 30 | 5 | Y | Y | R1 | Y | R2<br>R3<br>R4<br>R5<br>R6 | R2<br>R3<br>R4<br>R5<br>R6 | Y | R1 | R2<br>R3<br>R4<br>R5<br>R6 | R1 Class 20 and Class 37/5 locomotives that conform to RA6 shall apply those restrictions applicable to the Class 31/4<br>R2 10mph over bridge 26 (9m 52ch)<br>R3 20mph over bridge 30 (11m 38ch)<br>R4 20mph over bridge 97 (30m 50ch)<br>R5 20mph over bridge 108 (33m 14ch)<br>R6 Double Heading prohibited except for providing assistance and then at only 10mph over the above structures |
| SC141 | WHL | Crianlarich Jn – Fort William | 36 | 30 | 99 | 37 | 5 | Y | Y | R1 | Y | R2<br>R3<br>R4<br>R5<br>R6<br>R7<br>R8<br>R9<br>R10<br>R11 | R2<br>R3<br>R4<br>R5<br>R6<br>R7<br>R8<br>R9<br>R10<br>R11 | Y | R1 | N | R1 Class 20 and Class 37/5 locomotives that conform to RA6 shall apply those restrictions applicable to the Class 31/4<br>R2 40mph over bridge 116 (36m 39ch)<br>R3 20mph over bridge 117 (36m 44ch)<br>R4 30mph over bridge 131 (39m 65ch)<br>R5 20mph over bridge 149 (45m 03ch)<br>R6 20mph over bridge 151 (45m 43ch)<br>R7 20mph over bridge 197 (61m 39ch)<br>R8 20mph over bridge 201 (63m 50ch)<br>R9 30mph over bridge 203 (64m 64ch)<br>R10 20mph over bridge 259 (76m 29ch)<br>R11 Double Heading prohibited except for providing assistance and then at only 10mph over the above structures |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1<br>31/6 | 31/4 | 33 | 37/0<br>37/3<br>37/4<br>37/6 | 37/5 | 37/7<br>37/9 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC143 | OBN1 | Crianlarich Jn – Lower Crianlarich GF | 0 | 00 | 0 | 44 | 5 | Y | Y | R1 | Y | R2<br>R3<br>R4 | N | Y | R1 | N | R1 Class 20 and Class 37/5 locomotives that conform to RA6 shall apply those restrictions applicable to the Class 31/4<br>R2 Prohibited from hauling passenger services<br>R3 30mph over bridge 3 (0m 16ch) (10mph when providing assistance)<br>R4 Double Heading prohibited except for providing assistance |
| SC143 | OBN2 | Lower Crianlarich GF – Inverhaggernie No.1 LC | 30 | 23 | 31 | 00 | 5 | R1 | R1 | R1<br>R2 | R1 | R3<br>R4<br>R5 | N | R1 | R1<br>R2 | N | R1 30mph over bridge 158 (30m 80ch)<br>R2 Prohibited from hauling passenger services<br>R3 10mph over bridge 158 (30m 80ch)<br>R4 Double Heading prohibited except for providing assistance |
| SC143 | OBN2 | Inverhaggernie No.1 LC – Oban | 31 | 00 | 71 | 44 | 5 | R1<br>R2 | R1<br>R2 | R1<br>R2 | R1<br>R2 | N | N | R1<br>R2 | R1<br>R2 | N | R1 30mph over bridge 176 (35m 17ch)<br>R2 20mph over bridge 268 (66m 16ch) |
| SC145 | MLG1 | Fort William – Change of ELR | 0 | 05 | 1 | 27 | 5 | Y | Y | R1 | Y | N | R2 | Y | R1 | N | R1 Route prohibited to Class 20 and Class 37/5 locomotives that conform to RA6<br>R2 20mph over Lochy Viaduct (0m 55ch – 0m 60ch) |
| SC145 | MLG2 | Change of ELR – Mallaig | 0 | 00 | 39 | 39 | 5 | Y | Y | R1 | Y | N | R2<br>R3<br>R4 | Y | R1 | N | R1 Route prohibited to Class 20 and Class 37/5 locomotives that conform to RA6<br>R2 30mph over bridge 29 (6m 18ch)<br>R3 20mph over bridge 051 (Drumsalie) (10m 19ch)<br>R4 10mph over bridge 134 (31m 04ch) |
| SC147 | ECM8 | Route Boundary (LN600) (Heaton South Jn) – Prestonpans Jn | 69 | 67 | 9 | 67 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECM8 | Prestonpans Jn – Calton South Tunnel | 9 | 67 | 0 | 29 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1 31/6 | 31/4 | 33 | 37/0 37/3 37/4 37/6 | 37/5 | 37/7 37/9 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC147 | ECM9 | Calton South Tunnel – Waverley East End | 0 | 29 | 0 | 21 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC149 | NBK | North Berwick – Drem Jn | 22 | 22 | 18 | 15 | 5 | Y | Y | R1 | Y | N | N | Y | R1 | N | R1 Route prohibited to Class 20 and Class 37/5 locomotives that conform to RA6 |
| SC151 | LHS1 | Portobello – Leith South Yard (Goods Line) | 0 | 00 | 2 | 20 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC153 | CPH | Craigentinny – Powderhall (Goods Line) | 0 | 00 | 1 | 78 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC155 | MHL1 | Monktonhall Jn – Change of ELR | 0 | 11 | 5 | 60 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC155 | MHL2 | Change of ELR – Millerhill East Jn | 1 | 40 | 0 | 28 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC155 | MHL3 | Millerhill East Jn – Millerhill Yard (Goods Line) | 0 | 00 | 0 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1<br>31/6 | 31/4 | 33 | 37/0<br>37/3<br>37/4<br>37/6 | 37/5 | 37/7<br>37/9 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC157 | MLE | Millerhill South Jn – Millerhill East Jn (Goods Line) | 0 | 09 | 0 | 28 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC159 | NDE2 | Millerhill West Jn – Millerhill South Jn / Millerhill Yard | 6 | 52 | 5 | 72 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC161 | NDE1 | Millerhill Yard – Junction with Niddrie West Line | 5 | 52 | 3 | 36 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC161 | SUB1 | Junction with Niddrie West Line – Portobello | 3 | 36 | 3 | 30 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC161 | MHL4 | Newcraighall East Jn – Network Rail / Abellio Scotrail Boundary | 00 | 00 | 00 | 08 | N | N | N | N | N | N | N | N | N | N | |
| SC163 | SUB1 | Portobello – Change of ELR | 3 | 30 | 4 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC163 | SUB2 | Change of ELR – Niddrie West | 6 | 69 | 6 | 30 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC164 | NNS | Newcraighall North Jn – Newcraighall South Jn | 4 | 63 | 5 | 02 | 3 | N | N | N | N | N | N | R1 | R1 | R1 | R1 55mph maximum speed<br>R2 UB011/072 (28m 31ch) 20mph<br>R3 UB011/070 (27m 46ch) 30mph<br>R4 UB011/067 (25m 44ch) 20mph<br>R5 UB011/061 (24m 03ch) 30mph<br>R6 UB011/060 (23m 59ch) 30mph<br>R7 UB011/056 (22m 04ch) 30mph<br>R8 UB011/054 (21m 58ch) 30mph<br>R9 UB011/053 (21m 40ch) 30mph |
| SC164 | SBO | Newcraighall South Jn – Tweedbank | 5 | 02 | 35 | 34 | 3 | N | N | N | N | N | N | R1 | R1 | R1 | R1 55mph maximum speed |
| SC165 | MHY | Niddrie South Jn – Niddrie West Jn | 7 | 06 | 6 | 30 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC165 | SUB2 | Niddrie West Jn – Gorgie Jn | 6 | 30 | 0 | 45 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC165 | GGE | Gorgie Jn – Haymarket West Jn | 0 | 00 | 0 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC167 | CKT | Craiglockhart Jn – Slateford Jn | 0 | 00 | 0 | 48 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC169 | SUB2 | Gorgie Jn – Haymarket Central Jn | 0 | 45 | 0 | 11 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1 31/6 | 31/4 | 33 | 37/0 37/3 37/4 37/6 | 37/5 | 37/7 37/9 | Notes | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC171 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC171 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC171 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC171 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC171 | ECN2 | Haymarket West Jn – Dundee Central Jn | 2 | 41 | 58 | 69 | 8 R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 | RA Change STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC171 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | 8 R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 | RA Change STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC173 | CWH1 | Inverkeithing Central Jn – Change of ELR (Cowdenbeath) | 13 | 21 | 22 | 76 | 8 R1 | Y | Y | Y | Y | Y | Y | Y | Y | R | R1 | RA Change STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC173 | CWH2 | Change of ELR (Cowdenbeath) – Change of ELR (Lochgelly) | 0 | 00 | 0 | 70 | 8 R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 | RA Change STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC173 | CWH3 | Change of ELR (Lochgelly) – Thornton West Jn | 27 | 00 | 34 | 62 | 8 R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 | RA Change STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC173 | TNW | Thornton West Jn – Thornton North Jn | 0 | 70 | 0 | 00 | 8 R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 | RA Change STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC175 | RHD2 | Rosyth Dockyard – Change of ELR | 1 | 21 | 1 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC175 | RHD1 | Change of ELR – Inverkeithing South Jn (Goods Line) | 1 | 00 | 0 | 02 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC176 | IGE | Inverkeithing North Jn – Inverkeithing East Jn (Inverkeithing Curve) | 0 | 33 | 0 | 00 | 8 R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 | RA Change STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC177 | MTL1 | Thornton North Jn – Change of ELR | 0 | 11 | 4 | 65 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |
| SC177 | MTL2 | Change of ELR – Methill Power Station (Goods Line) | 7 | 34 | 6 | 48 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1<br>31/6 | 31/4 | 33 | 37/0<br>37/3<br>37/4<br>37/6 | 37/5 | 37/7<br>37/9 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC178 | CWH3 | Thornton South Jn – Thornton West Jn | 35 | 38 | 34 | 62 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC181 | CDC1 | Ladybank Jn – Change of ELR | 0 | 03 | 14 | 10 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC181 | CDC2 | Change of ELR – Hilton Jn | 44 | 18 | 45 | 66 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC183 | SAA | Stirling Middle Jn – Change of ELR | 0 | 00 | 8 | 14 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC183 | KNE1 | Change of ELR – Longannet | 0 | 00 | 5 | 62 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC183 | KNE1 | Longannet – Change of ELR | 5 | 62 | 14 | 14 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC183 | KNE2 | Change of ELR – Charlestown Jn | 14 | 14 | 15 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC189 | CRE | Westfield – Change of Mileage | 28 | 77 | 33 | 04 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC189 | CRE | Change of Mileage – Redford Jn (Goods Line) | 33 | 28 | 33 | 45 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC191 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC191 | ECN2 | Dundee – Camperdown Jn | 59 | 14 | 59 | 77 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC191 | ECN3 | Camperdown Jn – Change of ELR (Arbroath SB) | 0 | 21 | 17 | 17 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC191 | ECN4 | Change of ELR (Arbroath SB) – Change of ELR (Montrose) | 17 | 55 | 33 | 28 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC191 | ECN5 | Change of ELR (Montrose) – Craiginches | 203 | 11 | 239 | 55 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC191 | ECN5 | Craiginches – Aberdeen | 239 | 55 | 241 | 06 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC193 | HGL1 | Perth South Jn – Change of ELR | 150 | 61 | 158 | 38 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC193 | HGL2 | Change of ELR – Stanley Jn | 7 | 02 | 7 | 07 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC193 | HGL2 | Stanley Jn – Milburn Jn | 7 | 07 | 143 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC193 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1 31/6 | 31/4 | 33 | 37/0 37/3 37/4 37/6 | 37/5 | 37/7 37/9 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC193 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC193 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1-4 | 117 | 56 | 118 | 03 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | ECN5 | Aberdeen – Change of ELR | 241 | 06 | 241 | 08 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | ANI1 | Change of ELR – Keith Jn SB | 0 | 00 | 53 | 05 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | ANI2 | Keith Jn SB – Forres | 30 | 40 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | ANI3 | Forres – Milburn Jn | 119 | 26 | 143 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1-4 | 117 | 56 | 118 | 03 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC197 | WRO | Kittybrewster – Waterloo Goods (Goods Line) | 1 | 62 | 0 | 03 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC199 | DFN | Keith Jn – End of Line | 53 | 06 | 53 | 36 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC203 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC203 | WCK | Inverness platforms 5-7 – Rose Street Jn | 0 | 02 | 0 | 18 | 5 R1 | Y | Y | Y | Y | N | N | Y | Y | Y | R1 RA Change STNC NC/G1/2010/ICP-RA/SC011 applies until 30/09/2014 |
| SC203 | WCK | Rose Street Jn – Invergordon | 0 | 18 | 31 | 37 | 5 R1 | Y | Y | Y | Y | N | N | Y | Y | Y | R1 RA Change STNC NC/G1/2010/ICP-RA/SC011 applies until 30/09/2014 |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 08 | 09 | 20 | 31/1<br>31/6 | 31/4 | 33 | 37/0<br>37/3<br>37/4<br>37/6 | 37/5 | 37/7<br>37/9 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC203 | WCK | Invergordon – Georgemas Jn | 31 | 37 | 147 | 20 | 5 | R1<br>R2<br>R3<br>R5 | R1<br>R2<br>R3<br>R5 | R1<br>R2<br>R3<br>R5<br>R6 | R1<br>R2<br>R4<br>R5 | N | N | R1<br>R2<br>R4<br>R5 | R1<br>R2<br>R4<br>R5<br>R6 | N | R1 20mph over bridge 292 (115m 09ch)<br>R2 20mph over bridge 296 (116m 18ch)<br>R3 Double Heading prohibited<br>R4 Double Heading permitted when hauling wagons which are loaded to a maximum of RA5<br>R5 If a locomotive fails north of Invergordon, the authority of the Infrastructure Manager's Structures Engineer must be obtained before an assisting locomotive is permitted to proceed towards the failed train<br>R6 Route prohibited to Class 20 and Class 37/5 locomotives that conform to RA6 |
| SC203 | WCK | Georgemas Jn – Wick | 147 | 20 | 161 | 35 | 3 | R1 | R1 | R1<br>R2 | R1 | N | N | R1 | R1<br>R2 | N | R1 10mph over bridge 302/364 (159m 12ch)<br>R2 Route prohibited to Class 20 and Class 37/5 locomotives that conform to RA6 |
| SC205 | KYL | Dingwall – Kyle of Lochalsh | 0 | 19 | 63 | 64 | 5 | Y | Y | R1 | Y | N | N | Y | R1 | N | R1 Route prohibited to Class 20 and Class 37/5 locomotives that conform to RA6 |
| SC207 | TSO | Georgemas Jn – Thurso | 0 | 00 | 6 | 50 | 5 | Y | Y | R1 | Y | N | N | Y | R1 | N | R1 Route prohibited to Class 20 and Class 37/5 locomotives that conform to RA6 |

# Table D4B – Route clearance of locomotive

**Last Updated: 29/06/2024**

To be read in conjunction with General Notes.

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC001 | WCM1 | Route Boundary (NW4001) (Gretna Jn) – Lockerbie | 12 | 30 | 25 | 66 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM1 | Lockerbie – Law Jn | 25 | 66 | 84 | 08 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Law Jn – Junction with Coatbridge lines (Lesmahagow Jn) | 84 | 08 | 89 | 51 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Junction with Coatbridge lines (Lesmahagow Jn) – Newton East Jn | 89 | 51 | 95 | 14 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC010 applies until 30/09/2014 |
| SC001 | WCM2 | Newton East Jn – Newton Hamilton Jn (SC0023) via South Connecting Line | 95 | 14 | 95 | 47 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Newton Kirkhill Jn (SC0023) – Newton West Jn via North Connecting Line | 95 | 77 | 96 | 34 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Newton East Jn – Newton West Jn | 95 | 14 | 96 | 34 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC010 applies until 30/09/2014 |
| SC001 | WCM2 | Newton West Jn – Rutherglen East Jn | 96 | 34 | 98 | 32 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC010 applies until 30/09/2014 |
| SC001 | WCM2 | Rutherglen East Jn – Larkfield Jn | 98 | 32 | 100 | 65 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Larkfield Jn – Eglinton St Jn | 100 | 65 | 101 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC003 | ECA1 | Carstairs South Jn – Carstairs East Jn | 73 | 17 | 73 | 48 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC003 | ECA2 | Carstairs East Jn – Slateford Jn | 74 | 10 | 99 | 01 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC007 applies until 30/09/2014 |
| SC003 | ECA3 | Slateford Jn – Haymarket East Jn | 99 | 01 | 100 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC005 | CSP | Carstairs Station Jn – Carstairs East Jn | 73 | 37 | 74 | 10 | 10 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC007 | EGS2 | Midcalder Jn – Holytown Jn | 23 | 11 | 1 | 27 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC012 applies until 30/09/2014 |
| SC009 | LNK | Lanark – Lanark Jn | 2 | 45 | 0 | 03 | 5 | Y | N | N | N | N | N | N | |
| SC011 | WWD | Law Jn – Holytown Jn | 84 | 08 | 89 | 66 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC011 | EGS2 | Holytown Jn – Mossend East Jn | 1 | 27 | 0 | 40 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC011 | EGS1 | Mossend East Jn – Uddingston Jn | 3 | 63 | 0 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC013 | SHR | Wishaw Central Jn – Shieldmuir Jn | 86 | 63 | 87 | 43 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC015 | MDN | Mossend East Jn – Mossend North Jn (North Curve) | 0 | 40 | 0 | 06 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC017 | MDE | Mossend East Jn – Mossend South Jn (East Curve) | 0 | 31 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC019 | MDW | Mossend South Jn – Mossend West Jn (West Curve) | 91 | 08 | 91 | 50 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC021 | COS2 | Coltness – Change of ELR | 0 | 09 | 0 | 00 | 10 | N | Y | Y | Y | Y | Y | Y | |
| SC021 | COS1 | Change of ELR – Garriongill Jn | 14 | 15 | 15 | 29 | 10 | N | Y | Y | Y | Y | Y | Y | |
| SC023 | HMN1 | Motherwell – Change of ELR | 0 | 08 | 1 | 44 | 7 | Y | Y | Y | Y | Y | Y | Y | |
| SC023 | HMN2 | Change of ELR – Newton, Hamilton Jn | 6 | 61 | 0 | 00 | 7 | Y | Y | Y | Y | Y | Y | Y | |
| SC024 | LRK | Larkhall – Haughhead Jn | 3 | 00 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC025 | ARG1 | Rutherglen Central Jn – Bridgeton Yard North End | 0 | 00 | 0 | 43 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC025 | ARG2 | Bridgeton Yard North End – Exhibition Centre | 0 | 86 | 4 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC025 | ARG2 | Exhibition Centre – Finnieston East Jn (Down line) | 4 | 03 | 4 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC025 | ARG2 | Exhibition Centre – Finnieston West Jn (Up line) | 4 | 03 | 4 | 74 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC027 | RNC | Rutherglen West Jn – Rutherglen North Jn (West Curve) | 0 | 00 | 0 | 29 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC029 | CLY | Larkfield Jn – Terminus Jn | 101 | 01 | 101 | 62 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC029 | BRD | Terminus Jn – Shields Jn via Through Terminus lines | 101 | 62 | 102 | 16 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC029 | CLY | Terminus Jn – Shields Jn | 101 | 62 | 102 | 16 | 10 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC031 | GSW | Route Boundary (NW4031) (Gretna Jn) – Old Route boundary (109m 00ch between Eastriggs and Annan) | 115 | 40 | 109 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | GSW | Old Route boundary (109m 00ch between Eastriggs and Annan) – Change of ELR | 109 | 0 | 33 | 44 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | GBK | Change of ELR – Muirhouse South Jn | 23 | 44 | 1 | 18 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | MEN2 | Muirhouse South Jn – Muirhouse Central Jn | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | MEN1 | Muirhouse Central Jn – Eglinton St Jn | 0 | 19 | 0 | 70 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC035 | KSH | Bank Jn – Network Rail Boundary (Connel Park LC) / Knockshinnoch | 54 | 05 | 55 | 28 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC036 | GNN | Greenburn Jn – Greenburn Open Cast (Goods Line) | 0 | 00 | 0 | 55 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC037 | RIC1 | Kay Park Jn – Bellfield | 0 | 00 | 1 | 06 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC037 | RIC2 | Bellfield – Riccarton (Goods Line) | 2 | 20 | 1 | 75 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC039 | BAK | Kilmarnock – Barassie | 0 | 05 | 7 | 56 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC045 | EKE | East Kilbride – Busby Jn | 7 | 60 | 0 | 40 | 5 | N | N | N | N | N | N | N | |
| SC047 | LFS2 | Muirhouse South Jn – Change of ELR | 1 | 19 | 0 | 61 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC047 | LFS1 | Change of ELR – Larkfield Jn | 101 | 17 | 101 | 01 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC049 | TSS | Muirhouse Central Jn – Terminus Jn | 0 | 04 | 0 | 40 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC051 | CTC | Muirhouse Central Jn – Cathcart North Jn (via Cathcart) | 5 | 19 | 1 | 63 | 3 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 Route prohibited unless authorised by the Infrastructure Manager's structures engineer |
| SC051 | CTC | Cathcart North Jn – Muirhouse North Jn (via Crosshill) | 1 | 63 | 0 | 00 | 7 | Y | Y | Y | Y | Y | Y | Y | |
| SC053 | NNH | Neilston – Cathcart West Jn | 108 | 45 | 100 | 77 | 5 | Y | N | N | N | N | N | N | |
| SC055 | WCM2 | Newton, Hamilton Jn – Newton Kirkhill Jn | 95 | 53 | 95 | 77 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC055 | KHL | Newton Kirkhill Jn – Cathcart West Jn | 96 | 77 | 100 | 77 | 7 | Y | Y | Y | Y | Y | Y | Y | |
| SC057 | CNC | Cathcart East Jn – Cathcart North Jn | 0 | 45 | 0 | 00 | 7 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | WCM2 | Glasgow Central – Bridge St Jn | 102 | 27 | 101 | 53 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR1 | Bridge St Jn – Cook St | 0 | 00 | 0 | 19 | 8 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC059 | LYE | Cook St – High St Line (Smithy Lye through line) | 0 | 00 | 0 | 44 | 8 | N | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR1 | Cook St – Shields Jn | 0 | 19 | 1 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR1 | Shields Jn – Change of ELR (Paisley Gilmour Street) | 1 | 00 | 6 | 53 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR2 | Change of ELR (Paisley Gilmour Street) – Change of ELR (Brown Street crossover) | 6 | 73 | 7 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR3 | Change of ELR (Brown Street crossover) – Change of ELR (Dalry) | 7 | 00 | 23 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR4 | Change of ELR (Dalry) – Change of ELR (Barassie Jn) | 23 | 00 | 33 | 08 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR5 | Change of ELR (Barassie Jn) – Change of ELR (Between Troon and Prestwick International Airport) | 0 | 00 | 2 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR6 | Change of ELR (Between Troon and Prestwick International Airport) – Falkland Jn | 35 | 05 | 38 | 73 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR6 | Falkland Jn – Ayr | 38 | 73 | 40 | 49 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | STR1 | Ayr – Dalrymple Jn | 40 | 49 | 43 | 53 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | STR1 | Dalrymple Jn – Change of ELR (Girvan) | 43 | 53 | 61 | 60 | 5 | Y | N | N | N | N | N | N | |
| SC059 | STR2 | Change of ELR (Girvan) – Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) | 0 | 00 | 30 | 67 | 5 | Y | N | N | N | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC059 | STR3 | Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) – Change of ELR (Stranraer Yard GF) | 46 | 54 | 53 | 05 | 5 | Y | N | N | N | N | N | N | |
| SC059 | STR4 | Change of ELR (Stranraer Yard GF) – End of Line | 53 | 05 | 54 | 05 | 5 | Y | N | N | N | N | N | N | . |
| SC061 | CNL | Shields Jn – Corkerhill | 1 | 05 | 3 | 11 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC061 | CNL | Corkerhill – Paisley Canal | 3 | 11 | 7 | 00 | 10 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 Prohibited when overhead line equipment is energised |
| SC063 | CND1 | Cardonald Jn – Cardonald North Jn | 0 | 00 | 0 | 36 | 9 | Y | Y | Y | Y | Y | Y | Y | |
| SC063 | CND2 | Cardonald North Jn – Deanside (Goods Line) | 0 | 36 | 1 | 54 | 9 | Y | Y | Y | Y | Y | Y | Y | |
| SC065 | GOU1 | Paisley (Wallneuk Jn) – Change of ELR | 6 | 34 | 6 | 53 | 7 | Y | Y | Y | Y | Y | Y | Y | |
| SC065 | GOU2 | Change of ELR – Bishopton | 107 | 70 | 112 | 60 | 7<br>R1 | R2<br>R3 | R2<br>R3 | R2<br>R3 | R2<br>R3 | R2<br>R3 | R2<br>R3 | R2<br>R3 | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC006 applies until 30/09/2014<br>R2 30mph over bridge 179/065 (Black Cart Water) (109m 71ch)<br>R3 30mph over bridge 179/061 (River Gryfe) (110m 42ch) |
| SC065 | GOU2 | Bishopton – Gourock | 112 | 60 | 126 | 58 | 5<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC006 applies until 30/09/2014 |
| SC067 | WYS | Wemyss Bay Jn – Wemyss Bay | 0 | 00 | 10 | 03 | 5 | Y | R1<br>R2<br>R3 | R4<br>R5 | R1<br>R2<br>R3 | N | R1<br>R2<br>R3 | N | R1 40mph over bridge 181/009 (7m 36ch)<br>R2 40mph over bridge 181/032 (2m 48ch)<br>R3 15mph over bridge 181/034 (2m 24ch)<br>R4 Class 47/4 locomotives that conform to RA6 shall apply those restrictions applicable to the Class 47/2<br>R5 Route prohibited to Class 47/4 locomotives that conform to RA7 |
| SC073 | LGS1 | Kilwinning Jn – Change of ELR | 25 | 65 | 30 | 44 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC073 | LGS2 | Change of ELR – Fairlie High Siding | 30 | 44 | 38 | 69 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC073 | LGS2 | Fairlie High Siding – Largs | 38 | 69 | 42 | 07 | 5 | Y | N | N | N | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC077 | ARH | Ardrossan South Beach – Adrossan Harbour | 30 | 44 | 31 | 35 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC079 | HUN | Hunterston – Hunterston Low Level Sdgs (Goods Line) | 0 | 00 | 0 | 36 | 10 | N | Y | Y | Y | Y | Y | Y | |
| SC081 | BYL | Byrehill Jn – Dubbs Jn | 0 | 60 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC085 | AYH1 | Ayr Harbour – Newton Jn (Goods Line) | 0 | 17 | 0 | 00 | 10 | N | Y | Y | Y | Y | Y | Y | |
| SC087 | ANN | Newton Jn – Mauchline (Goods Line) | 39 | 42 | 50 | 16 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC089 | KCH1 | Annbank – Change of ELR | 43 | 52 | 48 | 73 | 10 | N | Y | Y | Y | Y | Y | Y | |
| SC089 | KCH2 | Change of ELR – Killoch Colliery (Goods Line) | 0 | 00 | 3 | 43 | 10 | N | Y | Y | Y | Y | Y | Y | |
| SC091 | WAT | Dalrymple Jn – Chalmerston (Goods Line) | 43 | 53 | 52 | 70 | 8 | N | Y | Y | Y | Y | Y | Y | |
| SC093 | SCM1 | Motherwell – Mossend South | 89 | 51 | 91 | 08 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC093 | SCM2 | Mossend South – Whifflet North Jn | 91 | 08 | 94 | 05 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC093 | SCM3 | Whifflet North Jn – Gartsherrie South Jn (Limit of OLE) | 94 | 05 | 95 | 64 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC093 | SCM3 | Gartsherrie South Jn (Limit of OLE) – Greenhill Lower Jn | 95 | 64 | 106 | 63 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC097 | SYE | Whifflet South Jn – Sunnyside Jn (Goods Line) | 9 | 63 | 8 | 43 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC099 | RSL2 | Whifflet North Jn – Change of ELR | 0 | 00 | 0 | 34 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC099 | RSL1 | Change of ELR – Langloan Jn | 6 | 59 | 6 | 34 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC099 | RCB | Langloan Jn – Rutherglen East Jn | 6 | 34 | 0 | 04 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC101 | RCB | Coatbridge Jn – Langloan Jn | 7 | 03 | 6 | 34 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC103 | CBD1 | Garnqueen North Jn – Gartcosh Jn | 1 | 33 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC103 | CBD2 | Gartcosh Jn – Change of ELR | 97 | 09 | 103 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC103 | SGN | Change of ELR – Cowlairs West Jn | 0 | 61 | -0 | 20 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC105 | GHE | Gartsherrie South Jn – Gartcosh Jn | 95 | 64 | 97 | 06 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC106 | PNS | Sighthill West Jn – Cowlairs South Jn (Chord Line) | 0 | 30 | 0 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC107 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM1 | Haymarket West Jn – Cowlairs West Jn | 44 | 73 | 1 | 67 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM1 | Cowlairs West Jn – Glasgow Queen Street | 1 | 67 | 0 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC109 | PMT | Polmont Jn – Grangemouth Jn | 21 | 20 | 23 | 75 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC109 | PMT | Grangemouth Jn – Carmuirs East Jn | 23 | 75 | 25 | 79 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC109 | CMS | Carmuirs East Jn – Carmuirs West Jn | 0 | 40 | -0 | 2 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC109 | SCM3 | Carmuirs West Jn – Greenhill Lower Jn | 108 | 74 | 106 | 62 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC109 | GHL | Greenhill Lower Jn – Greenhill Upper Jn | 0 | 52 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC110 | PMT | Carmuirs East Jn – Larbert Jn | 25 | 79 | 26 | 35 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC111 | NBE | Newbridge Jn – Bathgate | 35 | 21 | 25 | 18 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC113 | DMY | Winchburgh Jn – Dalmeny Jn | 34 | 54 | 39 | 03 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC115 | MRL1 | Cowlairs West Jn – Maryhill Park Jn | 8 | 26 | 5 | 51 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC115 | MRL2 | Maryhill Park Jn – Knightswood North Jn | 4 | 40 | 5 | 67 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC1150 | MLA | Maryhill Park Jn – Anniesland | 0 | 00 | 0 | 70 | 5 | Y | N | N | N | N | N | N | |
| SC116 | CSN | Cowlairs East Jn – Cowlairs North Jn | 0 | 00 | 0 | 21 | 10 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC117 | GMH | Grangemouth Jn – Grangemouth | 0 | 00 | 3 | 67 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | GHL | Greenhill Upper Jn – Greenhill Lower Jn | 0 | 00 | 0 | 52 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | SCM3 | Greenhill Lower Jn – Carmuirs West Jn | 106 | 62 | 108 | 74 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | SCM3 | Carmuirs West Jn – Stirling Middle Jn | 108 | 76 | 118 | 08 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | SCM3 | Stirling Middle Jn – Change of ELR (Dunblane) | 118 | 08 | 123 | 40 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | SCM4 | Change of ELR (Dunblane) – Perth South Jn | 123 | 40 | 150 | 61 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | SCM5 | Perth South Jn – Change of Mileage | 150 | 61 | 151 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | SCM5 | Change of Mileage – Dundee Central Jn | 21 | 01 | 0 | 36 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC123 | NBE | Bathgate – Change of ELR | 25 | 18 | 25 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM1 | Change of ELR – Drumgelloch | 25 | 00 | 11 | 70 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM1 | Drumgelloch – Change of ELR | 11 | 70 | 11 | 60 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM2 | Change of ELR – High Street Jn | 11 | 60 | 0 | 28 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM2 | High Street Jn – Change of ELR | 0 | 28 | 0 | 00 | 5 | R1 | R1 | R1 | R1 | R1 | R1 | N | R1 10mph over bridge 240/116 (0m 18ch) |
| SC123 | NEM3 | Change of ELR – Finnieston East Jn | 0 | 00 | 2 | 19 | 5 | Y | Y | Y | Y | Y | Y | N | |
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Down Line) | 2 | 19 | 2 | 53 | 7<br>R1 | R2 | R2 | R2 | R2 | R2 | R2 | R2 | R1 RA Change<br>STNC NC/GI/2010/ICP-RA/SC008 applies until 30/09/2014<br>R2 10mph over bridge 240/128 (2m 24ch) |
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Up Line) | 2 | 19 | 2 | 53 | 5<br>R1 | R2 | R2 | R2<br>R3 | R2 | N | N | N | R1 RA Change<br>STNC NC/GI/2010/ICP-RA/SC008 applies until 30/09/2014<br>R2 10mph over bridge 240/128 (2m 24ch)<br>R3 Route prohibited to Class 47/4 locomotives that conform to RA7 |
| SC123 | NEM3 | Finnieston West Jn – Hyndland North Jn | 2 | 53 | 4 | 28 | 7 | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM3 | Hyndland North Jn – Change of ELR | 4 | 28 | 4 | 63 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM4 | Change of ELR – Knightswood North Jn | 0 | 00 | 0 | 74 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM5 | Knightswood North Jn – Change of ELR (Between Bowling and Dumbarton East) | 5 | 67 | 13 | 40 | 10 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC123 | NEM6 | Change of ELR (Between Bowling and Dumbarton East) – Change of ELR (Dumbarton East) | 113 | 46 | 116 | 00 | 5<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC009 applies until 30/09/2014 |
| SC123 | NEM7 | Change of ELR (Dumbarton East) – Craigendoran Jn | 15 | 51 | 22 | 76 | 5<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC009 applies until 30/09/2014 |
| SC123 | NEM7 | Craigendoran Jn – Helensburgh Central | 22 | 76 | 24 | 31 | 5<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC009 applies until 30/09/2014 |
| SC125 | YKR | Hyndland East Jn – Hyndland West Jn | 0 | 00 | 0 | 22 | 7<br>R1 | R2 | R2 | R2 | R2 | R2 | R2 | R2 | R1 RA Change<br>STNC NC/GI/2010/ICP-RA/SC008 applies until 30/09/2014.<br>R2 10mph over bridge 268/001 (0m 15ch) |
| SC125 | YKR | Hyndland East Jn – Hyndland West Jn | 0 | 00 | 0 | 22 | 7<br>R1 | N | Y | R2 | Y | Y | Y | Y | R1 RA Change<br>STNC NC/GI/2010/ICP-RA/SC008 applies until 30/09/2014.<br>R2 Sleeper Services only |
| SC129 | SGN | Springburn – Bellgrove Jn | 0 | 42 | 2 | 58 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC131 | HST | High Street Jn – Connection to Smithy Lye Through Line | 0 | 04 | 2 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC131 | HST | Connection to Smithy Lye Through Line – Shields Jn | 2 | 00 | 2 | 35 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC133 | MGE | Westerton Jn – Milngavie | 6 | 19 | 9 | 35 | 5 | Y | N | N | N | N | N | N | |
| SC135 | BCH | Dalreoch Jn – Balloch | 16 | 39 | 20 | 38 | 6 | Y | Y | R1 | Y | N | Y | N | R1 Route prohibited to Class 47/4 locomotives that conform to RA7 |
| SC136 | HYD | Hyndland North Jn – Hyndland West Jn | 0 | 00 | 0 | 16 | 8 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC141 | WHL | Craigendoran Jn – Crianlarich Jn | 0 | 01 | 36 | 30 | 5 | Y | R1<br>R2<br>R3<br>R4<br>R5 | R6<br>R7 | R1<br>R2<br>R3<br>R4<br>R5 | R1<br>R2<br>R3<br>R4<br>R5 | R1<br>R2<br>R3<br>R4<br>R5 | N | R1 10mph over bridge 26 (9m 52ch)<br>R2 20mph over bridge 30 (11m 38ch)<br>R3 20mph over bridge 97 (30m 50ch)<br>R4 20mph over bridge 108 (33m 14ch)<br>R5 Double Heading prohibited except for providing assistance and then at only 10mph over the above structures<br>R6 Class 47/4 locomotives that conform to RA6 shall apply those restrictions applicable to the Class 47/2<br>R7 Route prohibited to Class 47/4 locomotives that conform to RA7 |
| SC141 | WHL | Crianlarich Jn – Fort William | 36 | 30 | 99 | 37 | 5 | Y | R1<br>R2<br>R3<br>R4<br>R5<br>R6<br>R7<br>R8<br>R9<br>R10 | R11<br>R12 | R1<br>R2<br>R3<br>R4<br>R5<br>R6<br>R7<br>R8<br>R9<br>R10 | R1<br>R2<br>R3<br>R4<br>R5<br>R6<br>R7<br>R8<br>R9<br>R10 | R1<br>R2<br>R3<br>R4<br>R5<br>R6<br>R7<br>R8<br>R9<br>R10 | N | R1 40mph over bridge 116 (36m 39ch)<br>R2 20mph over bridge 117 (36m 44ch)<br>R3 30mph over bridge 131 (39m 65ch)<br>R4 20mph over bridge 149 (45m 03ch)<br>R5 20mph over bridge 151 (45m 43ch)<br>R6 20mph over bridge 197 (61m 39ch)<br>R7 20mph over bridge 201 (63m 50ch)<br>R8 30mph over bridge 203 (64m 64ch)<br>R9 20mph over bridge 259 (76m 29ch)<br>R10 Double Heading prohibited except for providing assistance and then at only 10mph over the above structures<br>R11 Class 47/4 locomotives that conform to RA6 shall apply those restrictions applicable to the Class 47/2<br>R12 Route prohibited to Class 47/4 locomotives that conform to RA7 |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC143 | OBN1 | Crianlarich Jn – Lower Crianlarich GF | 0 | 00 | 0 | 44 | 5 | Y | R1<br>R2<br>R3 | R4<br>R5 | R1<br>R2<br>R3 | N | R1<br>R2<br>R3 | N | R1 Prohibited from hauling passenger services<br>R2 30mph over bridge 3 (0m 16ch) (10mph when providing assistance)<br>R3 Double Heading prohibited except for providing assistance<br>R4 Class 47/4 locomotives that conform to RA6 shall apply those restrictions applicable to the Class 47/2<br>R5 Route prohibited to Class 47/4 locomotives that conform to RA7 |
| SC143 | OBN2 | Lower Crianlarich GF – Inverhaggernie No.1 LC | 30 | 23 | 31 | 00 | 5 | R1 | R2<br>R3<br>R4 | R5<br>R6 | R2<br>R3<br>R4 | N | R2<br>R3<br>R4 | N | R1 30mph over bridge 158 (30m 80ch)<br>R2 10mph over bridge 158 (30m 80ch)<br>R3 Prohibited from hauling passenger services<br>R4 Double Heading prohibited except for providing assistance<br>R5 Class 47/4 locomotives that conform to RA6 shall apply those restrictions applicable to the Class 47/2<br>R6 Route prohibited to Class 47/4 locomotives that conform to RA7 |
| SC143 | OBN2 | Inverhaggernie No.1 LC – Oban | 31 | 00 | 71 | 44 | 5 | R1<br>R2 | N | N | N | N | N | N | R1 30mph over bridge 176 (35m 17ch)<br>R2 20mph over bridge 268 (66m 16ch) |
| SC145 | MLG1 | Fort William – Change of ELR | 0 | 05 | 1 | 27 | 5 | Y | R1 | R2<br>R3 | R1 | N | R1 | N | R1 20mph over (Lochy Viaduct) (0m 55ch – 0m 60ch)<br>R2 Class 47/4 locomotives that conform to RA6 shall apply those restrictions applicable to the Class 47/2<br>R3 Route prohibited to Class 47/4 locomotives that conform to RA7 |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC145 | MLG2 | Change of ELR – Mallaig | 0 | 00 | 39 | 39 | 5 | Y | R1<br>R2<br>R3 | R4<br>R5 | R1<br>R2<br>R3 | N | R1<br>R2<br>R3 | N | R1 30mph over bridge 29 (6m 18ch)<br>R2 20mph over bridge 051 (Drumsalie) (10m 19ch)<br>R3 10mph over bridge 134 (31m 04ch)<br>R4 Class 47/4 locomotives that conform to RA6 shall apply those restrictions applicable to the Class 47/2<br>R5 Route prohibited to Class 47/4 locomotives that conform to RA7 |
| SC147 | ECM8 | Route Boundary (LN600) (Heaton South Jn) – Prestonpans Jn | 69 | 67 | 9 | 67 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECM8 | Prestonpans Jn – Calton South Tunnel | 9 | 67 | 0 | 29 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECM9 | Calton South Tunnel – Waverley East End | 0 | 29 | 0 | 21 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC149 | NBK | North Berwick – Drem Jn | 22 | 22 | 18 | 15 | 5 | Y | N | N | N | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC151 | LHS1 | Portobello – Leith South Yard (Goods Line) | 0 | 00 | 2 | 20 | 10 | N | Y | Y | Y | Y | Y | Y | |
| SC153 | CPH | Craigentinny – Powderhall (Goods Line) | 0 | 00 | 1 | 78 | 10 | N | Y | Y | Y | Y | Y | Y | |
| SC155 | MHL1 | Monktonhall Jn – Change of ELR | 0 | 11 | 5 | 60 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC155 | MHL2 | Change of ELR – Millerhill East Jn | 1 | 40 | 0 | 28 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC155 | MHL3 | Millerhill East Jn – Millerhill Yard (Goods Line) | 0 | 00 | 0 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC157 | MLE | Millerhill South Jn – Millerhill East Jn (Goods Line) | 0 | 09 | 0 | 28 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC159 | NDE2 | Millerhill West Jn – Millerhill South Jn / Millerhill Yard | 6 | 52 | 5 | 72 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC161 | NDE1 | Millerhill Yard – Junction with Niddrie West Line | 5 | 52 | 3 | 36 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC161 | SUB1 | Junction with Niddrie West Line – Portobello | 3 | 36 | 3 | 30 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC161 | MHL4 | Newcraighall East Jn – Network Rail / Abellio Scotrail Boundary | 00 | 00 | 00 | 08 | N | N | N | N | N | N | N | N | |
| SC163 | SUB1 | Portobello – Change of ELR | 3 | 30 | 4 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC163 | SUB2 | Change of ELR – Niddrie West | 6 | 69 | 6 | 30 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC164 | NNS | Newcraighall North Jn – Newcraighall South Jn | 4 | 63 | 5 | 02 | 3 | R1 | R1 | R1 | R1 | N | N | N | R1 55mph maximum speed |
| SC164 | SBO | Newcraighall South Jn – Tweedbank | 5 | 02 | 35 | 34 | 3 | R1 | R1<br>R2<br>R3 | R1<br>R2<br>R3<br>R4<br>R5 | R1<br>R2<br>R3 | N | N | N | 55mph maximum speed |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC165 | MHY | Niddrie South Jn – Niddrie West Jn | 7 | 06 | 6 | 30 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC165 | SUB2 | Niddrie West Jn – Gorgie Jn | 6 | 30 | 0 | 45 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC165 | GGE | Gorgie Jn – Haymarket West Jn | 0 | 00 | 0 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC167 | CKT | Craiglockhart Jn – Slateford Jn | 0 | 00 | 0 | 48 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC169 | SUB2 | Gorgie Jn – Haymarket Central Jn | 0 | 45 | 0 | 11 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | 10 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC171 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN2 | Haymarket West Jn – Dundee Central Jn | 2 | 41 | 58 | 69 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC171 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC173 | CWH1 | Inverkeithing Central Jn – Change of ELR (Cowdenbeath) | 13 | 21 | 22 | 76 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC173 | CWH2 | Change of ELR (Cowdenbeath) – Change of ELR (Lochgelly) | 0 | 00 | 0 | 70 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC173 | CWH3 | Change of ELR (Lochgelly) – Thornton West Jn | 27 | 00 | 34 | 62 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC173 | TNW | Thornton West Jn – Thornton North Jn | 0 | 70 | 0 | 00 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC175 | RHD2 | Rosyth Dockyard – Change of ELR | 1 | 21 | 1 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC175 | RHD1 | Change of ELR – Inverkeithing South Jn (Goods Line) | 1 | 00 | 0 | 02 | 8 | N | Y | Y | Y | Y | Y | Y | |
| SC176 | IGE | Inverkeithing North Jn – Inverkeithing East Jn (Inverkeithing Curve) | 0 | 33 | 0 | 00 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC177 | MTL1 | Thornton North Jn – Change of ELR | 0 | 11 | 4 | 65 | 8 | N | Y | Y | Y | Y | Y | Y | |
| SC177 | MTL2 | Change of ELR – Methill Power Station (Goods Line) | 7 | 34 | 6 | 48 | 8 | N | Y | Y | Y | Y | Y | Y | |
| SC178 | CWH3 | Thornton South Jn – Thornton West Jn | 35 | 38 | 34 | 62 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC181 | CDC1 | Ladybank Jn – Change of ELR | 0 | 03 | 14 | 10 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC181 | CDC2 | Change of ELR – Hilton Jn | 44 | 18 | 45 | 66 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC183 | SAA | Stirling Middle Jn – Change of ELR | 0 | 00 | 8 | 14 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC183 | KNE1 | Change of ELR – Longannet | 0 | 00 | 5 | 62 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC183 | KNE1 | Longannet – Change of ELR | 5 | 62 | 14 | 14 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC183 | KNE2 | Change of ELR – Charlestown Jn | 14 | 14 | 15 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC189 | CRE | Westfield – Change of Mileage | 28 | 77 | 33 | 04 | 8 | N | Y | Y | Y | Y | Y | Y | |
| SC189 | CRE | Change of Mileage – Redford Jn (Goods Line) | 33 | 28 | 33 | 45 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC191 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC191 | ECN2 | Dundee – Camperdown Jn | 59 | 14 | 59 | 77 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC191 | ECN3 | Camperdown Jn – Change of ELR (Arbroath SB) | 0 | 21 | 17 | 17 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC191 | ECN4 | Change of ELR (Arbroath SB) – Change of ELR (Montrose) | 17 | 55 | 33 | 28 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC191 | ECN5 | Change of ELR (Montrose) – Craiginches | 203 | 11 | 239 | 55 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC191 | ECN5 | Craiginches – Aberdeen | 239 | 55 | 241 | 06 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC193 | HGL1 | Perth South Jn – Change of ELR | 150 | 61 | 158 | 38 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC193 | HGL2 | Change of ELR – Stanley Jn | 7 | 02 | 7 | 07 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC193 | HGL2 | Stanley Jn – Milburn Jn | 7 | 07 | 143 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | ) |
| SC193 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC193 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC193 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1-4 | 117 | 56 | 118 | 03 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | ECN5 | Aberdeen – Change of ELR | 241 | 06 | 241 | 08 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | ANI1 | Change of ELR – Keith Jn SB | 0 | 00 | 53 | 05 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | ANI2 | Keith Jn SB – Forres | 30 | 40 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | ANI3 | Forres – Milburn Jn | 119 | 26 | 143 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | 8 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 43 | 47/2 | 47/4 | 47/7 | 56 | 57 | 58 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC195 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1-4 | 117 | 56 | 118 | 03 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC197 | WRO | Kittybrewster – Waterloo Goods (Goods Line) | 1 | 62 | 0 | 03 | 8 | N | Y | Y | Y | Y | Y | Y | |
| SC199 | DFN | Keith Jn – End of Line | 53 | 06 | 53 | 36 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC203 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC203 | WCK | Inverness platforms 5–7 – Rose Street Jn | 0 | 02 | 0 | 18 | 5<br>R1 | Y | Y | Y | Y | N | Y | N | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC011 applies until 30/09/2014 |
| SC203 | WCK | Rose Street Jn – Invergordon | 0 | 18 | 31 | 37 | 5<br>R1 | Y | Y | Y | Y | N | Y | N | |
| SC203 | WCK | Invergordon – Georgemas Jn | 31 | 37 | 147 | 20 | 5 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R4<br>R5 | R1<br>R2<br>R3 | N | R1<br>R2<br>R3 | N | R1 20mph over bridge 292 (115m 09ch)<br>R2 20mph over bridge 296 (116m 18ch)<br>R3 Double Heading prohibited.<br>If a locomotive fails north of Invergordon, the authority of the Infrastructure Manager's Structures Engineer must be obtained before an assisting locomotive is permitted to proceed towards the failed train<br>R4 Class 47/4 locomotives that conform to RA6 shall apply those restrictions applicable to the Class 47/2<br>R5 Route prohibited to Class 47/4 locomotives that conform to RA7 |
| SC203 | WCK | Georgemas Jn – Wick | 147 | 20 | 161 | 35 | 3 | R1 | N | N | N | N | N | N | R1 10mph over bridge 302/364 (159m 12ch) |
| SC205 | KYL | Dingwall – Kyle of Lochalsh | 0 | 19 | 63 | 64 | 5 | Y | N | N | N | N | N | N | |
| SC207 | TSO | Georgemas Jn – Thurso | 0 | 00 | 6 | 50 | 5 | Y | R1<br>R2 | R3<br>R4 | R1<br>R2 | N | R1<br>R2 | N | R1 20mph over bridge 4 (Thurso Viaduct) (03m 56ch)<br>R2 Double Heading is prohibited<br>If a locomotive fails, the authority of the Infrastructure Manager's Structures Engineer must be obtained before an assisting locomotive is permitted to proceed towards the failed train<br>R3 Class 47/4 locomotives that conform to RA6 shall apply those restrictions applicable to the Class 47/2<br>R4 Route prohibited to Class 47/4 locomotives that conform to RA7 |

# Table D4C – Route clearance of locomotive

**Last Updated: 30/05/2020**

To be read in conjunction with General Notes.

Class 67 – Additional speed restrictions are detailed on the current Vehicle/Infrastructure Summary of Compatibility documentation

| Line of route | ELR | Line of Route / Sector Description | 000 M | 000 Ch | 000 M | 000 Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC001 | WCM1 | Route Boundary (NW4001) (Gretna Jn) – Lockerbie | 12 | 30 | 25 | 66 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM1 | Lockerbie – Law Jn | 25 | 66 | 84 | 08 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Law Jn – Junction with Coatbridge lines (Lesmahagow Jn) | 84 | 08 | 89 | 51 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Junction with Coatbridge lines (Lesmahagow Jn) – Newton East Jn | 89 | 51 | 95 | 14 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC010 applies until 30/09/2014 |
| SC001 | WCM2 | Newton East Jn – Newton Hamilton Jn (SC0023) via South Connecting Line | 95 | 14 | 95 | 47 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Newton Kirkhill Jn (SC0023) – Newton West Jn via North Connecting Line | 95 | 77 | 96 | 34 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Newton East Jn – Newton West Jn | 95 | 14 | 96 | 34 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC010 applies until 30/09/2014 |
| SC001 | WCM2 | Newton West Jn – Rutherglen East Jn | 96 | 34 | 98 | 32 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC010 applies until 30/09/2014 |
| SC001 | WCM2 | Rutherglen East Jn – Larkfield Jn | 98 | 32 | 100 | 65 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Larkfield Jn – Eglinton St Jn | 100 | 65 | 101 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC003 | ECA1 | Carstairs South Jn – Carstairs East Jn | 73 | 17 | 73 | 48 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC003 | ECA2 | Carstairs East Jn – Slateford Jn | 74 | 10 | 99 | 01 | 8<br>R1 | Y | Y | R2 | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC007 applies until 30/09/2014<br>R2 60 mph between Haymarket East Jn and bridge 138 (Slateford Road) (98m 72ch) |

| Line of route | ELR | Line of Route / Sector Description | ooo M | ooo Ch | ooo M | ooo Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC003 | ECA3 | Slateford Jn – Haymarket East Jn | 99 | 01 | 100 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC005 | CSP | Carstairs Station Jn – Carstairs East Jn | 73 | 37 | 74 | 10 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC007 | EGS2 | Midcalder Jn – Holytown Jn | 23 | 11 | 1 | 27 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC012 applies until 30/09/2014 |
| SC009 | LNK | Lanark – Lanark Jn | 2 | 45 | 0 | 03 | 5 | N | R1<br>R2 | N | N | N | N | Y | R1 Infrastructure maintenanance purposes only<br>R2 Prohibited from hauling haul vehicles that exceed RA5 |
| SC011 | WWD | Law Jn – Holytown Jn | 84 | 08 | 89 | 66 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC011 | EGS2 | Holytown Jn – Mossend East Jn | 1 | 27 | 0 | 40 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC011 | EGS1 | Mossend East Jn – Uddingston Jn | 3 | 63 | 0 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC013 | SHR | Wishaw Central Jn – Shieldmuir Jn | 86 | 63 | 87 | 43 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC015 | MDN | Mossend East Jn – Mossend North Jn (North Curve) | 0 | 40 | 0 | 06 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC017 | MDE | Mossend East Jn – Mossend South Jn (East Curve) | 0 | 31 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC019 | MDW | Mossend South Jn – Mossend West Jn (West Curve) | 91 | 08 | 91 | 50 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC021 | COS2 | Coltness – Change of ELR | 0 | 09 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC021 | COS1 | Change of ELR – Garriongill Jn | 14 | 15 | 15 | 29 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC023 | HMN1 | Motherwell – Change of ELR | 0 | 08 | 1 | 44 | 7 | N | Y | R1<br>R2 | Y | Y | Y | Y | R1 20mph over bridge 045/046 (1m 42ch)<br>R2 20mph over bridge 045/047 (1m 12ch) |
| SC023 | HMN2 | Change of ELR – Newton, Hamilton Jn | 6 | 61 | 0 | 00 | 7 | N | Y | R1<br>R2<br>R3<br>R4 | Y | Y | Y | Y | R1 20mph over bridge 045/045B (6m 37ch)<br>R2 40mph over bridge 045/060 (3m 73ch)<br>R3 40mph over bridge 045/062 (3m 31ch)<br>R4 40mph over bridge 045/065 (2m 45ch) |
| SC024 | LRK | Larkhall – Haughhead Jn | 3 | 00 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC025 | ARG1 | Rutherglen Central Jn – Bridgeton Yard North End | 0 | 00 | 0 | 43 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC025 | ARG2 | Bridgeton Yard North End – Exhibition Centre | 0 | 86 | 4 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC025 | ARG2 | Exhibition Centre – Finnieston East Jn (Down line) | 4 | 03 | 4 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC025 | ARG2 | Exhibition Centre – Finnieston West Jn (Up line) | 4 | 03 | 4 | 74 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC027 | RNC | Rutherglen West Jn – Rutherglen North Jn (West Curve) | 0 | 00 | 0 | 29 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC029 | CLY | Larkfield Jn – Terminus Jn | 101 | 01 | 101 | 62 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC029 | BRD | Terminus Jn – Shields Jn via Through Terminus lines | 101 | 62 | 102 | 16 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC029 | CLY | Terminus Jn – Shields Jn | 101 | 62 | 102 | 16 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | GSW | Route Boundary (NW4031) (Gretna Jn) – Old Route boundary (109m 00ch between Eastriggs and Annan) | 115 | 40 | 109 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | GSW | Old Route boundary (109m 00ch between Eastriggs and Annan) – Change of ELR | 109 | 0 | 33 | 44 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | GBK | Change of ELR – Muirhouse South Jn | 23 | 44 | 1 | 18 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | MEN2 | Muirhouse South Jn – Muirhouse Central Jn | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | MEN1 | Muirhouse Central Jn – Eglinton St Jn | 0 | 19 | 0 | 70 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC031 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC035 | KSH | Bank Jn – Network Rail Boundary (Connel Park LC) / Knockshinnoch | 54 | 05 | 55 | 28 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC036 | GNN | Greenburn Jn – Greenburn Open Cast (Goods Line) | 0 | 00 | 0 | 55 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC037 | RIC1 | Kay Park Jn – Bellfield | 0 | 00 | 1 | 06 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC037 | RIC2 | Bellfield – Riccarton (Goods Line) | 2 | 20 | 1 | 75 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC039 | BAK | Kilmarnock – Barassie | 0 | 05 | 7 | 56 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC045 | EKE | East Kilbride – Busby Jn | 7 | 60 | 0 | 40 | 5 | N | R1<br>R2<br>R3<br>R4<br>R5 | N | N | N | N | N | R1 Infrastructure maintenance purposes only<br>R2 Prohibited from hauling vehicles that exceed RA5<br>R3 Double Heading is prohibited<br>R4 20mph maximum speed<br>R5 10mph over bridge 33 (3m 49ch) |
| SC047 | LFS2 | Muirhouse South Jn – Change of ELR | 1 | 19 | 0 | 61 | 10 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | ooo M | ooo Ch | ooo M | ooo Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC047 | LFS1 | Change of ELR – Larkfield Jn | 101 | 17 | 101 | 01 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC049 | TSS | Muirhouse Central Jn – Terminus Jn | 0 | 04 | 0 | 40 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC051 | CTC | Muirhouse Central Jn – Cathcart North Jn (via Cathcart) | 5 | 19 | 1 | 63 | 3 | N | R1 | N | N | R1 | R1 | R1 | R1 Route prohibited unless authorised by the Infrastructure Manager's structures engineer |
| SC051 | CTC | Cathcart North Jn – Muirhouse North Jn (via Crosshill) | 1 | 63 | 0 | 00 | 7 | N | Y | N | Y | Y | Y | Y | |
| SC053 | NNH | Neilston – Cathcart West Jn | 108 | 45 | 100 | 77 | 5 | N | R1<br>R2<br>R3<br>R4<br>R5<br>R6<br>R7 | N | N | N | N | Y | R1 Infrastructure maintenance purposes only<br>R2 Prohibited from hauling vehicles that exceed RA5<br>R3 20mph maximum speed<br>R4 Double Heading is prohibited<br>R5 10mph over bridge 120 (104m 49ch)<br>R6 10mph over bridge 128 (103m 26ch)<br>R7 10mph over bridge 137 (101m 23ch) |
| SC055 | WCM2 | Newton, Hamilton Jn – Newton Kirkhill Jn | 95 | 53 | 95 | 77 | 10 | N | Y | Y | Y | Y | Y | Y | |
| SC055 | KHL | Newton Kirkhill Jn – Cathcart West Jn | 95 | 77 | 100 | 77 | 7 | N | Y | N | Y | Y | Y | Y | |
| SC057 | CNC | Cathcart East Jn – Cathcart North Jn | 0 | 45 | 0 | 00 | 7 | N | Y | N | Y | Y | Y | Y | |
| SC059 | WCM2 | Glasgow Central – Bridge St Jn | 102 | 27 | 101 | 53 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR1 | Bridge St Jn – Cook St | 0 | 00 | 0 | 19 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | LYE | Cook St – High St Line (Smithy Lye through line) | 0 | 00 | 0 | 44 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR1 | Cook St – Shields Jn | 0 | 19 | 1 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR1 | Shields Jn – Change of ELR (Paisley Gilmour Street) | 1 | 00 | 6 | 53 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR2 | Change of ELR (Paisley Gilmour Street) – Change of ELR (Brown Street crossover) | 6 | 73 | 7 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR3 | Change of ELR (Brown Street crossover) – Change of ELR (Dalry) | 7 | 00 | 23 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR4 | Change of ELR (Dalry) – Change of ELR (Barassie Jn) | 23 | 00 | 33 | 08 | 10 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 000 M | 000 Ch | 000 M | 000 Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC059 | AYR5 | Change of ELR (Barassie Jn) – Change of ELR (Between Troon and Prestwick International Airport) | 0 | 00 | 2 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR6 | Change of ELR (Between Troon and Prestwick International Airport) – Falkland Jn | 35 | 05 | 38 | 73 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR6 | Falkland Jn – Ayr | 38 | 73 | 40 | 49 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | STR1 | Ayr – Dalrymple Jn | 40 | 49 | 43 | 53 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC059 | STR1 | Dalrymple Jn – Change of ELR (Girvan) | 43 | 53 | 61 | 60 | 5 | N | N | N | N | N | N | R1 | R1 Prohibited if fitted with roof horns |
| SC059 | STR2 | Change of ELR (Girvan) – Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) | 0 | 00 | 30 | 67 | 5 | N | N | N | N | N | N | R1 | R1 Prohibited if fitted with roof horns |
| SC059 | STR3 | Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) – Change of ELR (Stranraer Yard GF) | 46 | 54 | 53 | 05 | 5 | N | N | N | N | N | N | R1 | R1 Prohibited if fitted with roof horns |
| SC059 | STR4 | Change of ELR (Stranraer Yard GF) – End of Line | 53 | 05 | 54 | 05 | 5 | N | N | N | N | N | N | R1 | R1 Prohibited if fitted with roof horns |

| Line of route | ELR | Line of Route / Sector Description | ooo M | ooo Ch | ooo M | ooo Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC061 | CNL | Shields Jn – Corkerhill | 1 | 05 | 3 | 11 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC061 | CNL | Corkerhill – Paisley Canal | 3 | 11 | 7 | 00 | 10 | R1 | R1 | R1 | R1 | R1 | R1 | R1 | R1 Prohibited when overhead line equipment is energised |
| SC063 | CND1 | Cardonald Jn – Cardonald North Jn | 0 | 00 | 0 | 36 | 9 | Y | Y | Y | Y | Y | Y | Y | |
| SC063 | CND2 | Cardonald North Jn – Deanside (Goods Line) | 0 | 36 | 1 | 54 | 9 | Y | Y | Y | Y | Y | Y | Y | |
| SC065 | GOU1 | Paisley (Wallneuk Jn) – Change of ELR | 6 | 34 | 6 | 53 | 7 | N | Y | N | Y | Y | Y | Y | |
| SC065 | GOU2 | Change of ELR – Bishopton | 107 | 70 | 112 | 60 | 7<br>R1 | N | R2<br>R3 | N | R2<br>R3 | R2 | R2 | R2 | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC006 applies until 30/09/2014<br>R2 30mph over bridge 179/065 (Black Cart Water) (109m 71ch)<br>R3 30mph over bridge 179/061 (River Gryfe) (110m 42ch) |
| SC065 | GOU2 | Bishopton – Gourock | 112 | 60 | 126 | 58 | 5<br>R1 | N | Y | N | Y | Y | R2 | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC006 applies until 30/09/2014<br>R2 Prohibited Greenock Bay platform |
| SC067 | WYS | Wemyss Bay Jn – Wemyss Bay | 0 | 00 | 10 | 03 | 5 | N | N | N | N | N | N | Y | |
| SC073 | LGS1 | Kilwinning Jn – Change of ELR | 25 | 65 | 30 | 44 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC073 | LGS2 | Change of ELR – Fairlie High Siding | 30 | 44 | 38 | 69 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC073 | LGS2 | Fairlie High Siding – Largs | 38 | 69 | 42 | 07 | 5 | N | R1<br>R2<br>R3<br>R4 | N | N | N | N | Y | R1 Infrastructure maintenance purposes only<br>R2 10mph over bridge 193/027 (37m 5ch)<br>R3 10mph over bridge 193/033 (38m 74ch)<br>R4 10mph over bridge 193/036 (39m 11ch) |
| SC077 | ARH | Ardrossan South Beach – Adrossan Harbour | 30 | 44 | 31 | 35 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC079 | HUN | Hunterston – Hunterston Low Level Sdgs (Goods Line) | 0 | 00 | 0 | 36 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC081 | BYL | Byrehill Jn – Dubbs Jn | 0 | 60 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC085 | AYH1 | Ayr Harbour – Newton Jn (Goods Line) | 0 | 17 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC087 | ANN | Newton Jn – Mauchline (Goods Line) | 39 | 42 | 50 | 16 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC089 | KCH1 | Annbank – Change of ELR | 43 | 52 | 48 | 73 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC089 | KCH2 | Change of ELR – Killoch Colliery (Goods Line) | 0 | 00 | 3 | 43 | 10 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | ooo M | ooo Ch | ooo M | ooo Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC091 | WAT | Dalrymple Jn – Chalmerston (Goods Line) | 43 | 53 | 52 | 70 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC093 | SCM1 | Motherwell – Mossend South | 89 | 51 | 91 | 08 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC093 | SCM2 | Mossend South – Whifflet North Jn | 91 | 08 | 94 | 05 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC093 | SCM3 | Whifflet North Jn – Gartsherrie South Jn (Limit of OLE) | 94 | 05 | 95 | 64 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC093 | SCM3 | Gartsherrie South Jn (Limit of OLE) – Greenhill Lower Jn | 95 | 64 | 106 | 63 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC097 | SYE | Whifflet South Jn – Sunnyside Jn (Goods Line) | 9 | 63 | 8 | 43 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC099 | RSL2 | Whifflet North Jn – Change of ELR | 0 | 00 | 0 | 34 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC099 | RSL1 | Change of ELR – Langloan Jn | 6 | 59 | 6 | 34 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC099 | RCB | Langloan Jn – Rutherglen East Jn | 6 | 34 | 0 | 04 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC101 | RCB | Coatbridge Jn – Langloan Jn | 7 | 03 | 6 | 34 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC103 | CBD1 | Garnqueen North Jn – Gartcosh Jn | 1 | 33 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC103 | CBD2 | Gartcosh Jn – Change of ELR | 97 | 09 | 103 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC103 | SGN | Change of ELR – Cowlairs West Jn | 0 | 61 | -0 | 20 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC105 | GHE | Gartsherrie South Jn – Gartcosh Jn | 95 | 64 | 97 | 06 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC106 | PNS | Sighthill West Jn – Cowlairs South Jn (Chord Line) | 0 | 30 | 0 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | 10 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | ooo M | ooo Ch | ooo M | ooo Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC107 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM1 | Haymarket West Jn – Cowlairs West Jn | 44 | 73 | 1 | 67 | 10 | Y | Y | R1<br>R2<br>R3 | Y | Y | Y | Y | R1 60mph over bridge 8 (Balgreen Road near Haymarket West) (44m 59ch)<br>R2 60mph over 2A (South Gyle Road) (43m 00ch)<br>R3 60mph over 13A (M8 Bridge at Newbridge) (38m 24ch) |
| SC107 | EGM1 | Cowlairs West Jn – Glasgow Queen Street | 1 | 67 | 0 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC109 | PMT | Polmont Jn – Grangemouth Jn | 21 | 20 | 23 | 75 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC109 | PMT | Grangemouth Jn – Carmuirs East Jn | 23 | 75 | 25 | 79 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC109 | CMS | Carmuirs East Jn – Carmuirs West Jn | 0 | 40 | -0 | 2 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC109 | SCM3 | Carmuirs West Jn – Greenhill Lower Jn | 108 | 74 | 106 | 62 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC109 | GHL | Greenhill Lower Jn – Greenhill Upper Jn | 0 | 52 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC110 | PMT | Carmuirs East Jn – Larbert Jn | 25 | 79 | 26 | 35 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC111 | NBE | Newbridge Jn – Bathgate | 35 | 21 | 25 | 18 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC113 | DMY | Winchburgh Jn – Dalmeny Jn | 34 | 54 | 39 | 03 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC115 | MRL1 | Cowlairs West Jn – Maryhill Park Jn | 8 | 26 | 5 | 51 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC115 | MRL2 | Maryhill Park Jn – Knightswood North Jn | 4 | 40 | 5 | 67 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC1150 | MLA | Maryhill Park Jn – Anniesland | 0 | 00 | 0 | 70 | 5 | N | N | N | N | N | N | Y | |
| SC116 | CSN | Cowlairs East Jn – Cowlairs North Jn | 0 | 00 | 0 | 21 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC117 | GMH | Grangemouth Jn – Grangemouth | 0 | 00 | 3 | 67 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | GHL | Greenhill Upper Jn – Greenhill Lower Jn | 0 | 00 | 0 | 52 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | SCM3 | Greenhill Lower Jn – Carmuirs West Jn | 106 | 62 | 108 | 74 | 10 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | ooo M | ooo Ch | ooo M | ooo Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC119 | SCM3 | Carmuirs West Jn – Stirling Middle Jn | 108 | 76 | 118 | 08 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | SCM3 | Stirling Middle Jn – Change of ELR (Dunblane) | 118 | 08 | 123 | 40 | 10 | Y | Y | R1<br>R2<br>R3 | Y | Y | Y | Y | R1 40mph over bridge 17 (Forth Viaduct at Stirling) (118m 65ch)<br>R2 50mph over bridge 16 (Causewayhead Road at Stirling) (119m 00ch)<br>R3 60mph over bridge 132/04 (Kippenross Viaduct at Dunblane South) (122m 73ch) |
| SC119 | SCM4 | Change of ELR (Dunblane) – Perth South Jn | 123 | 40 | 150 | 61 | 10 | Y | Y | R1<br>R2<br>R3<br>R4 | Y | Y | Y | Y | R1 60mph over bridge 133/04 (Barbush Viaduct at Dunblane North) (124m 15ch)<br>R2 60mph over bridge 39 (Allan Water near Blackford) (132m 56ch)<br>R3 60mph over bridge 78 (Broomhill Burn near Auchterarder) (144m 17ch)<br>R4 40mph over bridge 88 (Earn Viaduct near Hilton) (147m 61ch) |
| SC119 | SCM5 | Perth South Jn – Change of Mileage | 150 | 61 | 151 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | SCM5 | Change of Mileage – Dundee Central Jn | 21 | 01 | 0 | 36 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC119 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC123 | NBE | Bathgate – Change of ELR | 25 | 18 | 25 | 00 | 10 | N | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM1 | Change of ELR – Drumgelloch | 25 | 00 | 11 | 70 | 10 | N | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM1 | Drumgelloch – Change of ELR | 11 | 70 | 11 | 60 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM2 | Change of ELR – High Street Jn | 11 | 60 | 0 | 28 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM2 | High Street Jn – Change of ELR | 0 | 28 | 0 | 00 | 5 | N | R1 | R2 | N | N | Y | R1 | R1 10mph over bridge 240/116 (0m 18ch)<br>R2 Sleeper Services only subject to:<br>- 20mph maximum speed<br>- Double Heading prohibited |
| SC123 | NEM3 | Change of ELR – Finnieston East Jn | 0 | 00 | 2 | 19 | 5 | N | Y | R1 | N | N | Y | Y | R1 Sleeper Services only subject to:<br>- 20mph maximum speed<br>- Double Heading prohibited |
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Down Line) | 2 | 19 | 2 | 53 | 7<br>R1 | N | R2 | R2<br>R3 | R2 | R2 | Y | R2 | R1 RA Change<br>STNC NC/GI/2010/ICP-RA/SC008 applies until 30/09/2014<br>R2 10mph over bridge 240/128 (2m 24ch)<br>R3 Sleeper Services only subject to 20mph maximum speed |

| Line of route | ELR | Line of Route / Sector Description | ooo M | ooo Ch | ooo M | ooo Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Up Line) | 2 | 19 | 2 | 53 | 5<br>R1 | N | R2 | R2<br>R3 | N | N | N | R2 | R1 RA Change<br>STNC NC/GI/2010/ICP-RA/SC008 applies until 30/09/2014<br>R2 10mph over bridge 240/128 (2m 24ch)<br>R3 Sleeper Services only subject to 20mph maximum speed |
| SC123 | NEM3 | Finnieston West Jn – Hyndland North Jn | 2 | 53 | 4 | 28 | 7 | N | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM3 | Hyndland North Jn – Change of ELR | 4 | 28 | 4 | 63 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM4 | Change of ELR – Knightswood North Jn | 0 | 00 | 0 | 74 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM5 | Knightswood North Jn – Change of ELR (Between Bowling and Dumbarton East) | 5 | 67 | 13 | 40 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC123 | NEM6 | Change of ELR (Between Bowling and Dumbarton East) – Change of ELR (Dumbarton East) | 113 | 46 | 116 | 00 | 5<br>R1 | Y | Y | R2 | Y | N | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC009 applies until 30/09/2014<br>R2 Sleeper services only |
| SC123 | NEM7 | Change of ELR (Dumbarton East) – Craigendoran Jn | 15 | 51 | 22 | 76 | 5<br>R1 | Y | Y | R2 | Y | N | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC009 applies until 30/09/2014<br>R2 Sleeper services only |
| SC123 | NEM7 | Craigendoran Jn – Helensburgh Central | 22 | 76 | 24 | 31 | 5<br>R1 | Y | Y | N | N | N | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC009 applies until 30/09/2014 |
| SC125 | YKR | Hyndland East Jn – Hyndland West Jn | 0 | 00 | 0 | 22 | 7<br>R1 | N | Y | R2 | Y | Y | Y | Y | R1 RA Change<br>STNC NC/GI/2010/ICP-RA/SC008 applies until 30/09/2014.<br>R2 Sleeper Services only |
| SC125 | YKR | Hyndland West Jn – Dalmuir Park Jn | 0 | 22 | 4 | 73 | 8<br>R1 | N | Y | R2 | Y | Y | Y | Y | R1 RA Change<br>STNC NC/GI/2010/ICP-RA/SC008 applies until 30/09/2014.<br>R2 Sleeper services only |
| SC129 | SGN | Springburn – Bellgrove Jn | 0 | 42 | 2 | 58 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC131 | HST | High Street Jn – Connection to Smithy Lye Through Line | 0 | 04 | 2 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 000 M | 000 Ch | 000 M | 000 Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC131 | HST | Connection to Smithy Lye Through Line – Shields Jn | 2 | 00 | 2 | 35 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC133 | MGE | Westerton Jn – Milngavie | 6 | 19 | 9 | 35 | 5 | N | N | N | N | N | N | Y | |
| SC135 | BCH | Dalreoch Jn – Balloch | 16 | 39 | 20 | 38 | 6 | N | N | N | N | N | Y | Y | |
| SC136 | HYD | Hyndland North Jn – Hyndland West Jn | 0 | 00 | 0 | 16 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC141 | WHL | Craigendoran Jn – Crianlarich Jn | 0 | 01 | 36 | 30 | 5 | N | R1<br>R2<br>R3<br>R4<br>R5 | R1<br>R2<br>R3<br>R4<br>R5 | R1<br>R2<br>R3<br>R4<br>R8 | N | R6<br>R7 | Y | R1 10mph over bridge 26 (9m 52ch)<br>R2 20mph over bridge 30 (11m 38ch)<br>R3 20mph over bridge 97 (30m 50ch)<br>R4 20mph over bridge 108 (33m 14ch)<br>R5 Double Heading prohibited except for providing assistance and then at only 10mph over the above structures<br>R6 15mph Garelochhead Down platform<br>R7 Double Heading permitted (or combination of Classes 66/73) running light or hauling passenger coaching stock, or for providing assistance and then at only 10mph over the above structures.<br>R8 Operation limited to infrequent specialised freight services & Charter train operation. Freight services will need to be agreed by the Structures RAM on a case by case basis |
| SC141 | WHL | Crianlarich Jn – Fort William | 36 | 30 | 99 | 37 | 5 | N | R1<br>R2<br>R3<br>R4<br>R5<br>R6<br>R7<br>R8<br>R9<br>R10<br>R11<br>R12<br>R13 | R1<br>R2<br>R3<br>R4<br>R5<br>R6<br>R7<br>R8<br>R9<br>R10<br>R11<br>R12<br>R13 | R1<br>R2<br>R3<br>R4<br>R5<br>R6<br>R7<br>R8<br>R9<br>R10<br>R11<br>R12<br>R13<br>R16 | N | R14<br>R15 | Y | R1 40mph over bridge 116 (36m 39ch)<br>R2 20mph over bridge 117 (36m 44ch)<br>R3 30mph over bridge 131 (39m 65ch)<br>R4 20mph over bridge 149 (45m 03ch)<br>R5 20mph over bridge 151 (45m 43ch)<br>R6 20mph over bridge 197 (61m 39ch)<br>R7 20mph over bridge 201 (63m 50ch)<br>R8 30mph over bridge 203 (64m 64ch)<br>R9 20mph over bridge 259 (76m 29ch)<br>R10 Double Heading prohibited except for providing assistance and then at only 10mph over the above structures<br>R11 40mph between Horseshoe viaduct (46m 00ch) and Rannoch (64m 54ch)<br>R12 40mph between Rannoch (65m 56ch) and Fersit Tunnel (74m 39ch)<br>R13 40mph between Tulloch (82m 39ch) and Fort William (99m 00ch)<br>R14 Prohibited Fort William platform 2 & loading back 20m nearest bufferstops<br>R15 Double Heading permitted (or combination of Classes 66/73) running light or hauling passenger coaching stock, or for providing assistance and then at only 10mph over the above structures.<br>R16 Operation limited to infrequent specialised freight services & Charter train operation. Freight services will need to be agreed by the Structures RAM on a case by case basis |

| Line of route | ELR | Line of Route / Sector Description | ooo M | ooo Ch | ooo M | ooo Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC143 | OBN1 | Crianlarich Jn – Lower Crianlarich GF | 0 | 00 | 0 | 44 | 5 | N | N | N | N | N | Y | Y | |

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| Line of route | ELR | Line of Route / Sector Description | 000 M | 000 Ch | 000 M | 000 Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC143 | OBN2 | Lower Crianlarich GF – Inverhaggernie No.1 LC | 30 | 23 | 31 | 00 | 5 | N | N | N | N | N | Y | R1 | R1 10mph over bridge 158 (30m 80ch) |
| SC143 | OBN2 | Inverhaggernie No.1 LC – Oban | 31 | 00 | 71 | 44 | 5 | N | N | N | N | N | R3 | R1<br>R2 | R1 30mph over bridge 176 (35m 17ch)<br>R2 20mph over bridge 268 (66m 16ch)<br>R3 15mph Tyndrum Lower platform |
| SC145 | MLG1 | Fort William – Change of ELR | 0 | 05 | 1 | 27 | 5 | N | R1<br>R2 | R1<br>R2 | N | N | Y | Y | R1 20mph over Lochy Viaduct (0m 55ch – 0m 60ch)<br>R2 Double Heading prohibited except for providing assistance |
| SC145 | MLG2 | Change of ELR – Mallaig | 0 | 00 | 39 | 39 | 5 | N | R1<br>R2 | R1<br>R2 | N | N | R3 | Y | R1 Prohibited between Annat Pulp Mill GF and Mallaig<br>R2 Double Heading prohibited except for providing assistance<br>R3 Prohibited Arisaig Loading Bank |
| SC147 | ECM8 | Route Boundary (LN600) (Heaton South Jn) – Prestonpans Jn | 69 | 67 | 9 | 67 | 10 | Y | Y | R1<br>R2<br>R3 | Y | Y | Y | Y | R1 60mph over bridge 154A (A1 Bridge) (51m 12ch)<br>R2 60mph between bridge 86 (Spott Road) (30m 01ch) and bridge 88 (Broxburn) (29m 23ch)<br>R3 60mph over bridge 67 (Tyne Bridge) (23m 37ch) |
| SC147 | ECM8 | Prestonpans Jn – Calton South Tunnel | 9 | 67 | 0 | 29 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECM9 | Calton South Tunnel – Waverley East End | 0 | 29 | 0 | 21 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | 10 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | ooo M | ooo Ch | ooo M | ooo Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC147 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC149 | NBK | North Berwick – Drem Jn | 22 | 22 | 18 | 15 | 5 | N | R1<br>R2<br>R3 | N | N | N | N | Y | R1 Infrastructure maintenance purposes only<br>R2 Prohibited from hauling vehicles that exceed RA5<br>R3 30mph from 20 mile post |
| SC151 | LHS1 | Portobello – Leith South Yard (Goods Line) | 0 | 00 | 2 | 20 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC153 | CPH | Craigentinny – Powderhall (Goods Line) | 0 | 00 | 1 | 78 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC155 | MHL1 | Monktonhall Jn – Change of ELR | 0 | 11 | 5 | 60 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC155 | MHL2 | Change of ELR – Millerhill East Jn | 1 | 40 | 0 | 28 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC155 | MHL3 | Millerhill East Jn – Millerhill Yard (Goods Line) | 0 | 00 | 0 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC157 | MLE | Millerhill South Jn – Millerhill East Jn (Goods Line) | 0 | 09 | 0 | 28 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC159 | NDE2 | Millerhill West Jn – Millerhill South Jn / Millerhill Yard | 6 | 52 | 5 | 72 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC161 | NDE1 | Millerhill Yard – Junction with Niddrie West Line | 5 | 52 | 3 | 36 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC161 | SUB1 | Junction with Niddrie West Line – Portobello | 3 | 36 | 3 | 30 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC161 | MHL4 | Newcraighall East Jn – Network Rail / Abellio Scotrail Boundary | 00 | 00 | 00 | 08 | N | N | N | N | N | N | N | N | |
| SC163 | SUB1 | Portobello – Change of ELR | 3 | 30 | 4 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC163 | SUB2 | Change of ELR – Niddrie West | 6 | 69 | 6 | 30 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC164 | NNS | Newcraighall North Jn – Newcraighall South Jn | 4 | 63 | 5 | 02 | 3 | N | R1 | R1 | N | N | N | N | R1 55mph maximum speed |

| Line of route | ELR | Line of Route / Sector Description | ooo M | ooo Ch | ooo M | ooo Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC164 | SBO | Newcraighall South Jn – Tweedbank | 5 | 02 | 35 | 34 | 3 | N | R1<br>R2<br>R3 | R1<br>R3<br>R4 | N | N | N | N | R1 55mph maximum speed<br>R2 Underbridges<br>20mph UB011/072 (28m 31ch)<br>30mph UB011/070 (27m 46ch)<br>20mph UB011/067 (25m 44ch)<br>30mph UB011/061 (24m 03ch)<br>30mph UB011/060 (23m 59ch)<br>30mph UB011/056 (22m 04ch)<br>30mph UB011/054 (21m 58ch)<br>30mph UB011/053 (21m 40ch)<br>R3 All passenger trains, except when operated by Class 158 or 170 DMUs, require a Special Operating Instruction<br>R4 Underbridges<br>30mph UB011/074 (28m 68ch)<br>20mph UB011/070 (27m 46 ch)<br>20mph UB011/067 (25m 44ch)<br>30mph UB011/065 (25m 19ch)<br>30mph UB011/061 (24m 03ch)<br>30mph UB011/060 (23m 59ch)<br>20mph UB011/056 (22m 04ch)<br>20mph UB011/054 (21m 58ch)<br>20mph UB011/053 (21m 40ch)<br>30mph UB011/052 (20m 35ch) |
| SC165 | MHY | Niddrie South Jn – Niddrie West Jn | 7 | 06 | 6 | 30 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC165 | SUB2 | Niddrie West Jn – Gorgie Jn | 6 | 30 | 0 | 45 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC165 | GGE | Gorgie Jn – Haymarket West Jn | 0 | 00 | 0 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC167 | CKT | Craiglockhart Jn – Slateford Jn | 0 | 00 | 0 | 48 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC169 | SUB2 | Gorgie Jn – Haymarket Central Jn | 0 | 45 | 0 | 11 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | 10 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 000 M | 000 Ch | 000 M | 000 Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC171 | ECN2 | Haymarket West Jn – Dundee Central Jn | 2 | 41 | 58 | 69 | 8<br>R1 | Y | R7 | R2<br>R3<br>R4<br>R5<br>R6 | Y | Y | Y<br>R7 | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013<br>R2 60mph over bridge 8 (Balgreen Road near Haymarket West) (44m 59ch)<br>R3 60mph over bridge 22 (Almond Viaduct near Turnhouse) (7m 23ch)<br>R4 60mph over bridge 131 (Nabs Occupation Road near Kings Kettle, Ladybank) (38m 22ch)<br>R5 15mph over Tay Bridge (57m 60ch)<br>R6 Double-heading prohibited over the Tay Bridge (57m 60ch). If the locomotive fails, the assisting train must be a single-headed and assist from the rear if possible. If a light locomotive fails, or assistance has to be provided from the front, then a reach wagon(s) of at least 60 feet must be provided between the assisting locomotive and the failed locomotive<br>R7 Double-heading permitted over the Tay Bridge (57m 60ch) (or combination of Classes 66/73) running light or hauling passenger coaching stock. If the locomotive fails, the assisting train must be a single- headed and assist from the rear if possible. If a light locomotive fails, or assistance has to be provided from thefront, then a reach wagon(s) of at least 60 feet must be provided between the assisting locomotive and the failed locomotive |
| SC171 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC173 | CWH1 | Inverkeithing Central Jn – Change of ELR (Cowdenbeath) | 13 | 21 | 22 | 76 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC173 | CWH2 | Change of ELR (Cowdenbeath) – Change of ELR (Lochgelly) | 0 | 00 | 0 | 70 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC173 | CWH3 | Change of ELR (Lochgelly) – Thornton West Jn | 27 | 00 | 34 | 62 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC173 | TNW | Thornton West Jn – Thornton North Jn | 0 | 70 | 0 | 00 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC175 | RHD2 | Rosyth Dockyard – Change of ELR | 1 | 21 | 1 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC175 | RHD1 | Change of ELR – Inverkeithing South Jn (Goods Line) | 1 | 00 | 0 | 02 | 8 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 000 M | 000 Ch | 000 M | 000 Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
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| SC176 | IGE | Inverkeithing North Jn – Inverkeithing East Jn (Inverkeithing Curve) | 0 | 33 | 0 | 00 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC177 | MTL1 | Thornton North Jn – Change of ELR | 0 | 11 | 4 | 65 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC177 | MTL2 | Change of ELR – Methill Power Station (Goods Line) | 7 | 34 | 6 | 48 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC178 | CWH3 | Thornton South Jn – Thornton West Jn | 35 | 38 | 34 | 62 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC181 | CDC1 | Ladybank Jn – Change of ELR | 0 | 03 | 14 | 10 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC181 | CDC2 | Change of ELR – Hilton Jn | 44 | 18 | 45 | 66 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC183 | SAA | Stirling Middle Jn – Change of ELR | 0 | 00 | 8 | 14 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC183 | KNE1 | Change of ELR – Longannet | 0 | 00 | 5 | 62 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC183 | KNE1 | Longannet – Change of ELR | 5 | 62 | 14 | 14 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC183 | KNE2 | Change of ELR – Charlestown Jn | 14 | 14 | 15 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC189 | CRE | Westfield – Change of Mileage | 28 | 77 | 33 | 04 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC189 | CRE | Change of Mileage – Redford Jn (Goods Line) | 33 | 28 | 33 | 45 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC191 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | 8<br>R1 | Y | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC191 | ECN2 | Dundee – Camperdown Jn | 59 | 14 | 59 | 77 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC191 | ECN3 | Camperdown Jn – Change of ELR (Arbroath SB) | 0 | 21 | 17 | 17 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC191 | ECN4 | Change of ELR (Arbroath SB) – Change of ELR (Montrose) | 17 | 55 | 33 | 28 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC191 | ECN5 | Change of ELR (Montrose) – Craiginches | 203 | 11 | 239 | 55 | 10 | Y | Y | R1 | Y | Y | Y | Y | R1 60mph over bridge 274 (Marykirk Viaduct, (also known as North Esk Viaduct) near Laurencekirk) (206m 00ch) |
| SC191 | ECN5 | Craiginches – Aberdeen | 239 | 55 | 241 | 06 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC193 | HGL1 | Perth South Jn – Change of ELR | 150 | 61 | 158 | 38 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC193 | HGL2 | Change of ELR – Stanley Jn | 7 | 02 | 7 | 07 | 10 | Y | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | ooo M | ooo Ch | ooo M | ooo Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC193 | HGL2 | Stanley Jn – Milburn Jn | 7 | 07 | 143 | 39 | 8 | Y | Y | R1<br>R2 | Y | Y | Y | Y | R1 60mph over bridge 86T (Banavie Burn near Blair Atholl) (35m 21ch)<br>R2 60mph over 191 (Gynack Burn near Kingussie) (71m 53ch) |
| SC193 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC193 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC193 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1-4 | 117 | 56 | 118 | 03 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | ECN5 | Aberdeen – Change of ELR | 241 | 06 | 241 | 08 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | ANI1 | Change of ELR – Keith Jn SB | 0 | 00 | 53 | 05 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | ANI2 | Keith Jn SB – Forres | 30 | 40 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | ANI3 | Forres – Milburn Jn | 119 | 26 | 143 | 39 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC195 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1-4 | 117 | 56 | 118 | 03 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC197 | WRO | Kittybrewster – Waterloo Goods (Goods Line) | 1 | 62 | 0 | 03 | 8 | Y | Y | Y | Y | Y | Y | Y | |
| SC199 | DFN | Keith Jn – End of Line | 53 | 06 | 53 | 36 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC203 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | 10 | Y | Y | Y | Y | Y | Y | Y | |
| SC203 | WCK | Inverness platforms 5-7 – Rose Street Jn | 0 | 02 | 0 | 18 | 5<br>R1 | N | Y | Y | R2 | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC011 applies until 30/09/2014<br>R2 Prohibited Inverness platforms 6a and 6b |
| SC203 | WCK | Rose Street Jn – Invergordon | 0 | 18 | 31 | 37 | 5<br>R1 | N | Y | Y | R2 | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC011 applies until 30/09/2014<br>R2 Prohibited Dingwall Loading Dock |

| Line of route | ELR | Line of Route / Sector Description | ooo M | ooo Ch | ooo M | ooo Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC203 | WCK | Invergordon – Georgemas Jn | 31 | 37 | 147 | 20 | 5 | N | R1<br>R2<br>R3<br>R5 | R6<br>R7<br>R8<br>R9<br>R10<br>R11 | R1<br>R2<br>R3<br>R5<br>R12 | N | Y | R1<br>R2<br>R4<br>R5 | R1 20mph over bridge 292 (115m 09ch)<br>R2 20mph over bridge 296 (116m 18ch)<br>R3 Double Heading prohibited<br>R4 Double Heading permitted when hauling wagons which are loaded to a maximum of RA5.<br>R5 If a locomotive fails north of Invergordon, the authority of the Infrastructure Manager's Structures Engineer must be obtained before an assisting locomotive is permitted to proceed towards the failed train<br>R6 Prohibited between Lairg and Georgemas Jn<br>R7 30mph between Invergordon and bridge 108 (Edderton Burn) (48m 40ch)<br>R8 20mph between bridge 108 (Edderton Burn) (48m 40ch) and bridge 143 (Carron Viaduct) (58m 58ch)<br>R9 30mph between bridge 143 (Carron Viaduct) (58m 58ch) and bridge 151 (Oykel Viaduct) (61m 27ch)<br>R10 20mph over bridge 151 (Oykel Viaduct) (61m 27ch)<br>R11 30mph between bridge 151 (Oykel Viaduct) (61m 27ch) and Lairg<br>R12 30mph at the following locations:<br>31m 900yds to 31m 1200yds<br>41m 00yds to 41m 100yds<br>42m 500yds to 42m 700yds<br>50m 500yds to 50m 700yds<br>51m 700yds to 51m 880yds<br>52m 1320yds to 52m 1600yds<br>59m 200yds to 59m 320yds<br>74m 1300yds to 74m 1500yds<br>75m 880yds to 75m 1000yds<br>79m 400yds to 79m 500yds<br>80m 500yds to 80m 700yds<br>81m 1650yds to 82m 50yds |

| Line of route | ELR | Line of Route / Sector Description | 000 M | 000 Ch | 000 M | 000 Ch | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC203 | WCK | Invergordon – Georgemas Jn | 31 | 37 | 147 | 20 | 5 | N | R1<br>R2<br>R3<br>R5 | R6<br>R7<br>R8<br>R9<br>R10<br>R11 | R1<br>R2<br>R3<br>R5<br>R12 | N | Y | R1<br>R2<br>R4<br>R5 | R12 82m 100yds to 82m 250yds<br>83m 1400yds to 83m 1600yds<br>84m 300yds to 84m 500yds<br>88m 1320yds to 88m 1600yds<br>90m 1450yds to 90m 1500yds<br>91m 500yds to 91m 700yds<br>92m 500yds to 92m 1100yds<br>94m 800yds to 95m 00yds<br>96m 600yds to 96m 900yds<br>96m 1700yds to 97m 300yds<br>98m 300yds to 98m 500yds<br>99m 200yds to 99m 500yds<br>100m 1200yds to 101m 400yds<br>102m 100yds to 102m 200yds<br>104m 1600yds to 105m 00yds<br>105m 800yds to 105m 1600yds<br>109m 1000yds to 109m 1320yds<br>111m 1100yds to 111m 1400yds<br>115m 100yds to 115m 300yds<br>115m 900yds to 115m 1100yds<br>117m 500yds to 117m 700yds<br>117m 1200yds to 117m 1500yds<br>118m 400yds to 118m 700yds<br>119m 100yds to 119m 200yds<br>119m 1000yds to 119m 1200yds<br>124m 1000yds to 124m 1200yds<br>125m 1600yds to 126m 200yds<br>126m 900yds to 126m 1700yds<br>127m 500yds to 127m 600yds<br>128m 400yds to 128m 600yds<br>140m 1200yds to 140m 1400yds<br>147m 1320yds to 147m 1700yds |
| SC203 | WCK | Georgemas Jn – Wick | 147 | 20 | 161 | 35 | 3 | N | R1 | N | N | N | N | R1 | R1 Prohibited between 148m 20ch and Wick |
| SC205 | KYL | Dingwall – Kyle of Lochalsh | 0 | 19 | 63 | 64 | 5 | N | N | N | N | N | N | Y | |
| SC207 | TSO | Georgemas Jn – Thurso | 0 | 00 | 6 | 50 | 5 | N | R1<br>R2 | N | N | N | Y | Y | R1 20mph over bridge 4, Thurso Viaduct (03m 56ch)<br>R2 Double Heading is prohibited. If a locomotive fails, the authority of the Infrastructure Manager's Structures Engineer must be obtained before an assisting locomotive is permitted to proceed towards the failed train |

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# Table D4D – Route clearance of locomotive

**Last Updated: 16/04/22**

To be read in conjunction with General Notes.

Class 92 locomotives may additionally be dead hauled on any route that conforms to W6a and RA7 provided that the 'Battery Isolation Switch' is set to the 'Isolate' position

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 86 | 87 | 88 | 90 | 91 | 92 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC001 | WCM1 | Route Boundary (NW4001) (Gretna Jn) – Lockerbie | 12 | 30 | 25 | 66 | 10 | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM1 | Lockerbie – Law Jn | 25 | 66 | 84 | 08 | 10 | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Law Jn – Junction with Coatbridge lines (Lesmahagow Jn) | 84 | 08 | 89 | 51 | 10 | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Junction with Coatbridge lines (Lesmahagow Jn) – Newton East Jn | 89 | 51 | 95 | 14 | 8<br>R1 | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC010 applies until 30/09/2014 |
| SC001 | WCM2 | Newton East Jn – Newton Hamilton Jn (SC0023) via South Connecting Line | 95 | 14 | 95 | 47 | 10 | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Newton Kirkhill Jn (SC0023) – Newton West Jn via North Connecting Line | 95 | 77 | 96 | 34 | 10 | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Newton East Jn – Newton West Jn | 95 | 14 | 96 | 34 | 8<br>R1 | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC010 applies until 30/09/2014 |
| SC001 | WCM2 | Newton West Jn Jn – Rutherglen East Jn | 96 | 34 | 98 | 32 | 8<br>R1 | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC010 applies until 30/09/2014 |
| SC001 | WCM2 | Rutherglen East Jn – Larkfield Jn | 98 | 32 | 100 | 65 | 10 | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Larkfield Jn – Eglinton St Jn | 100 | 65 | 101 | 39 | 8 | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | 8 | Y | Y | Y | Y | Y | Y | |
| SC001 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | 8 | Y | Y | Y | Y | Y | Y | |
| SC003 | ECA1 | Carstairs South Jn – Carstairs East Jn | 73 | 17 | 73 | 48 | 10 | Y | Y | Y | Y | Y | Y | |
| SC003 | ECA2 | Carstairs East Jn – Slateford Jn | 74 | 10 | 99 | 01 | 8<br>R1 | Y | Y | Y | Y | Y | Y | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC007 applies until 30/09/2014 |
| SC003 | ECA3 | Slateford Jn – Haymarket East Jn | 99 | 01 | 100 | 41 | 10 | Y | Y | Y | Y | Y | Y | |
| SC005 | CSP | Carstairs Station Jn – Carstairs East Jn | 73 | 37 | 74 | 10 | 10 | Y | Y | Y | Y | Y | Y | |
| SC007 | EGS2 | Midcalder Jn – Holytown Jn | 23 | 11 | 1 | 27 | 8<br>R1 | N | N | Y | N | N | N | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC012 applies until 30/09/2014 |
| SC009 | LNK | Lanark – Lanark Jn | 2 | 45 | 0 | 03 | 5 | N | N | N | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 86 | 87 | 88 | 90 | 91 | 92 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC011 | WWD | Law Jn – Holytown Jn | 84 | 08 | 89 | 66 | 10 | Y | Y | Y | Y | Y | Y | |
| SC011 | EGS2 | Holytown Jn – Mossend East Jn | 1 | 27 | 0 | 40 | 10 | Y | Y | Y | Y | Y | Y | |
| SC011 | EGS1 | Mossend East Jn – Uddingston Jn | 3 | 63 | 0 | 03 | 10 | Y | Y | Y | Y | Y | Y | |
| SC013 | SHR | Wishaw Central Jn – Shieldmuir Jn | 86 | 63 | 87 | 43 | 10 | Y | Y | Y | Y | Y | N | |
| SC015 | MDN | Mossend East Jn – Mossend North Jn (North Curve) | 0 | 40 | 0 | 06 | 10 | Y | Y | Y | Y | Y | Y | |
| SC017 | MDE | Mossend East Jn – Mossend South Jn (East Curve) | 0 | 31 | 0 | 00 | 10 | Y | Y | Y | Y | Y | N | |
| SC019 | MDW | Mossend South Jn – Mossend West Jn (West Curve) | 91 | 08 | 91 | 50 | 10 | Y | Y | Y | Y | Y | Y | |
| SC021 | COS2 | Coltness – Change of ELR | 0 | 09 | 0 | 00 | 10 | N | N | Y | N | N | N | |
| SC021 | COS1 | Change of ELR – Garriongill Jn | 14 | 15 | 15 | 29 | 10 | N | N | Y | N | N | N | |
| SC023 | HMN1 | Motherwell – Change of ELR | 0 | 08 | 1 | 44 | 7 | Y | Y | Y | Y | Y | Y | |
| SC023 | HMN2 | Change of ELR – Newton, Hamilton Jn | 6 | 61 | 0 | 00 | 7 | Y | Y | Y | Y | Y | Y | |
| SC024 | LRK | Larkhall – Haughhead Jn | 3 | 00 | 0 | 00 | 10 | N | N | Y | N | N | N | |
| SC025 | ARG1 | Rutherglen Central Jn – Bridgeton Yard North End | 0 | 00 | 0 | 43 | 10 | N | N | Y | N | N | N | |
| SC025 | ARG2 | Bridgeton Yard North End – Exhibition Centre | 0 | 86 | 4 | 03 | 10 | N | N | Y | N | N | N | |
| SC025 | ARG2 | Exhibition Centre – Finnieston East Jn (Down line) | 4 | 03 | 4 | 41 | 10 | N | N | Y | N | N | N | |
| SC025 | ARG2 | Exhibition Centre – Finnieston West Jn (Up line) | 4 | 03 | 4 | 74 | 10 | N | N | Y | N | N | N | |
| SC027 | RNC | Rutherglen West Jn – Rutherglen North Jn (West Curve) | 0 | 00 | 0 | 29 | 10 | N | N | Y | N | N | N | |
| SC029 | CLY | Larkfield Jn – Terminus Jn | 101 | 01 | 101 | 62 | 10 | Y | Y | Y | Y | Y | Y | |
| SC029 | BRD | Terminus Jn – Shields Jn via Through Terminus lines | 101 | 62 | 102 | 16 | 10 | Y | Y | Y | Y | Y | Y | |
| SC029 | CLY | Terminus Jn – Shields Jn | 101 | 62 | 102 | 16 | 10 | Y | Y | Y | Y | Y | Y | |
| SC031 | GSW | Route Boundary (NW4031) (Gretna Jn) – Old Route boundary (109m 00ch between Eastriggs and Annan) | 115 | 40 | 109 | 00 | 8 | N | N | Y | N | N | N | |
| SC031 | GSW | Old Route boundary (109m 00ch between Eastriggs and Annan) – Change of ELR | 109 | 0 | 33 | 44 | 10 | N | N | Y | N | N | N | |
| SC031 | GBK | Change of ELR – Muirhouse South Jn | 23 | 44 | 1 | 18 | 10 | N | N | Y | N | N | N | |
| SC031 | MEN2 | Muirhouse South Jn – Muirhouse Central Jn | 0 | 00 | 0 | 15 | 10 | N | N | Y | N | N | N | |
| SC031 | MEN1 | Muirhouse Central Jn – Eglinton St Jn | 0 | 19 | 0 | 70 | 10 | N | N | Y | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 86 | 87 | 88 | 90 | 91 | 92 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC031 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | 8 | Y | Y | Y | Y | Y | Y | |
| SC031 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | 8 | Y | Y | Y | Y | Y | Y | |
| SC035 | KSH | Bank Jn – Network Rail Boundary (Connel Park LC) / Knockshinnoch | 54 | 05 | 55 | 28 | 10 | N | N | Y | N | N | N | |
| SC036 | GNN | Greenburn Jn – Greenburn Open Cast (Goods Line) | 0 | 00 | 0 | 55 | 10 | N | N | Y | N | N | N | |
| SC037 | RIC1 | Kay Park Jn – Bellfield | 0 | 00 | 1 | 06 | 10 | N | N | Y | N | N | N | |
| SC037 | RIC2 | Bellfield – Riccarton (Goods Line) | 2 | 20 | 1 | 75 | 10 | N | N | Y | N | N | N | |
| SC039 | BAK | Kilmarnock – Barassie | 0 | 05 | 7 | 56 | 10 | N | N | Y | N | N | N | |
| SC045 | EKE | East Kilbride – Busby Jn | 7 | 60 | 0 | 40 | 5 | N | N | N | N | N | N | |
| SC047 | LFS2 | Muirhouse South Jn – Change of ELR | 1 | 19 | 0 | 61 | 10 | N | N | Y | N | N | N | |
| SC047 | LFS1 | Change of ELR – Larkfield Jn | 101 | 17 | 101 | 01 | 10 | N | N | Y | N | N | N | |
| SC049 | TSS | Muirhouse Central Jn – Terminus Jn | 0 | 04 | 0 | 40 | 10 | Y | Y | Y | Y | N | Y | |
| SC051 | CTC | Muirhouse Central Jn – Cathcart North Jn (via Cathcart) | 5 | 19 | 1 | 63 | 3 | R1 | R1 | N | R1 | R1 | R1 | R1 Route prohibited unless authorised by the Infrastructure Manager's structures engineer |
| SC051 | CTC | Cathcart North Jn – Muirhouse North Jn (via Crosshill) | 1 | 63 | 0 | 00 | 7 | Y | Y | Y | Y | Y | Y | |
| SC053 | NNH | Neilston – Cathcart West Jn | 108 | 45 | 100 | 77 | 5 | Y | N | N | N | N | N | |
| SC055 | WCM2 | Newton, Hamilton Jn – Newton Kirkhill Jn | 95 | 53 | 95 | 77 | 10 | Y | Y | Y | Y | Y | Y | |
| SC055 | KHL | Newton Kirkhill Jn – Cathcart West Jn | 96 | 77 | 100 | 77 | 7 | Y | Y | Y | Y | Y | Y | |
| SC057 | CNC | Cathcart East Jn – Cathcart North Jn | 0 | 45 | 0 | 00 | 7 | Y | Y | Y | Y | Y | Y | |
| SC059 | WCM2 | Glasgow Central – Bridge St Jn | 102 | 27 | 101 | 53 | 8 | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR1 | Bridge St Jn – Cook St | 0 | 00 | 0 | 19 | 8 | Y | Y | Y | Y | N | Y | |
| SC059 | LYE | Cook St – High St Line (Smithy Lye through line) | 0 | 00 | 0 | 44 | 8 | Y | Y | Y | Y | N | Y | |
| SC059 | AYR1 | Cook St – Shields Jn | 0 | 19 | 1 | 00 | 8 | Y | Y | Y | Y | N | Y | |
| SC059 | AYR1 | Shields Jn – Change of ELR (Paisley Gilmour Street) | 1 | 00 | 6 | 53 | 10 | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR2 | Change of ELR (Paisley Gilmour Street) – Change of ELR (Brown Street crossover) | 6 | 73 | 7 | 00 | 10 | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR3 | Change of ELR (Brown Street crossover) – Change of ELR (Dalry) | 7 | 00 | 23 | 00 | 10 | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR4 | Change of ELR (Dalry) – Change of ELR (Barassie Jn) | 23 | 00 | 33 | 08 | 10 | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 86 | 87 | 88 | 90 | 91 | 92 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC059 | AYR5 | Change of ELR (Barassie Jn) – Change of ELR (Between Troon and Prestwick International Airport) | 0 | 00 | 2 | 15 | 10 | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR6 | Change of ELR (Between Troon and Prestwick International Airport) – Falkland Jn | 35 | 05 | 38 | 73 | 10 | Y | Y | Y | Y | Y | Y | |
| SC059 | AYR6 | Falkland Jn – Ayr | 38 | 73 | 40 | 49 | 8 | Y | Y | Y | R1 | R1 | R1 | R1 Prohibited between Newton Jn and Ayr |
| SC059 | STR1 | Ayr – Dalrymple Jn | 40 | 49 | 43 | 53 | 8 | R1 | R1 | N | N | N | N | R1 Prohibited between between Townhead Sidings reversing points and Dalrymple Jn |
| SC059 | STR1 | Dalrymple Jn – Change of ELR (Girvan) | 43 | 53 | 61 | 60 | 5 | N | N | N | N | N | N | |
| SC059 | STR2 | Change of ELR (Girvan) – Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) | 0 | 00 | 30 | 67 | 5 | N | N | N | N | N | N | |
| SC059 | STR3 | Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) – Change of ELR (Stranraer Yard GF) | 46 | 54 | 53 | 05 | 5 | N | N | N | N | N | N | |
| SC059 | STR4 | Change of ELR (Stranraer Yard GF) – End of Line | 53 | 05 | 54 | 05 | 5 | N | N | N | N | N | N | |
| SC061 | CNL | Shields Jn – Corkerhill | 1 | 05 | 3 | 11 | 10 | N | N | Y | N | N | N | |
| SC061 | CNL | Corkerhill – Paisley Canal | 3 | 11 | 7 | 00 | 10 | N | N | Y | N | N | N | |
| SC063 | CND1 | Cardonald Jn – Cardonald North Jn | 0 | 00 | 0 | 36 | 9 | N | N | Y | N | N | N | |
| SC063 | CND2 | Cardonald North Jn – Deanside (Goods Line) | 0 | 36 | 1 | 54 | 9 | N | N | Y | N | N | N | |
| SC065 | GOU1 | Paisley (Wallneuk Jn) – Change of ELR | 6 | 34 | 6 | 53 | 7 | N | N | Y | N | N | N | |
| SC065 | GOU2 | Change of ELR – Bishopton | 107 | 70 | 112 | 60 | 7<br>R1 | N | N | Y | N | N | N | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC006 applies until 30/09/2014 |
| SC065 | GOU2 | Bishopton – Gourock | 112 | 60 | 126 | 58 | 5<br>R1 | N | N | N | N | N | N | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC006 applies until 30/09/2014 |
| SC067 | WYS | Wemyss Bay Jn – Wemyss Bay | 0 | 00 | 10 | 03 | 5 | N | N | N | N | N | N | |
| SC073 | LGS1 | Kilwinning Jn – Change of ELR | 25 | 65 | 30 | 44 | 10 | N | N | Y | N | N | N | |
| SC073 | LGS2 | Change of ELR – Fairlie High Siding | 30 | 44 | 38 | 69 | 10 | N | N | Y | N | N | N | |
| SC073 | LGS2 | Fairlie High Siding – Largs | 38 | 69 | 42 | 07 | 5 | N | N | N | N | N | N | |
| SC077 | ARH | Ardrossan South Beach – Adrossan Harbour | 30 | 44 | 31 | 35 | 10 | N | N | Y | N | N | N | |
| SC079 | HUN | Hunterston – Hunterston Low Level Sdgs (Goods Line) | 0 | 00 | 0 | 36 | 10 | N | N | Y | N | N | N | |
| SC081 | BYL | Byrehill Jn – Dubbs Jn | 0 | 60 | 0 | 00 | 10 | N | N | Y | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 86 | 87 | 88 | 90 | 91 | 92 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC085 | AYH1 | Ayr Harbour – Newton Jn (Goods Line) | 0 | 17 | 0 | 00 | 10 | N | N | Y | N | N | N | |
| SC087 | ANN | Newton Jn – Mauchline (Goods Line) | 39 | 42 | 50 | 16 | 10 | N | N | Y | N | N | N | |
| SC089 | KCH1 | Annbank – Change of ELR | 43 | 52 | 48 | 73 | 10 | N | N | Y | N | N | N | |
| SC089 | KCH2 | Change of ELR – Killoch Colliery (Goods Line) | 0 | 00 | 3 | 43 | 10 | N | N | Y | N | N | N | |
| SC091 | WAT | Dalrymple Jn – Chalmerston (Goods Line) | 43 | 53 | 52 | 70 | 8 | N | N | Y | N | N | N | |
| SC093 | SCM1 | Motherwell – Mossend South | 89 | 51 | 91 | 08 | 10 | Y | Y | Y | Y | Y | Y | |
| SC093 | SCM2 | Mossend South – Whifflet North Jn | 91 | 08 | 94 | 05 | 10 | Y | Y | Y | Y | Y | Y | |
| SC093 | SCM3 | Whifflet North Jn – Gartsherrie South Jn (Limit of OLE) | 94 | 05 | 95 | 64 | 10 | Y | Y | Y | Y | Y | Y | |
| SC093 | SCM3 | Gartsherrie South Jn (Limit of OLE) – Greenhill Lower Jn | 95 | 64 | 106 | 63 | 10 | Y | Y | Y | Y | N | Y | |
| SC097 | SYE | Whifflet South Jn – Sunnyside Jn (Goods Line) | 9 | 63 | 8 | 43 | 10 | N | N | Y | N | N | Y | |
| SC099 | RSL2 | Whifflet North Jn – Change of ELR | 0 | 00 | 0 | 34 | 10 | Y | Y | Y | Y | Y | Y | |
| SC099 | RSL1 | Change of ELR – Langloan Jn | 6 | 59 | 6 | 34 | 10 | Y | Y | Y | Y | Y | Y | |
| SC099 | RCB | Langloan Jn – Rutherglen East Jn | 6 | 34 | 0 | 04 | 10 | Y | Y | Y | Y | Y | Y | |
| SC101 | RCB | Coatbridge Jn – Langloan Jn | 7 | 03 | 6 | 34 | 10 | Y | Y | Y | Y | Y | Y | |
| SC103 | CBD1 | Garnqueen North Jn – Gartcosh Jn | 1 | 33 | 0 | 00 | 10 | N | N | Y | N | N | N | |
| SC103 | CBD2 | Gartcosh Jn – Change of ELR | 97 | 09 | 103 | 41 | 10 | N | N | Y | N | N | N | |
| SC103 | SGN | Change of ELR – Cowlairs West Jn | 0 | 61 | -0 | 20 | 10 | Y | Y | Y | N | N | Y | |
| SC105 | GHE | Gartsherrie South Jn – Gartcosh Jn | 95 | 64 | 97 | 06 | 10 | R1 | R1 | Y | R1 | N | N | R1 Prohibited between limit of electrification (96m 09ch) and Gartcosh Jn |
| SC106 | PNS | Sighthill West Jn – Cowlairs South Jn (Chord Line) | 0 | 30 | 0 | 00 | 8 | Y | Y | Y | Y | N | Y | |
| SC107 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 86 | 87 | 88 | 90 | 91 | 92 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC107 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | 10 | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | 10 | Y | Y | Y | Y | Y | Y | |
| SC107 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | 10 | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | 10 | Y | Y | R1 | Y | Y | Y | R1 Prohibited Haymarket East Jn - Haymarket Central Jn on the Up North |
| SC107 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | 10 | Y | Y | Y | Y | Y | Y | |
| SC107 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | 10 | N | N | Y | N | N | N | |
| SC107 | EGM1 | Haymarket West Jn – Cowlairs West Jn | 44 | 73 | 1 | 67 | 10 | Y | Y | Y | Y | N | Y | |
| SC107 | EGM1 | Cowlairs West Jn – Glasgow Queen Street | 1 | 67 | 0 | 00 | 8 | Y | Y | Y | Y | N | Y | |
| SC109 | PMT | Polmont Jn – Grangemouth Jn | 21 | 20 | 23 | 75 | 10 | Y | Y | Y | Y | N | Y | |
| SC109 | PMT | Grangemouth Jn – Carmuirs East Jn | 23 | 75 | 25 | 79 | 10 | Y | Y | Y | Y | N | Y | |
| SC109 | CMS | Carmuirs East Jn – Carmuirs West Jn | 0 | 40 | -0 | 2 | 10 | Y | Y | Y | Y | N | Y | |
| SC109 | SCM3 | Carmuirs West Jn – Greenhill Lower Jn | 108 | 74 | 106 | 62 | 10 | Y | Y | Y | Y | N | Y | |
| SC109 | GHL | Greenhill Lower Jn – Greenhill Upper Jn | 0 | 52 | 0 | 00 | 10 | N | N | Y | N | N | N | |
| SC110 | PMT | Carmuirs East Jn – Larbert Jn | 25 | 79 | 26 | 35 | 10 | N | N | Y | N | N | N | |
| SC111 | NBE | Newbridge Jn – Bathgate | 35 | 21 | 25 | 18 | 10 | N | N | Y | N | N | Y | |
| SC113 | DMY | Winchburgh Jn – Dalmeny Jn | 34 | 54 | 39 | 03 | 8<br>R1 | N | N | Y | N | N | N | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC115 | MRL1 | Cowlairs West Jn – Maryhill Park Jn | 8 | 26 | 5 | 51 | 10 | N | N | Y | N | N | N | |
| SC115 | MRL2 | Maryhill Park Jn – Knightswood North Jn | 4 | 40 | 5 | 67 | 8 | N | N | Y | N | N | N | |
| SC1150 | MLA | Maryhill Park Jn – Anniesland | 0 | 00 | 0 | 70 | 5 | N | N | N | N | N | N | |
| SC116 | CSN | Cowlairs East Jn – Cowlairs North Jn | 0 | 00 | 0 | 21 | 10 | N | N | Y | N | N | N | |
| SC117 | GMH | Grangemouth Jn – Grangemouth | 0 | 00 | 3 | 67 | 10 | N | N | Y | Y | N | N | |
| SC119 | GHL | Greenhill Upper Jn – Greenhill Lower Jn | 0 | 00 | 0 | 52 | 10 | N | N | Y | N | N | N | |
| SC119 | SCM3 | Greenhill Lower Jn – Carmuirs West Jn | 106 | 62 | 108 | 74 | 10 | Y | Y | Y | Y | N | Y | |
| SC119 | SCM3 | Carmuirs West Jn – Stirling Middle Jn | 108 | 76 | 118 | 08 | 10 | N | N | Y | N | N | N | |
| SC119 | SCM3 | Stirling Middle Jn – Change of ELR (Dunblane) | 118 | 08 | 123 | 40 | 10 | N | N | Y | N | N | N | |
| SC119 | SCM4 | Change of ELR (Dunblane) – Perth South Jn | 123 | 40 | 150 | 61 | 10 | N | N | Y | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | 86 | 87 | 88 | 90 | 91 | 92 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC119 | SCM5 | Perth South Jn – Change of Mileage | 150 | 61 | 151 | 03 | 10 | N | N | Y | N | N | N | |
| SC119 | SCM5 | Change of Mileage – Dundee Central Jn | 21 | 01 | 0 | 36 | 10 | N | N | Y | N | N | N | |
| SC119 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | 8<br>R1 | N | N | Y | N | N | N | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC123 | NBE | Bathgate – Change of ELR | 25 | 18 | 25 | 00 | 10 | N | N | Y | N | N | Y | |
| SC123 | NEM1 | Change of ELR – Drumgelloch | 25 | 00 | 11 | 70 | 10 | N | N | Y | N | N | R1 | R1 Prohibited Underbridge No.37 at 19m72c on the Down Main |
| SC123 | NEM1 | Drumgelloch – Change of ELR | 11 | 70 | 11 | 60 | 10 | N | N | Y | N | N | Y | |
| SC123 | NEM2 | Change of ELR – High Street Jn | 11 | 60 | 0 | 28 | 10 | R1 | R1 | Y | R1 | N | R2<br>R3<br>R4<br>R5 | R1 Prohibited between Change of ELR and Bellgrove Jn<br>R2 Easterhouse Down platform<br>R3 Overbridge No.72a at 08m 20ch on the Down Main<br>R4 Coatdyke Up platform<br>R5 Prohibited Airdrie Down platform 1 |
| SC123 | NEM2 | High Street Jn – Change of ELR | 0 | 28 | 0 | 00 | 5 | N | N | N | N | N | N | |
| SC123 | NEM3 | Change of ELR – Finnieston East Jn | 0 | 00 | 2 | 19 | 5 | N | N | N | N | N | N | |
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Down Line) | 2 | 19 | 2 | 53 | 7<br>R1 | N | N | Y | N | N | N | R1 RA Change<br>STNC NC/GI/2010/ICP-RA/SC008 applies until 30/09/2014 |
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Up Line) | 2 | 19 | 2 | 53 | 5<br>R1 | N | N | N | N | N | N | R1 RA Change<br>STNC NC/GI/2010/ICP-RA/SC008 applies until 30/09/2014 |
| SC123 | NEM3 | Finnieston West Jn – Hyndland North Jn | 2 | 53 | 4 | 28 | 7 | N | N | Y | N | N | N | |
| SC123 | NEM3 | Hyndland North Jn – Change of ELR | 4 | 28 | 4 | 63 | 10 | N | N | Y | N | N | N | |
| SC123 | NEM4 | Change of ELR – Knightswood North Jn | 0 | 00 | 0 | 74 | 10 | N | N | Y | N | N | N | |
| SC123 | NEM5 | Knightswood North Jn – Change of ELR (Between Bowling and Dumbarton East) | 5 | 67 | 13 | 40 | 10 | N | N | Y | N | N | N | |
| SC123 | NEM6 | Change of ELR (Between Bowling and Dumbarton East) – Change of ELR (Dumbarton East) | 113 | 46 | 116 | 00 | 5<br>R1 | N | N | Y | N | N | N | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC009 applies until 30/09/2014 |
| SC123 | NEM7 | Change of ELR (Dumbarton East) – Craigendoran Jn | 15 | 51 | 22 | 76 | 5<br>R1 | N | N | Y | N | N | N | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC009 applies until 30/09/2014 |
| SC123 | NEM7 | Craigendoran Jn – Helensburgh Central | 22 | 76 | 24 | 31 | 5<br>R1 | N | N | N | N | N | N | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC009 applies until 30/09/2014 |
| SC125 | YKR | Hyndland East Jn – Hyndland West Jn | 0 | 00 | 0 | 22 | 7<br>R1 | N | N | Y | N | N | N | R1 RA Change<br>STNC NC/GI/2010/ICP-RA/SC008 applies until 30/09/2014. |
| SC125 | YKR | Hyndland West Jn – Dalmuir Park Jn | 0 | 22 | 4 | 73 | 8<br>R1 | N | N | Y | N | N | N | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC129 | SGN | Springburn – Bellgrove Jn | 0 | 42 | 2 | 58 | 10 | Y | Y | Y | Y | N | Y | |
| SC131 | HST | High Street Jn – Connection to Smithy Lye Through Line | 0 | 04 | 2 | 00 | 8 | H | H | Y | H | N | R1 | R1 Prohibited Underbridge No.37 at 19m72c on the Down Main |
| SC131 | HST | Connection to Smithy Lye Through Line – Shields Jn | 2 | 00 | 2 | 35 | 8 | N | N | Y | N | N | Y | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 86 | 87 | 88 | 90 | 91 | 92 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC133 | MGE | Westerton Jn – Milngavie | 6 | 19 | 9 | 35 | 5 | N | N | N | N | N | N | |
| SC135 | BCH | Dalreoch Jn – Balloch | 16 | 39 | 20 | 38 | 6 | N | N | N | N | N | N | |
| SC136 | HYD | Hyndland North Jn – Hyndland West Jn | 0 | 00 | 0 | 16 | 8 | N | N | Y | N | N | N | |
| SC141 | WHL | Craigendoran Jn – Crianlarich Jn | 0 | 01 | 36 | 30 | 5 | N | N | R1<br>R2<br>R3<br>R4<br>R5 | N | N | N | R1 Operation limited to infrequent specialised freight services & Charter train operation. Freight services will need to be agreed by the Structures RAM on a case by case basis<br>R2 Bridge 26 (9m 52ch) 10mph<br>R3 Bridge 30 (11m 38ch) 20mph<br>R4 Bridge 97 (30m 50ch) 20mph<br>Bridge 108 (33m 14ch) 20mph |
| SC141 | WHL | Crianlarich Jn – Fort William | 36 | 30 | 99 | 37 | 5 | N | N | R1<br>R2<br>R3<br>R4<br>R5<br>R6<br>R7<br>R8<br>R9<br>R10<br>R11<br>R12<br>R13<br>R14 | N | N | N | R1 Operation limited to infrequent specialised freight services & Charter train operation. Freight services will need to be agreed by the Structures RAM on a case by case basis<br>R2 Bridge 116 (36m 39ch) 40mph<br>R3 Bridge 117 (36m 44ch) 20mph<br>R4 Bridge 131 (39m 65ch) 30mph<br>R5 Bridge 149 (45m 03ch) 20mph<br>R6 Bridge 151 (45m 43ch) 20mph<br>R7 Bridge 197 (61m 39ch) 20mph<br>R8 Bridge 201 (63m 50ch) 20mph<br>R9 Bridge 203 (64m 64ch) 30mph<br>R10 Bridge 259 (76m 29ch) 20mph<br>R11 Double Heading prohibited except for providing assistance and then at only 10mph over the above structures<br>R12 Between Horseshoe viaduct (46m 00ch) and Rannoch (64m 54ch 40mph<br>R13 Between Rannoch (65m 56ch) and Fersit Tunnel (74m 39ch) 40mph<br>Between Tulloch (82m 39ch) and Fort William (99m 00ch) 40mph |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 86 | 87 | 88 | 90 | 91 | 92 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC143 | OBN1 | Crianlarich Jn – Lower Crianlarich GF | 0 | 00 | 0 | 44 | 5 | N | N | N | N | N | N | |
| SC143 | OBN2 | Lower Crianlarich GF – Inverhaggernie No.1 LC | 30 | 23 | 31 | 00 | 5 | N | N | N | N | N | N | |
| SC143 | OBN2 | Inverhaggernie No.1 LC – Oban | 31 | 00 | 71 | 44 | 5 | N | N | N | N | N | N | |
| SC145 | MLG1 | Fort William – Change of ELR | 0 | 05 | 1 | 27 | 5 | N | N | N | N | N | N | |
| SC145 | MLG2 | Change of ELR – Mallaig | 0 | 00 | 39 | 39 | 5 | N | N | N | N | N | N | |
| SC147 | ECM8 | Route Boundary (LN600) (Heaton South) – Prestonpans Jn | 69 | 67 | 9 | 67 | 10 | Y | Y | Y | Y | Y | Y | |
| SC147 | ECM8 | Prestonpans Jn – Calton South Tunnel | 9 | 67 | 0 | 29 | 10 | Y | Y | Y | Y | Y | Y | |
| SC147 | ECM9 | Calton South Tunnel – Waverley East End | 0 | 29 | 0 | 21 | 10 | Y | Y | Y | Y | Y | Y | |
| SC147 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | 10 | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | 10 | Y | Y | Y | Y | Y | Y | |
| SC147 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | 10 | Y | Y | Y | Y | Y | Y | |
| SC147 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | 10 | Y | Y | R1 | Y | Y | Y | Prohibited Haymarket East Jn - Haymarket Central Jn on the Up North |
| SC147 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | 10 | Y | Y | Y | Y | Y | Y | |

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| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 86 | 87 | 88 | 90 | 91 | 92 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC147 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | 10 | N | N | Y | N | N | Y | |
| SC149 | NBK | North Berwick – Drem Jn | 22 | 22 | 18 | 15 | 5 | N | N | N | Y | N | N | |
| SC151 | LHS1 | Portobello – Leith South Yard (Goods Line) | 0 | 00 | 2 | 20 | 10 | N | N | Y | N | N | N | |
| SC153 | CPH | Craigentinny – Powderhall (Goods Line) | 0 | 00 | 1 | 78 | 10 | N | N | Y | N | N | N | |
| SC155 | MHL1 | Monktonhall Jn – Change of ELR | 0 | 11 | 5 | 60 | 10 | Y | Y | Y | Y | Y | Y | |
| SC155 | MHL2 | Change of ELR – Millerhill East Jn | 1 | 40 | 0 | 28 | 10 | Y | Y | Y | Y | Y | Y | |
| SC155 | MHL3 | Millerhill East Jn – Millerhill Yard (Goods Line) | 0 | 00 | 0 | 19 | 10 | Y | Y | Y | Y | Y | Y | |
| SC157 | MLE | Millerhill South Jn – Millerhill East Jn (Goods Line) | 0 | 09 | 0 | 28 | 10 | N | N | Y | N | N | N | |
| SC159 | NDE2 | Millerhill West Jn – Millerhill South Jn / Millerhill Yard | 6 | 52 | 5 | 72 | 10 | N | N | Y | N | N | N | |
| SC161 | NDE1 | Millerhill Yard – Junction with Niddrie West Line | 5 | 52 | 3 | 36 | 10 | Y | Y | Y | Y | Y | Y | |
| SC161 | SUB1 | Junction with Niddrie West Line – Portobello | 3 | 36 | 3 | 30 | 10 | Y | Y | Y | Y | Y | Y | |
| SC161 | MHL4 | Newcraighall East Jn – Network Rail / Abellio Scotrail Boundary | 00 | 00 | 00 | 08 | N | N | N | N | N | N | N | |
| SC163 | SUB1 | Portobello – Change of ELR | 3 | 30 | 4 | 00 | 10 | N | N | Y | N | N | N | |
| SC163 | SUB2 | Change of ELR – Niddrie West | 6 | 69 | 6 | 30 | 10 | N | N | Y | N | N | N | |
| SC164 | NNS | Newcraighall North Jn – Newcraighall South Jn | 4 | 63 | 5 | 02 | 3 | N | N | N | N | N | N | |
| SC164 | SBO | Newcraighall South Jn – Tweedbank | 5 | 02 | 35 | 34 | 3 | N | N | N | N | N | N | |
| SC165 | MHY | Niddrie South Jn – Niddrie West Jn | 7 | 06 | 6 | 30 | 10 | N | N | Y | N | N | N | |
| SC165 | SUB2 | Niddrie West Jn – Gorgie Jn | 6 | 30 | 0 | 45 | 10 | N | N | Y | N | N | N | |
| SC165 | GGE | Gorgie Jn – Haymarket West Jn | 0 | 00 | 0 | 41 | 10 | N | N | Y | N | N | N | |
| SC167 | CKT | Craiglockhart Jn – Slateford Jn | 0 | 00 | 0 | 48 | 10 | N | N | Y | N | N | N | |
| SC169 | SUB2 | Gorgie Jn – Haymarket Central Jn | 0 | 45 | 0 | 11 | 10 | N | N | Y | N | N | N | |
| SC171 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | 10 | Y | Y | Y | Y | Y | Y | |
| SC171 | EGM4 | Edinburgh Waverley – Waverley West End (South Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN1 | Edinburgh Waverley – Waverley West End (North Lines) | 0 | 00 | 0 | 15 | 10 | Y | Y | Y | Y | Y | Y | |
| SC171 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN2 | Waverley West End – Haymarket (North Lines) | 0 | 15 | 1 | 19 | 10 | Y | Y | Y | Y | Y | Y | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 86 | 87 | 88 | 90 | 91 | 92 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC171 | EGM2 | Haymarket – Haymarket East Jn (South Lines) | 46 | 02 | 45 | 72 | 10 | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN2 | Haymarket – Haymarket East Jn (North Lines) | 1 | 19 | 1 | 29 | 10 | Y | Y | Y | Y | Y | Y | |
| SC171 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South Lines) | 45 | 72 | 45 | 35 | 10 | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North Lines) | 1 | 29 | 1 | 66 | 10 | Y | Y | R1 | Y | Y | Y | R1 Prohibited Haymarket East Jn - Haymarket Central Jn on the Up North |
| SC171 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South Lines) | 45 | 35 | 44 | 73 | 10 | Y | Y | Y | Y | Y | Y | |
| SC171 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North Lines) | 1 | 66 | 2 | 41 | 10 | N | N | Y | N | N | Y | |
| SC171 | ECN2 | Haymarket West Jn – Dundee Central Jn | 2 | 41 | 58 | 69 | 8 R1 | N | N | Y | N | N | N | R1 RA Change STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC171 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | 8 R1 | N | N | Y | N | N | N | R1 RA Change STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC173 | CWH1 | Inverkeithing Central Jn – Change of ELR (Cowdenbeath) | 13 | 21 | 22 | 76 | 8 R1 | N | N | Y | N | N | N | R1 RA Change STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC173 | CWH2 | Change of ELR (Cowdenbeath) – Change of ELR (Lochgelly) | 0 | 00 | 0 | 70 | 8 R1 | N | N | Y | N | N | N | R1 RA Change STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC173 | CWH3 | Change of ELR (Lochgelly) – Thornton West Jn | 27 | 00 | 34 | 62 | 8 R1 | N | N | Y | N | N | N | R1 RA Change STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC173 | TNW | Thornton West Jn – Thornton North Jn | 0 | 70 | 0 | 00 | 8 R1 | N | N | Y | N | N | N | R1 RA Change STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC175 | RHD2 | Rosyth Dockyard – Change of ELR | 1 | 21 | 1 | 00 | 8 | N | N | Y | N | N | N | |
| SC175 | RHD1 | Change of ELR – Inverkeithing South Jn (Goods Line) | 1 | 00 | 0 | 02 | 8 | N | N | Y | N | N | N | |
| SC176 | IGE | Inverkeithing North Jn – Inverkeithing East Jn (Inverkeithing Curve) | 0 | 33 | 0 | 00 | 8 R1 | N | N | Y | N | N | N | R1 RA Change STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC177 | MTL1 | Thornton North Jn – Change of ELR | 0 | 11 | 4 | 65 | 8 | N | N | Y | N | N | N | |
| SC177 | MTL2 | Change of ELR – Methill Power Station (Goods Line) | 7 | 34 | 6 | 48 | 8 | N | N | Y | N | N | N | |
| SC178 | CWH3 | Thornton South Jn – Thornton West Jn | 35 | 38 | 34 | 62 | 8 | N | N | Y | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 86 | 87 | 88 | 90 | 91 | 92 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC181 | CDC1 | Ladybank Jn – Change of ELR | 0 | 03 | 14 | 10 | 8<br>R1 | N | N | Y | N | N | N | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC181 | CDC2 | Change of ELR – Hilton Jn | 44 | 18 | 45 | 66 | 8<br>R1 | N | N | Y | N | N | N | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC183 | SAA | Stirling Middle Jn – Change of ELR | 0 | 00 | 8 | 14 | 10 | N | N | Y | N | N | N | |
| SC183 | KNE1 | Change of ELR – Longannet | 0 | 00 | 5 | 62 | 10 | N | N | Y | N | N | N | |
| SC183 | KNE1 | Longannet – Change of ELR | 5 | 62 | 14 | 14 | 8 | N | N | Y | N | N | N | |
| SC183 | KNE2 | Change of ELR – Charlestown Jn | 14 | 14 | 15 | 39 | 8 | N | N | Y | N | N | N | |
| SC189 | CRE | Westfield – Change of Mileage | 28 | 77 | 33 | 04 | 8 | N | N | Y | N | N | N | |
| SC189 | CRE | Change of Mileage – Redford Jn (Goods Line) | 33 | 28 | 33 | 45 | 8 | N | N | Y | N | N | N | |
| SC191 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | 8<br>R1 | N | N | Y | N | N | N | R1 RA Change<br>STNC NC/G1/2008/SCOT0337 applies until 29/08/2013 |
| SC191 | ECN2 | Dundee – Camperdown Jn | 59 | 14 | 59 | 77 | 10 | N | N | Y | N | N | N | |
| SC191 | ECN3 | Camperdown Jn – Change of ELR (Arbroath SB) | 0 | 21 | 17 | 17 | 10 | N | N | Y | N | N | N | |
| SC191 | ECN4 | Change of ELR (Arbroath SB) – Change of ELR (Montrose) | 17 | 55 | 33 | 28 | 10 | N | N | Y | N | N | N | |
| SC191 | ECN5 | Change of ELR (Montrose) – Craiginches | 203 | 11 | 239 | 55 | 10 | N | N | Y | N | N | N | |
| SC191 | ECN5 | Craiginches – Aberdeen | 239 | 55 | 241 | 06 | 10 | N | N | Y | N | N | N | |
| SC193 | HGL1 | Perth South Jn – Change of ELR | 150 | 61 | 158 | 38 | 10 | N | N | Y | N | N | N | |
| SC193 | HGL2 | Change of ELR – Stanley Jn | 7 | 02 | 7 | 07 | 10 | N | N | Y | N | N | N | |
| SC193 | HGL2 | Stanley Jn – Milburn Jn | 7 | 07 | 143 | 39 | 8 | N | N | Y | N | N | N | |
| SC193 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | 8 | N | N | Y | N | N | N | |
| SC193 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | 10 | N | N | Y | N | N | N | |
| SC193 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1-4 | 117 | 56 | 118 | 03 | 8 | N | N | Y | N | N | N | |
| SC195 | ECN5 | Aberdeen – Change of ELR | 241 | 06 | 241 | 08 | 10 | N | N | Y | N | N | N | |
| SC195 | ANI1 | Change of ELR – Keith Jn SB | 0 | 00 | 53 | 05 | 10 | N | N | Y | N | N | N | |
| SC195 | ANI2 | Keith Jn SB – Forres | 30 | 40 | 0 | 00 | 10 | N | N | Y | N | N | N | |
| SC195 | ANI3 | Forres – Milburn Jn | 119 | 26 | 143 | 39 | 8 | N | N | Y | N | N | N | |
| SC195 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | 8 | N | N | Y | N | N | N | |
| SC195 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | 10 | N | N | Y | N | N | N | |
| SC195 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1-4 | 117 | 56 | 118 | 03 | 8 | N | N | Y | N | N | N | |

| Line of route | ELR | Line of Route / Sector Description | 0000 M | 0000 Ch | 0000 M | 0000 Ch | RA | 86 | 87 | 88 | 90 | 91 | 92 | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC197 | WRO | Kittybrewster – Waterloo Goods (Goods Line) | 1 | 62 | 0 | 03 | 8 | N | N | Y | N | N | N | |
| SC199 | DFN | Keith Jn – End of Line | 53 | 06 | 53 | 36 | 10 | N | N | Y | N | N | N | |
| SC203 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | 10 | N | N | Y | N | N | N | |
| SC203 | WCK | Inverness platforms 5-7 – Rose Street Jn | 0 | 02 | 0 | 18 | 5<br>R1 | N | N | N | N | N | N | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC011 applies until 30/09/2014 |
| SC203 | WCK | Rose Street Jn – Invergordon | 0 | 18 | 31 | 37 | 5<br>R1 | N | N | N | N | N | N | R1 RA Change<br>STNC NC/G1/2010/ICP-RA/SC011 applies until 30/09/2014 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC203 | WCK | Invergordon – Georgemas Jn | 31 | 37 | 147 | 20 | 5 | N | N | R1<br>R2<br>R3<br>R4<br>R5 | N | N | N | R1<br>R2<br>R3<br>R4 | 20mph over bridge 292 (115m 09ch)<br>20mph over bridge 296 (116m 18ch)<br>Double Heading prohibited<br>If a locomotive fails north of Invergordon, the authority of the Infrastructure Manager's Structures Engineer must be obtained before an assisting locomotive is permitted to proceed towards the failed train<br>30mph at the following locations:<br>31m 900yds to 31m 1200yds<br>41m 00yds to 41m 100yds<br>42m 500yds to 42m 700yds<br>50m 500yds to 50m 700yds<br>51m 700yds to 51m 880yds<br>52m 1320yds to 52m 1600yds<br>59m 200yds to 59m 320yds<br>74m 1300yds to 74m 1500yds<br>75m 880yds to 75m 1000yds<br>79m 400yds to 79m 500yds<br>80m 500yds to 80m 700yds<br>81m 1650yds to 82m 50yds<br>82m 100yds to 82m 250yds<br>83m 1400yds to 83m 1600yds<br>84m 300yds to 84m 500yds<br>88m 1320yds to 88m 1600yds<br>90m 1450yds to 90m 1500yds<br>91m 500yds to 91m 700yds<br>92m 500yds to 92m 1100yds<br>94m 800yds to 95m 00yds<br>96m 600yds to 96m 900yds<br>96m 1700yds to 97m 300yds<br>98m 300yds to 98m 500yds<br>99m 200yds to 99m 500yds<br>100m 1200yds to 101m 400yds<br>102m 100yds to 102m 200yds<br>104m 1600yds to 105m 00yds<br>105m 800yds to 105m 1600yds<br>109m 1000yds to 109m 1320yds<br>111m 1100yds to 111m 1400yds<br>115m 100yds to 115m 300yds<br>115m 900yds to 115m 1100yds<br>117m 500yds to 117m 700yds<br>117m 1200yds to 117m 1500yds<br>118m 400yds to 118m 700yds |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | 119m 100yds to 119m 200yds<br>119m 1000yds to 119m 1200yds<br>124m 1000yds to 124m 1200yds<br>125m 1600yds to 126m 200yds<br>126m 900yds to 126m 1700yds<br>127m 500yds to 127m 600yds<br>128m 400yds to 128m 600yds<br>140m 1200yds to 140m 1400yds |
| SC203 | WCK | Georgemas Jn – Wick | 147 | 20 | 161 | 35 | 3 | N | N | N | N | N | N | |
| SC205 | KYL | Dingwall – Kyle of Lochalsh | 0 | 19 | 63 | 64 | 5 | N | N | N | N | N | N | |
| SC207 | TSO | Georgemas Jn – Thurso | 0 | 00 | 6 | 50 | 5 | N | N | N | N | N | N | |

## Table D5A – Route Clearance of Freight Containers / Swap Bodies

**Last Updated: 30/12/2017**

To be read in conjunction with General Notes.

The notations (used in these tables) are explained as follows for freight vehicles or loads conforming to the Group Standards:

Y Permitted to operate over the route without restriction.

R Permitted to operate over part or all of the route but restrictions apply. See “Notes” column for details.

S Permitted for, or prohibited to, specific traffic. See “Notes” column for details.

* Route does not conform to Group Standard W6A Lower Gauge as defined in GE/RT8073. Certain W6A vehicles are prohibited from all or part of the route; these restrictions are detailed on the Summary of Compatibility for the vehicles concerned.

N Prohibited from operating over the route

Conditions of Operation

- When operating within a possession the notations detailed within the table may not apply subject to a risk assessment and the application of appropriate control measures (in accordance with company and Group Standards).
- Freight traffic, other than containers/swap bodies, which exceed W6A gauge shall only operate in accordance with GORT3056-K
- Vehicles conveying containers/swap bodies are also subject to the procedure detailed in GO/RM3056, Section J Intermodal Traffic.
- Temporary authority for a specific wagon and container/swapbody combination may be granted by the Infrastructure Manager’s Gauging Engineer. This authority shall be detailed and issued on an RT3973/CON form.

Note

GO/RM3056 Section J Intermodal Traffic contains details of the wagon type (by TOPS code) and container/swapbody (by height, width and/or size code) combinations that conform to the gauges shown as column headings in this table.

| **Line of Route** | **Line of Route / Sector Description** | **Gauge** | | | | | | | | **Notes** |
|---|---|---|---|---|---|---|---|---|---|---|
| | | **W6** | **W7** | **W8** | **W9** | **W9Plus** | **W10** | **W10A** | **W12** | |
| SC001 | Gretna Jn – Law Jn (via Beattock) | Y * | Y | Y | Y | N | Y | N | N | |
| SC001 | Law Jn – Larkfield Jn | Y * | Y | Y | Y | N | Y | N | N | |
| SC001 | Larkfield Jn – Eglinton Street | Y | Y | Y | N | N | N | N | N | |
| SC001 | Eglinton Street – Glasgow Central | Y * | Y | N | N | N | N | N | N | |

| Line of Route | Line of Route / Sector Description | Gauge | | | | | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| | | W6 | W7 | W8 | W9 | W9Plus | W10 | W10A | W12 | |
| SC001 | Newton East Jn – Newton West Jn via South Connecting Line,Newton Station and North Connecting Line | Y | Y | Y | Y | N | Y | N | N | |
| SC003 | Carstairs South Jn – Haymarket East Jn | Y | Y | Y | Y | R1 | R1 | R1 | R1 | R1 PROHIBITED Slateford Jn to Haymarket East Jn |
| SC005 | Carstairs Station Jn – Carstairs East Jn | Y | Y | Y | Y | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1<br>R2<br>R3 | R1 PROHIBITED Carstairs platform 1<br>R2 PROHIBITED Carstairs platform 2<br>R3 PROHIBITED Carstairs Through Siding |
| SC007 | Midcalder Jn – Holytown Jn | Y * | R1 | S1 | N | N | N | N | N | R1 W7 15mph on Up Line Br.59 Shotts Station [8m 38ch]<br>S1 The following combinations are permitted:<br>2590 high x 2500 wide box on FSA/FTA KFA wagons. **All lines**<br>2590 high x 2550 wide box on FEA FSA/FTA KFA wagons **All lines**<br>2896 high x 2500 wide box on FLA wagons<br>**Down line ONLY** 2896 high x 2500 wide box on FLA wagons<br>**Up line 15 mph at Br 59 Shotts Station [08m 38ch]** |
| SC009 | Lanark – Lanark Jn | Y * | N | N | N | N | N | N | N | |
| SC011 | Law Jn – Uddingston Jn (via Holytown) | Y * | Y | Y | Y | N | Y | N | N | |
| SC013 | Wishaw Central Jn – Shieldmuir Jn | Y | Y | Y | Y | N | Y | N | N | |
| SC015 | Mossend East Jn – Mossend North Jn (North Curve) | Y | Y | Y | Y | N | Y | N | N | |

| Line of Route | Line of Route / Sector Description | Gauge | | | | | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| | | **W6** | **W7** | **W8** | **W9** | **W9Plus** | **W10** | **W10A** | **W12** | |
| SC017 | Mossend East Jn – Mossend South Jn (East Curve) | Y | Y | Y | Y | N | Y | N | N | |
| SC019 | Mossend South Jn – Mossend West Jn (West Curve) | Y | Y | Y | Y | N | Y | N | N | |
| SC021 | Coltness – Garriongill Jn | Y | N | N | N | N | N | N | N | |
| SC023 | Motherwell – Newton, Hamilton Jn (via Hamilton) | Y * | Y | Y | N | N | N | N | N | |
| SC024 | Larkhall – Haughhead Jn | Y | N | N | N | N | N | N | N | |
| SC025 | Rutherglen Central Jn – Finnieston incl. Bridgeton Yard (via Arrival Line) (Goods Line) | Y * | R1 | N | N | N | N | N | N | R1 **W7** traffic prohibited from using Bridgeton Yard Arrival Line |
| SC027 | Rutherglen West Jn – Rutherglen North Jn (West Curve) | Y | N | N | N | N | N | N | N | |
| SC029 | Larkfield Jn – Shields Jn Incl. Shields Jn – Terminus Jn (Up Through Terminus) | Y | Y | Y | Y | N | N | N | N | |
| SC031 | Gretna Jn – Dumfries | Y * | Y | Y | N | N | N | N | N | |
| SC031 | Dumfries to Kilmarnock GB&K Jn | Y * | Y | Y | R1 | N | N | N | N | R1 **W9** prohibited EXCEPT to traffic working from / to SC039 Kilmarnock to Barrasie Line using Kilmarnock Platform 3 Line between 33m 47ch and 33m 78ch ONLY. |
| SC031 | Kilmarnock GB&K Jn to Eglinton Street Jn | Y * | Y | N | N | N | N | N | N | |
| SC033 | Dumfries to Maxwelltown (Goods Line) (OOU) | – | – | – | – | – | – | – | – | Line Out of Use |
| SC035 | Bank Jn – Greenburn Jn (Goods Line) | Y | N | N | N | N | N | N | N | |
| SC035 | Greenburn Jn – Knockshinnoch (Goods Line) (OOU) | – | – | – | – | – | – | – | – | Line Out of Use |
| SC036 | Greenburn Jn – Greenburn Open Cast (Goods Line) | Y | N | N | N | N | N | N | N | |
| SC037 | Kay Park Jn – Riccarton (Goods Line) | Y | N | N | N | N | N | N | N | |

| Line of Route | Line of Route / Sector Description | Gauge | | | | | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| | | **W6** | **W7** | **W8** | **W9** | **W9Plus** | **W10** | **W10A** | **W12** | |
| SC039 | Kilmarnock – Barassie | Y | Y | Y | Y | N | N | N | N | |
| SC041 | Shewalton Moss – Hillhouse (Goods Line) (OOU) | – | – | – | – | – | – | – | – | Line Out of Use |
| SC043 | Giffen – Lugton (Goods Line) (OOU) | – | – | – | – | – | – | – | – | Line Out of Use (11-Jan-2009) |
| SC045 | East Kilbride – Busby Jn | Y * | N | N | N | N | N | N | N | |
| SC047 | Muirhouse South Jn – Larkfield Jn | Y | Y | N | N | N | N | N | N | |
| SC049 | Muirhouse Central Jn – Terminus Jn | Y | Y | N | N | N | N | N | N | |
| SC051 | Muirhouse Central Jn – Muirhouse North Jn (via Cathcart) (Cathcart Circle) | Y * | Y | N | N | N | N | N | N | |
| SC053 | Neilston – Cathcart West Jn | Y * | Y | N | N | N | N | N | N | |
| SC055 | Newton Hamilton Jn – Cathcart West Jn | Y * | Y | R1 | R1 | N | R1 | N | N | R1 **W10 W9 W8** prohibited EXCEPT between Newton, Hamilton Jn and Newton Kirkhill Jn to/from North Connecting Line |
| SC057 | Cathcart East Jn – Cathcart North Jn | Y | Y | N | N | N | N | N | N | |
| SC059 | Bridge Street Jn – Shields Jn | Y * | Y | Y | N | N | N | N | N | |
| SC059 | Shields Jn – Falkland Jn | Y * | Y | Y | R1 | N | N | N | N | R1 **W9** prohibited through Barassie Up Platform |
| SC059 | Falkland Jn – Stranraer Harbour | Y * | Y | Y | N | N | N | N | N | |
| SC059 | Cook Street – Shields Road (through siding) | Y | Y | N | N | N | N | N | N | |
| SC061 | Shields Jn – Corkerhill | Y * | Y | N | N | N | N | N | N | |
| SC061 | Corkerhill – Paisley Canal | R1 | R1 | N | N | N | N | N | N | R1 Prohibited when overhead line equipment is energised |
| SC063 | Cardonald Jn – Deanside (Goods Line) | Y | Y | Y | Y | N | N | N | N | |
| SC065 | Paisley – Wemyss Bay Jn | Y * | Y | Y | N | N | N | N | N | |
| SC065 | Wemyss Bay Jn – Gourock | Y * | Y | N | N | N | N | N | N | |

| Line of Route | Line of Route / Sector Description | Gauge | | | | | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| | | **W6** | **W7** | **W8** | **W9** | **W9Plus** | **W10** | **W10A** | **W12** | |
| SC067 | Wemyss Bay Jn – Wemyss Bay | Y * | Y | N | N | N | N | N | N | |
| SC069 | Containerbase Jn – Greenock CPA Terminal (Goods Line) (OOU) | – | – | – | – | – | – | – | – | Not Network Rail infrastructure. Line 'Out of Use' |
| SC073 | Kilwinning Jn – Largs | Y * | Y | Y | Y | N | N | N | N | |
| SC075 | Misk to Stevenston (Goods Line) (OOU) | – | – | – | – | – | – | – | – | Line Out of Use |
| SC077 | Ardrossan South Beach to Adrossan Harbour | Y * | N | N | N | N | N | N | N | |
| SC079 | Hunterston – Hunterston Low Level Sdgs (Goods Line) | Y | N | N | N | N | N | N | N | |
| SC081 | Byrehill Jn – Dubbs Jn | Y | Y | N | N | N | N | N | N | |
| SC083 | Snodgrass - Bogside (Goods Line) (OOU) | – | – | – | – | – | – | – | – | Line Out of Use |
| SC085 | Ayr Harbour – Newton Jn (Goods Line) | Y | Y | N | N | N | N | N | N | |
| SC087 | Newton Jn – Mauchline (Goods Line) | Y | Y | N | N | N | N | N | N | |
| SC089 | Annbank – Killoch Colliery (Goods Line) | Y | N | N | N | N | N | N | N | |
| SC091 | Dalrymple Jn – Chalmerston (Goods Line) | Y | N | N | N | N | N | N | N | |
| SC093 | Motherwell – Coatbridge FLT | Y * | Y | Y | Y | N | Y | N | N | |
| SC093 | Coatbridge FLT – Garnqueen North Jn | Y | Y | Y | Y | N | N | N | N | |
| SC093 | Garnqueen North Jn – Greenhill Lower Jn | Y * | Y | Y | Y | N | N | N | N | |
| SC097 | Whifflet South Jn – Sunnyside Jn (Goods Line) | Y | Y | Y | N | N | N | N | N | |
| SC099 | Whifflet North Jn – Rutherglen East Jn | Y * | Y | Y | Y | N | N | N | N | |
| SC101 | Coatbridge Jn – Langloan Jn | Y | Y | Y | Y | N | N | N | N | |
| SC103 | Garnqueen North Jn – Cowlairs West Jn | Y * | Y | Y | Y | N | N | N | N | |
| SC105 | Gartsherrie South Jn – Gartcosh Jn | Y | Y | Y | Y | N | R1 | N | N | R1 **W10** prohibited EXCEPT for use of Coatbridge FLT Headshunt Line |
| SC106 | Sighthill West Jn – Cowlairs South Jn (Chord Line) | Y | N | N | N | N | N | N | N | |

| Line of Route | Line of Route / Sector Description | Gauge | | | | | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| | | W6 | W7 | W8 | W9 | W9Plus | W10 | W10A | W12 | |
| SC107 | Edinburgh Waverley – Princes Street Gardens | Y * | R1 | R1 | R1 | N | N | N | N | R1 **W9** prohibited EXCEPT all through routes Edinburgh Waverley Station and Lines W & Z between Edinburgh Waverley and Princes Street Gardens<br>**W9 W8 W7** prohibited Lines X & Y between Edinburgh Waverley and Princes Street Gardens |
| SC107 | Princes Street Gardens – Haymarket Central Jn | Y * | Y | R1 | R1 | N | N | N | N | R1 **W8 W9** ~prohibited both Lines Haymarket **North Tunnel** |
| SC107 | Haymarket Central Jn – Haymarket West Jn | Y | Y | Y | N | N | Y | N | N | |
| SC107 | Haymarket West Jn – Newbridge Jn | Y * | Y | Y | Y | N | Y | N | N | |
| SC107 | Newbridge Jn – Winchburgh Jn | Y * | Y | N | N | N | N | N | N | |
| SC107 | Winchburgh Jn – Polmont Jn | Y * | Y | Y | N | N | N | N | N | |
| SC107 | Polmont Jn – Greenhill Upper Jn via Falkirk High | Y * | Y | N | N | N | N | N | N | |
| SC107 | Greenhill Upper Jn – Cowlairs West Jn | Y * | Y | Y | N | N | N | N | N | |
| SC107 | Cowlairs West Jn – Glasgow Queen Street | Y | N | N | N | N | N | N | N | |
| SC109 | Polmont Jn – Grangemouth Jn | Y | Y | Y | N | N | N | N | N | |
| SC109 | Grangemouth Jn – Carmuirs East Jn | Y * | Y | Y | Y | N | N | N | N | |
| SC109 | Carmuirs East Jn – Carmuirs West Jn | Y | Y | Y | Y | N | N | N | N | |
| SC109 | Carmuirs West Jn – Greenhill Lower Jn | Y | Y | Y | Y | N | N | N | N | |
| SC109 | Greenhill Lower Jn – Greenhill Upper Jn | Y | Y | Y | Y | N | N | N | N | |
| SC110 | Carmuirs East Jn – Larbert Jn | Y | Y | Y | N | N | N | N | N | |
| SC111 | Newbridge Jn – Bathgate inc. Carmondean Jn | Y * | Y | Y | Y | N | Y | N | N | |
| SC113 | Winchburgh Jn – Dalmeny Jn | Y * | Y | Y | N | N | N | N | N | |
| SC115 | Cowlairs West Jn – Knightswood North Jn | Y | Y | Y | N | N | N | N | N | |
| SC1150 | Maryhill Park Jn – Anniesland | Y | N | N | N | N | N | N | N | |
| SC117 | Grangemouth Jn – Grangemouth | Y * | Y | Y | Y | N | N | N | N | |
| SC119 | Greenhill Upper Jn – Greenhill Lower Jn | Y | Y | Y | Y | N | N | N | N | |

| Line of Route | Line of Route / Sector Description | Gauge | | | | | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| | | W6 | W7 | W8 | W9 | W9Plus | W10 | W10A | W12 | |
| SC119 | Greenhill Lower Jn – Carmuirs West Jn | Y | Y | Y | Y | N | N | N | N | |
| SC119 | Carmuirs West Jn – Stirling Middle Jn | Y | Y | Y | N | N | N | N | N | |
| SC119 | Stirling Middle Jn – Perth South Jn | Y * | Y | S1 | N | N | N | N | N | S1 The following combinations are <u>permitted</u>:<br>Up to:<br>2590 high x 2500 wide box on **FCA**<br>**All Lines**<br>2590 high x 2550 wide box<br>on **FKA IKA** wagons<br>**All Lines**<br>Safeway refrigerated box on IKA FKA IFA FIA wagon<br>2896 high x 2500 wide box<br>on **FKA** wagons<br>**Up Line**<br>2675 high x 2550 wide box<br>on **FCA** wagons<br>**Up Line**<br>2896 high x 2600 wide box<br>on **IKA** wagons<br>**Up line 30 mph at Br.66**<br>**[140m 09ch]** |
| SC119 | Perth South Jn – Dundee Central Jn | Y * | Y | Y | N | N | N | N | N | |
| SC123 | Bathgate – Airdrie | Y | Y | Y | Y | N | Y | N | N | |
| SC123 | Airdrie – Sunnyside Jn | Y | Y | N | N | N | N | N | N | |
| SC123 | Sunnyside Jn – High Street Jn | Y * | Y | Y | N | N | N | N | N | |
| SC123 | High Street Jn – Knightswood North Jn | Y * | Y | N | N | N | N | N | N | |
| SC123 | Knightswood North Jn – Craigendoran Jn | Y * | Y | Y | N | N | N | N | N | |
| SC123 | Craigendoran Jn – Helensburgh Central | Y * | N | N | N | N | N | N | N | |
| SC125 | Hyndland East Jn – Dalmuir (via Yoker) | Y * | Y | N | N | N | N | N | N | |
| SC127 | Sunnyside Jn – Gunnie Yard Goods Line) (OOU) | – | – | – | – | – | – | – | – | Line Out of Use |
| SC129 | Springburn – Bellgrove Jn | Y | Y | Y | N | N | N | N | N | |
| SC129 | Sighthill East Jn – Glasgow Works (Springburn) (Railcare Ltd) | Y * | N | N | N | N | N | N | N | |
| SC131 | High Street Jn – Shields Jn | Y * | Y | Y | N | N | N | N | N | |
| SC133 | Westerton Jn – Milngavie | Y * | Y | N | N | N | N | N | N | |

| Line of Route | Line of Route / Sector Description | Gauge | | | | | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| | | **W6** | **W7** | **W8** | **W9** | **W9Plus** | **W10** | **W10A** | **W12** | |
| SC135 | Dalreoch Jn – Balloch | Y * | N | N | N | N | N | N | N | |
| SC136 | Hyndland North Jn – Hyndland West Jn | Y | Y | N | N | N | N | N | N | |
| SC137 | Clydebank Dock Jn – Rothesay Dock (Goods Line) (OOU) | – | – | – | – | – | – | – | – | Line Out of Use |
| SC139 | Clydebank Jn – Dalmuir Riverside (Goods Line) (OOU) | – | – | – | – | – | – | – | – | Line Out of Use |
| SC141 | Craigendoran Jn – Fort William | Y * | Y | Y | N | N | N | N | N | |
| SC143 | Crianlarich – Oban | Y * | Y | N | N | N | N | N | N | |
| SC143 | Lower Crianlarich Siding | N | N | N | N | N | N | N | N | Part NOT Network Rail infrastructure |
| SC145 | Fort William – Annat Paper Mill GF | Y * | Y | Y | N | N | N | N | N | |
| SC145 | Annat Paper Mill GF – Mallaig | Y * | Y | N | N | N | N | N | N | |
| SC147 | Berwick – Edinburgh, Waverley East End | Y * | Y | Y | Y | R1<br>R2<br>R3<br>R4<br>R5<br>R6<br>R7<br>R8 | R1<br>R2<br>R3<br>R4<br>R5<br>R6<br>R7<br>R8 | R1<br>R2<br>R3<br>R4<br>R5<br>R6<br>R7<br>R8 | R1<br>R2<br>R3<br>R4<br>R5<br>R6<br>R7<br>R8 | R1 PROHIBITED Berwick to Territory Bounday<br>R2 PROHIBITED Monktonhall Jn to Edinburgh, Waverley East End<br>R3 PROHIBITED Granthouse Up and Down Passenger Loops<br>R4 PROHIBITED Torness Up sidings<br>R5 PROHIBITED Oxwellmains Up and Down sidings<br>R6 PROHIBITED Dunbar Down and Up Passenger Loop<br>R7 PROHIBITED Drem Up and Down Passenger Loops<br>R8 PROHIBITED Prestonpans Up Passenger Loop |
| SC147 | Edinburgh, Waverley East End – Princes Street Gardens | Y * | Y | R1 | R1 | N | N | N | N | R1 **W8 W9** Prohibited EXCEPT all through routes Edinburgh Waverley Station and Lines W & Z between Edinburgh Waverley and Princes Street Gardens |
| SC147 | Princes Street Gardens to Haymarket Central Jn | Y * | Y | R1 | R1 | N | N | N | N | R1 **W8 W9** Prohibited both Lines Haymarket **North Tunnel** |
| SC149 | North Berwick – Drem Jn | Y | Y | N | N | N | N | N | N | |

| Line of Route | Line of Route / Sector Description | Gauge | | | | | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| | | **W6** | **W7** | **W8** | **W9** | **W9Plus** | **W10** | **W10A** | **W12** | |
| SC151 | Portobello – Leith South Yard (Goods Line) | Y | Y | Y | N | N | N | N | N | |
| SC153 | Craigentinny – Powderhall (Goods Line) | Y | Y | N | N | N | N | N | N | |
| SC155 | Monktonhall Jn – Millerhill Yard (Goods Line) | Y | Y | Y | Y | R1 | R1 | R1 | R1 | R1 PROHIBITED Millerhill Yard sidings |
| SC157 | Millerhill South Jn – Millerhill East Jn (Goods Line) | Y | Y | Y | N | N | N | N | N | |
| SC159 | End of Line (former Bilston Br) – Millerhill South Jn (Goods Line) | Y | N | N | N | N | N | N | N | |
| SC159 | Millerhill South Jn – Millerhill Yard Goods Line) | Y | Y | Y | Y | N | N | N | N | |
| SC161 | Millerhill Yard – Portobello | Y * | Y | Y | Y | R1 | R1 | R1 | R1 | R1 PROHIBITED Nidrie South Jn to Portobello |
| SC163 | Portobello – Niddrie West | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC165 | Niddrie South Jn – Niddrie West Jn | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC165 | Niddrie West Jn – Craiglockhart Jn | Y | Y | Y | Y | Y | Y | Y | Y | |
| SC165 | Craiglockhart Jn – Gorgie Jn | Y | Y | Y | Y | N | N | N | N | |
| SC165 | Gorgie Jn – Haymarket West Jn | Y | Y | Y | Y | N | N | N | N | |
| SC167 | Craiglockhart Jn – Slateford Jn | Y | Y | Y | Y | R1 | R1 | R1 | R1 | R1 PROHIBITED Slateford east sidings |
| SC169 | Gorgie Jn – Haymarket Central Jn | Y | Y | Y | Y | N | N | N | N | |
| SC171 | Edinburgh Waverley – Princes Street Gardens | Y * | R1 | R1 | R1 | N | N | N | N | R1 **W9** prohibited EXCEPT all through routes Edinburgh Waverley Station and Lines W & Z between Edinburh Waverley and Princes Street Gardens<br>**W9 W8 W7** prohibited Lines X & Y between Edinburh Waverley and Princes Street Gardens |

| Line of Route | Line of Route / Sector Description | Gauge | | | | | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| | | W6 | W7 | W8 | W9 | W9Plus | W10 | W10A | W12 | |
| SC171 | Princes Street Gardens – Haymarket Central Jn | Y * | Y | R1 | R1 | N | N | N | N | R1 **W8 W9** Prohibited both Lines Haymarket **North Tunnel** |
| SC171 | Haymarket West Jn – Thornton North Jn | Y * | Y | N | N | N | N | N | N | |
| SC171 | Thornton North Jn – Ladybank Jn | Y * | Y | Y | N | N | N | N | N | |
| SC171 | Ladybank Jn – Dundee | Y * | Y | N | N | N | N | N | N | |
| SC173 | Inverkeithing Central Jn – Thornton North Jn (via Cowdenbeath) | Y * | Y | Y | N | N | N | N | N | |
| SC175 | Rosyth Dockyard – Inverkeithing South Jn (Goods Line) | Y | Y | Y | N | N | N | N | N | |
| SC176 | Inverkeithing North Jn – Inverkeithing East Jn (Inverkeithing Curve) | Y | Y | N | N | N | N | N | N | |
| SC177 | Thornton North Jn – Methil Power Station (Goods Line) | Y | N | N | N | N | N | N | N | |
| SC178 | Thornton South Jn – Thornton West Jn | Y | Y | N | N | N | N | N | N | |
| SC181 | Ladybank Jn – Hilton Jn | Y | Y | Y | N | N | N | N | N | |
| SC183 | Stirling Middle Jn – (Kincardine (Clackmannan) Jn) | Y | Y | Y | Y | N | N | N | N | |
| SC183 | (Kincardine (Clackmannan) Jn) – Charlestown Jn | Y | N | N | N | N | N | N | N | |
| SC185 | Elbowend Jn – Crombie RNAD (Goods Line) | – | – | – | – | – | – | – | – | Line Out of Use |
| SC187 | Glencraig GF – Bowhill (Goods Line) | – | – | – | – | – | – | – | – | Line Out of Use |

| Line of Route | Line of Route / Sector Description | Gauge | | | | | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| | | **W6** | **W7** | **W8** | **W9** | **W9Plus** | **W10** | **W10A** | **W12** | |
| SC189 | Westfield – Redford Jn (Goods Line) | Y | N | N | N | N | N | N | N | |
| SC191 | Dundee to Aberdeen | Y * | Y | S1 | N | N | N | N | N | S1 The following combinations are permitted:<br>2590 high x 2500 wide box, on **KFA** wagon<br>2770 high x 2500 wide box, on **IKA** wagon<br>2896 wide x 2500 wide box, on **FLA** wagon<br>2590 wide x 2600 wide box, on **IFA** wagon<br>Safeway refrigerated box on **IKA** wagon<br>**All Lines** |
| SC193 | Perth South Jn – Stanley Jn | Y * | Y | S1 | N | N | N | N | N | S1 The following combinations are permitted:<br>Up to:<br>2590 high x 2550 wide box on **FKA IKA** wagons<br>Safeway refrigerated box on IKA FKA IFA FIA wagon<br>**All Lines** |
| SC193 | Stanley Jn – Pitlochry | Y * | Y | S1 | N | N | N | N | N | S1 The following combinations are permitted:<br>Up to:<br>2590 high x 2550 wide box on **FKA IKA** wagons<br>Safeway refrigerated box on IKA FKA IFA FIA wagon<br>**All Lines** |
| SC193 | Pitlochry – Inverness | Y * | Y | Y | N | N | N | N | N | |

| Line of Route | Line of Route / Sector Description | Gauge | | | | | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| | | W6 | W7 | W8 | W9 | W9Plus | W10 | W10A | W12 | |
| SC193 | Welsh's Bridge Jn – Rose Street Jn | Y | Y | Y | N | N | N | N | N | |
| SC193 | Welsh's Bridge Jn – Inverness Harbour | Y | Y | Y | N | N | N | N | N | |
| SC195 | Aberdeen to Elgin | Y * | Y | S1 | N | N | N | N | N | S1 The following combinations are permitted:<br>2590 high x 2500 wide box, on **KFA** wagon<br>2770 high x 2500 wide box, on **IKA** wagon<br>2896 wide x 2500 wide box, on **FLA** wagon<br>2590 wide x 2600 wide box, on **IFA** wagon<br>Safeway refrigerated box on **IKA** wagon<br>**All Lines** |
| SC195 | Elgin – Inverness | Y * | Y | N | N | N | N | N | N | |
| SC197 | Kittybrewster – Waterloo Goods (Goods Line) | Y | Y | Y | N | N | N | N | N | |
| SC199 | Keith Branch | Y | N | N | N | N | N | N | N | |
| SC201 | Alves GF – Burghead (Goods Line) | – | – | – | – | – | – | – | – | Line Out of Use |
| SC203 | Inverness – Wick | Y * | Y | Y | N | N | N | N | N | |
| SC205 | Dingwall – Kyle of Lochalsh | Y * | Y | N | N | N | N | N | N | |
| SC207 | Georgemas Junction – Thurso | Y * | Y | Y | N | N | N | N | N | |

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# Table D5B – Locomotive Gauge Clearance Table

**Last Updated: 29/06/24**

To be read in conjunction with General Notes.

- All locomotives conform to locomotive gauge, apart from Class 37s (when fitted with roof horns).
- Locomotive gauge restrictions apply to all locomotives unless clearance is provided in the Route Clearance D4 Tables.
- Locomotives that are not listed in the Route Clearance D4 Tables are permitted to operate over routes that conform to locomotive gauge, subject to the restrictions detailed in the table below and the conditions stated in the locomotive's Summary of Compatibility document. Locomotives that are not listed in the Route Clearance D4 Tables require a valid Summary of Compatibility prior to operation over Network Rail infrastructure.
- Locomotives are PROHIBITED from using crossovers within platforms (code word LACER) unless their overall length (over buffers) is 18.288m or less.
- Gauge clearance for steam locomotives is considered under a separate process.

The notations (used in these tables) are explained as follows for locomotive gauge conformant vehicles:

Y Route conforms to locomotive gauge without restriction.

R Route conforms (or partly conforms) to locomotive gauge but restrictions apply. See “Notes” column for details.

N Route does not conform to locomotive gauge

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| SC001 | WCM1 | Route Boundary (NW4001) (Gretna Jn) – Lockerbie | 12 | 30 | 25 | 66 | 10 | Y | |
| SC001 | WCM1 | Lockerbie – Law Jn | 25 | 66 | 84 | 08 | 10 | Y | |
| SC001 | WCM2 | Law Jn – Junction with Coatbridge lines (Lesmahagow Jn) | 84 | 08 | 89 | 51 | 10 | Y | |
| SC001 | WCM2 | Junction with Coatbridge lines (Lesmahagow Jn) – Newton East Jn | 89 | 51 | 95 | 14 | 8 | Y | |
| SC001 | WCM2 | Newton East Jn – Newton Hamilton Jn (SC0023) via South Connecting line | 95 | 14 | 95 | 47 | 10 | Y | |
| SC001 | WCM2 | Newton Kirkhill Jn (SC0023) – Newton West Jn via North Connecting line | 95 | 77 | 96 | 34 | 10 | Y | |
| SC001 | WCM2 | Newton East Jn – Newton West Jn | 95 | 14 | 96 | 34 | 8 | Y | |
| SC001 | WCM2 | Newton West Jn – Rutherglen East Jn | 96 | 34 | 98 | 32 | 8 | Y | |
| SC001 | WCM2 | Rutherglen East Jn – Larkfield Jn | 98 | 32 | 100 | 65 | 10 | Y | |
| SC001 | WCM2 | Larkfield Jn – Eglinton St Jn | 100 | 65 | 101 | 39 | 8 | Y | |
| SC001 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | 8 | Y | |
| SC001 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | 8 | Y | |
| SC003 | ECA1 | Carstairs South Jn – Carstairs East Jn | 73 | 17 | 73 | 48 | 10 | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| SC003 | ECA2 | Carstairs East Jn – Slateford Jn | 74 | 10 | 99 | 01 | 8 | Y | |
| SC003 | ECA3 | Slateford Jn – Haymarket East Jn | 99 | 01 | 100 | 41 | 10 | Y | |
| SC005 | CSP | Carstairs Station Jn – Carstairs East Jn | 73 | 37 | 74 | 10 | 10 | Y | |
| SC007 | EGS2 | Midcalder Jn – Holytown Jn | 23 | 11 | 1 | 27 | 8 | Y | |
| SC009 | LNK | Lanark – Lanark Jn | 2 | 45 | 0 | 03 | 5 | Y | |
| SC011 | WWD | Law Jn – Holytown Jn | 84 | 08 | 89 | 66 | 10 | Y | |
| SC011 | EGS2 | Holytown Jn – Mossend East Jn | 1 | 27 | 0 | 40 | 10 | Y | |
| SC011 | EGS1 | Mossend East Jn – Uddingston Jn | 3 | 63 | 0 | 03 | 10 | Y | |
| SC013 | SHR | Wishaw Central Jn – Shieldmuir Jn | 86 | 63 | 87 | 43 | 10 | Y | |
| SC015 | MDN | Mossend East Jn – Mossend North Jn (North Curve) | 0 | 40 | 0 | 06 | 10 | Y | |
| SC017 | MDE | Mossend East Jn – Mossend South Jn (East Curve) | 0 | 31 | 0 | 00 | 10 | Y | |
| SC019 | MDW | Mossend South Jn – Mossend West Jn (West Curve) | 91 | 08 | 91 | 50 | 10 | Y | |
| SC021 | COS2 | Coltness – Change of ELR | 0 | 09 | 0 | 00 | 10 | Y | |
| SC021 | COS1 | Change of ELR – Garriongill Jn | 14 | 15 | 15 | 29 | 10 | Y | |
| SC023 | HMN1 | Motherwell – Change of ELR | 0 | 08 | 1 | 44 | 7 | R1 | R1 Prohibited Motherwell platform 3 (Down Hamilton Circle line) |
| SC023 | HMN2 | Change of ELR – Newton, Hamilton Jn | 6 | 61 | 0 | 00 | 7 | Y | |
| SC024 | LRK | Larkhall – Haughhead Jn | 3 | 00 | 0 | 00 | 10 | Y | |
| SC025 | ARG1 | Rutherglen Central Jn – Bridgeton Yard North End | 0 | 00 | 0 | 43 | 10 | Y | |
| SC025 | ARG2 | Bridgeton Yard North End – Exhibition Centre | 0 | 43 | 4 | 03 | 10 | Y | |
| SC025 | ARG2 | Exhibition Centre – Finnieston East Jn (Down line) | 4 | 03 | 4 | 41 | 10 | Y | |
| SC025 | ARG2 | Exhibition Centre – Finnieston West Jn (Up line) | 4 | 03 | 4 | 74 | 10 | Y | |
| SC027 | RNC | Rutherglen West Jn – Rutherglen North Jn (West Curve) | 0 | 00 | 0 | 29 | 10 | Y | |
| SC029 | CLY | Larkfield Jn – Terminus Jn | 101 | 01 | 101 | 62 | 10 | Y | |
| SC029 | BRD | Terminus Jn – Shields Jn via Through Terminus lines | 101 | 62 | 102 | 16 | 10 | Y | |
| SC029 | CLY | Terminus Jn – Shields Jn | 101 | 62 | 102 | 16 | 10 | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| SC031 | GSW | Route Boundary (NW4031) (Gretna Jn) – Old Route boundary (109m 00ch between Eastriggs and Annan) | 115 | 40 | 109 | 00 | 8 | Y | |
| SC031 | GSW | Old Route boundary (109m 00ch between Eastriggs and Annan) – Change of ELR | 109 | 00 | 33 | 44 | 10 | R1 | R1 Prohibited between Kirkconell and New Cumock on the Up line |
| SC031 | GBK | Change of ELR – Muirhouse South Jn | 23 | 44 | 1 | 18 | 10 | Y | |
| SC031 | MEN2 | Muirhouse South Jn – Muirhouse Central Jn | 0 | 00 | 0 | 15 | 10 | Y | |
| SC031 | MEN1 | Muirhouse Central Jn – Eglinton St Jn | 0 | 19 | 0 | 70 | 10 | R1 | R1 Prohibited between Muirhouse North Jn and Eglington St Jn on the Up line |
| SC031 | WCM2 | Eglinton St Jn – Bridge St Jn | 101 | 39 | 101 | 53 | 8 | Y | |
| SC031 | WCM2 | Bridge St Jn – Glasgow Central | 101 | 53 | 102 | 27 | 8 | Y | |
| SC035 | KSH | Bank Jn – Network Rail Boundary (Connel Park LC) / Knockshinnoch | 54 | 05 | 55 | 28 | 10 | Y | |
| SC036 | GNN | Greenburn Jn – Greenburn Open Cast (Goods Line) | 0 | 00 | 0 | 55 | 10 | Y | |
| SC037 | RIC1 | Kay Park Jn – Bellfield | 0 | 00 | 1 | 06 | 10 | Y | |
| SC037 | RIC2 | Bellfield – Riccarton (Goods Line) | 2 | 20 | 1 | 75 | 10 | Y | |
| SC039 | BAK | Kilmarnock – Barassie | 0 | 05 | 7 | 56 | 10 | R1 | R1 Prohibited between Gatehead and Shewalton Moor on the Single line |
| SC045 | EKE | East Kilbride – Busby Jn | 7 | 60 | 0 | 40 | 5 | R1<br>R2 | R1 Prohibited between Bushby Jn and East Kilbride on the Down line<br>R2 Prohibited between Bushby Jn and East Kilbride on the Up line |
| SC047 | LFS2 | Muirhouse South Jn – Change of ELR | 1 | 19 | 0 | 61 | 10 | Y | |
| SC047 | LFS1 | Change of ELR – Larkfield Jn | 101 | 17 | 101 | 01 | 10 | Y | |
| SC049 | TSS | Muirhouse Central Jn – Terminus Jn | 0 | 04 | 0 | 40 | 10 | Y | |
| SC051 | CTC | Muirhouse Central Jn – Cathcart North Jn (via Cathcart) | 5 | 19 | 1 | 63 | 3 | R1 | R1 Prohibited between Muirhouse Central Jn and Pollokshields West on the Down line (Inner) Cathcart Circle |
| SC051 | CTC | Cathcart North Jn – Muirhouse North Jn (via Crosshill) | 1 | 63 | 0 | 00 | 7 | Y | |
| SC053 | NNH | Neilston – Cathcart West Jn | 108 | 45 | 100 | 77 | 5 | Y | |
| SC055 | WCM2 | Newton, Hamilton Jn – Newton Kirkhill Jn | 95 | 53 | 95 | 77 | 10 | Y | |
| SC055 | KHL | Newton Kirkhill Jn – Cathcart West Jn | 95 | 77 | 100 | 77 | 7 | Y | |
| SC057 | CNC | Cathcart East Jn – Cathcart North Jn | 0 | 45 | 0 | 00 | 7 | Y | |
| SC059 | WCM2 | Glasgow Central – Bridge St Jn | 102 | 27 | 101 | 53 | 8 | Y | |
| SC059 | AYR1 | Bridge St Jn – Cook St | 0 | 00 | 0 | 19 | 8 | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| SC059 | LYE | Cook St – High St Line (Smithy Lye through line) | 0 | 00 | 0 | 44 | 8 | Y | |
| SC059 | AYR1 | Cook St – Shields Jn | 0 | 19 | 1 | 00 | 8 | Y | |
| SC059 | AYR1 | Shields Jn – Change of ELR (Paisley Gilmour Street) | 1 | 00 | 6 | 53 | 10 | Y | |
| SC059 | AYR2 | Change of ELR (Paisley Gilmour Street) – Change of ELR (Brown Street crossover) | 6 | 73 | 7 | 00 | 10 | Y | |
| SC059 | AYR3 | Change of ELR (Brown Street crossover) – Change of ELR (Dalry) | 7 | 00 | 23 | 00 | 10 | Y | |
| SC059 | AYR4 | Change of ELR (Dalry) – Change of ELR (Barassie Jn) | 23 | 00 | 33 | 08 | 10 | Y | |
| SC059 | AYR5 | Change of ELR (Barassie Jn) – Change of ELR (Between Troon and Prestwick International Airport) | 0 | 00 | 2 | 15 | 10 | Y | |
| SC059 | AYR6 | Change of ELR (Between Troon and Prestwick International Airport) – Falkland Jn | 35 | 05 | 38 | 73 | 10 | Y | |
| SC059 | AYR6 | Falkland Jn – Ayr | 38 | 73 | 40 | 49 | 8 | Y | |
| SC059 | STR1 | Ayr – Dalrymple Jn | 40 | 49 | 43 | 53 | 8 | Y | |
| SC059 | STR1 | Dalrymple Jn – Change of ELR (Girvan) | 43 | 53 | 61 | 60 | 5 | N | |
| SC059 | STR2 | Change of ELR (Girvan) – Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) | 0 | 00 | 30 | 67 | 5 | Y | |
| SC059 | STR3 | Change of ELR (Betweeen Challoch LC and Dunragit SB & LC) – Change of ELR (Stranraer Yard GF) | 46 | 54 | 53 | 05 | 5 | Y | |
| SC059 | STR4 | Change of ELR (Stranraer Yard GF) – End of Line | 53 | 05 | 54 | 05 | 5 | Y | |
| SC061 | CNL | Shields Jn – Corkerhill | 1 | 05 | 3 | 11 | 10 | Y | |
| SC061 | CNL | Corkerhill – Paisley Canal | 3 | 11 | 7 | 00 | 10 | Y | |
| SC063 | CND1 | Cardonald Jn – Cardonald North Jn | 0 | 00 | 0 | 36 | 9 | Y | |
| SC063 | CND2 | Cardonald North Jn – Deanside (Goods Line) | 0 | 36 | 1 | 54 | 9 | Y | |
| SC065 | GOU1 | Paisley (Wallneuk Jn) – Change of ELR | 6 | 34 | 6 | 53 | 7 | R1 | R1 Prohibited between Paisley Gilmour St and Change of ELR on the Up Gourock line |
| SC065 | GOU2 | Change of ELR – Bishopton | 107 | 70 | 112 | 60 | 7 | R1 | R1 Prohibited between Change of ELR and Paisley St James on the Up Gourock line |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| SC065 | GOU2 | Bishopton – Gourock | 112 | 60 | 126 | 58 | 5 | R1<br>R2<br>R3 | R1 Prohibited between Greenock West and Fort Matilda on the Down line<br>R2 Prohibited between Fort Matilda and Gourock on the Up line<br>R3 Prohibited Gourock platform 3 (Down line) |
| SC067 | WYS | Wemyss Bay Jn – Wemyss Bay | 0 | 00 | 10 | 03 | 5 | Y | |
| SC073 | LGS1 | Kilwinning Jn – Change of ELR | 25 | 65 | 30 | 44 | 10 | Y | |
| SC073 | LGS2 | Change of ELR – Fairlie High Siding | 30 | 44 | 38 | 69 | 10 | Y | |
| SC073 | LGS2 | Fairlie High Siding – Largs | 38 | 69 | 42 | 07 | 5 | Y | |
| SC077 | ARH | Ardrossan South Beach – Adrossan Harbour | 30 | 44 | 31 | 35 | 10 | Y | |
| SC079 | HUN | Hunterston – Hunterston Low Level Sdgs (Goods Line) | 0 | 00 | 0 | 36 | 10 | Y | |
| SC081 | BYL | Byrehill Jn – Dubbs Jn | 0 | 60 | 0 | 00 | 10 | Y | |
| SC085 | AYH1 | Ayr Harbour – Newton Jn (Goods Line) | 0 | 17 | 0 | 00 | 10 | Y | |
| SC087 | ANN | Newton Jn – Mauchline (Goods Line) | 39 | 42 | 50 | 16 | 10 | Y | |
| SC089 | KCH1 | Annbank – Change of ELR | 43 | 52 | 48 | 73 | 10 | Y | |
| SC089 | KCH2 | Change of ELR – Killoch Colliery (Goods line) | 0 | 00 | 3 | 43 | 10 | Y | |
| SC091 | WAT | Dalrymple Jn – Chalmerston (Goods line) | 43 | 53 | 52 | 70 | 8 | Y | |
| SC093 | SCM1 | Motherwell – Mossend South | 89 | 51 | 91 | 08 | 10 | Y | |
| SC093 | SCM2 | Mossend South – Whifflet North Jn | 91 | 08 | 94 | 05 | 10 | Y | |
| SC093 | SCM3 | Whifflet North Jn – Gartsherrie South Jn (Limit of OLE) | 94 | 05 | 95 | 64 | 10 | Y | |
| SC093 | SCM3 | Gartsherrie South Jn (Limit of OLE) – Greenhill Lower Jn | 95 | 64 | 106 | 63 | 10 | Y | |
| SC097 | SYE | Whifflet South Jn – Sunnyside Jn (Goods Line) | 9 | 63 | 8 | 43 | 10 | Y | |
| SC099 | RSL2 | Whifflet North Jn – Change of ELR | 0 | 00 | 0 | 34 | 10 | Y | |
| SC099 | RSL1 | Change of ELR – Langloan Jn | 6 | 59 | 6 | 34 | 10 | Y | |
| SC099 | RCB | Langloan Jn – Rutherglen East Jn | 6 | 34 | 0 | 04 | 10 | Y | |
| SC101 | RCB | Coatbridge Jn – Langloan Jn | 7 | 03 | 6 | 34 | 10 | Y | |
| SC103 | CBD1 | Garnqueen North Jn – Gartcosh Jn | 1 | 33 | 0 | 00 | 10 | Y | |
| SC103 | CBD2 | Gartcosh Jn – Change of ELR | 97 | 09 | 103 | 41 | 10 | Y | |
| SC103 | SGN | Change of ELR – Cowlairs West Jn | 0 | 61 | - 0 | 20 | 10 | R1 | R1 Prohibited from Springburn Down Bay platform 3 |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| SC105 | GHE | Gartsherrie South Jn – Gartcosh Jn | 95 | 64 | 97 | 06 | 10 | Y | |
| SC106 | PNS | Sighthill West Jn – Cowlairs South Jn (Chord line) | 0 | 30 | 0 | 00 | 8 | Y | |
| SC107 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | 10 | Y | |
| SC107 | EGM4 | Edinburgh Waverley – Waverley West End (South lines) | 0 | 00 | 0 | 15 | 10 | Y | |
| SC107 | ECN1 | Edinburgh Waverley – Waverley West End (North lines) | 0 | 00 | 0 | 15 | 10 | Y | |
| SC107 | EGM3 | Waverley West End – Haymarket (South lines) | 0 | 15 | 1 | 19 | 10 | Y | |
| SC107 | ECN2 | Waverley West End – Haymarket (North lines) | 0 | 15 | 1 | 19 | 10 | Y | |
| SC107 | EGM2 | Haymarket – Haymarket East Jn (South lines) | 46 | 02 | 45 | 72 | 10 | Y | |
| SC107 | ECN2 | Haymarket – Haymarket East Jn (North lines) | 1 | 19 | 1 | 29 | 10 | Y | |
| SC107 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South lnes) | 45 | 72 | 45 | 35 | 10 | Y | |
| SC107 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North lnes) | 1 | 29 | 1 | 66 | 10 | Y | |
| SC107 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South lnes) | 45 | 35 | 44 | 73 | 10 | Y | |
| SC107 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North lines) | 1 | 66 | 2 | 41 | 10 | Y | |
| SC107 | EGM1 | Haymarket West Jn – Cowlairs West Jn | 44 | 73 | 1 | 67 | 10 | Y | |
| SC107 | EGM1 | Cowlairs West Jn – Glasgow Queen Street | 1 | 67 | 0 | 00 | 8 | Y | |
| SC109 | PMT | Polmont Jn – Grangemouth Jn | 21 | 20 | 23 | 75 | 10 | Y | |
| SC109 | PMT | Grangemouth Jn – Carmuirs East Jn | 23 | 75 | 25 | 79 | 10 | Y | |
| SC109 | CMS | Carmuirs East Jn – Carmuirs West Jn | 0 | 40 | 0 | -02 | 10 | Y | |
| SC109 | SCM3 | Carmuirs West Jn – Greenhill Lower Jn | 108 | 74 | 106 | 62 | 10 | Y | |
| SC109 | GHL | Greenhill Lower Jn – Greenhill Upper Jn | 0 | 52 | 0 | 00 | 10 | Y | |
| SC110 | PMT | Carmuirs East Jn – Larbert Jn | 25 | 79 | 26 | 35 | 10 | Y | |
| SC111 | NBE | Newbridge Jn – Bathgate | 35 | 21 | 25 | 18 | 10 | Y | |
| SC113 | DMY | Winchburgh Jn – Dalmeny Jn | 34 | 54 | 39 | 03 | 8 | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| SC115 | MRL1 | Cowlairs West Jn – Maryhill Park Jn | 8 | 26 | 5 | 51 | 10 | Y | |
| SC115 | MRL2 | Maryhill Park Jn – Knightswood North Jn | 4 | 40 | 5 | 67 | 8 | Y | |
| SC1150 | MLA | Maryhill Park Jn – Anniesland | 0 | 00 | 0 | 70 | 5 | Y | |
| SC116 | CSN | Cowlairs East Jn – Cowlairs North Jn | 0 | 00 | 0 | 21 | 10 | Y | |
| SC117 | GMH | Grangemouth Jn – Grangemouth | 0 | 00 | 3 | 67 | 10 | Y | |
| SC119 | GHL | Greenhill Upper Jn – Greenhill Lower Jn | 0 | 00 | 0 | 52 | 10 | Y | |
| SC119 | SCM3 | Greenhill Lower Jn – Carmuirs West Jn | 106 | 62 | 108 | 74 | 10 | Y | |
| SC119 | SCM3 | Carmuirs West Jn – Stirling Middle Jn | 108 | 76 | 118 | 08 | 10 | Y | |
| SC119 | SCM3 | Stirling Middle Jn – Change of ELR (Dunblane) | 118 | 08 | 123 | 40 | 10 | Y | |
| SC119 | SCM4 | Change of ELR (Dunblane) – Perth South Jn | 123 | 40 | 150 | 61 | 10 | Y | |
| SC119 | SCM5 | Perth South Jn – Change of Mileage | 150 | 61 | 151 | 03 | 10 | Y | |
| SC119 | SCM5 | Change of Mileage – Dundee Central Jn | 21 | 01 | 0 | 36 | 10 | Y | |
| SC119 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | 8 | Y | |
| SC123 | NBE | Bathgate – Change of ELR | 25 | 18 | 25 | 00 | 10 | Y | |
| SC123 | NEM1 | Change of ELR – Drumgelloch | 25 | 00 | 11 | 70 | 10 | Y | |
| SC123 | NEM1 | Drumgelloch – Change of ELR | 11 | 70 | 11 | 60 | 10 | Y | |
| SC123 | NEM2 | Change of ELR – High Street Jn | 11 | 60 | 0 | 28 | 10 | R1<br>R2<br>R3<br>R4 | R1 Prohibited between Blairhill and Sunnyside Jn on the Down line<br>R2 Prohibited between Bellgrove and High Street Jn on the Down line<br>R3 Prohibited between Bellgrove and High Street Jn on the Up line<br>R4 Prohibited High Street platform 2 (Up line) |
| SC123 | NEM2 | High Street Jn – Change of ELR | 0 | 28 | 0 | 00 | 5 | R1 | R1 Prohibited on the Down line |
| SC123 | NEM3 | Change of ELR – Finnieston East Jn | 0 | 00 | 2 | 19 | 5 | R1<br>R2 | R1 Prohibited on the Down line<br>R2 Prohibited between Queen Street and Charing Cross on the Up line |
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Down Line) | 2 | 19 | 2 | 53 | 7 | Y | |
| SC123 | NEM3 | Finnieston East Jn – Finnieston West Jn (Up Line) | 2 | 19 | 2 | 53 | 5 | Y | |
| SC123 | NEM3 | Finnieston West Jn – Hyndland North Jn | 2 | 53 | 4 | 28 | 7 | Y | |
| SC123 | NEM3 | Hyndland North Jn – Change of ELR | 4 | 28 | 4 | 63 | 10 | Y | |
| SC123 | NEM4 | Change of ELR – Knightswood North Jn | 0 | 00 | 0 | 74 | 10 | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| SC123 | NEM5 | Knightswood North Jn – Change of ELR (Between Bowling and Dumbarton East) | 5 | 67 | 13 | 40 | 10 | R1 | R1 Prohibited Singer platform 2 (Down line) |
| SC123 | NEM6 | Change of ELR (Between Bowling and Dumbarton East) – Change of ELR (Dumbarton East) | 113 | 46 | 116 | 00 | 5 | Y | |
| SC123 | NEM7 | Change of ELR (Dumbarton East) – Craigendoran Jn | 15 | 51 | 22 | 76 | 5 | Y | |
| SC123 | NEM7 | Craigendoran Jn – Helensburgh Central | 22 | 76 | 24 | 31 | 5 | R1 | R1 Prohibited Craigendoran platform (Single line) |
| SC125 | YKR | Hyndland East Jn – Hyndland West Jn | 0 | 00 | 0 | 22 | 7 | Y | |
| SC125 | YKR | Hyndland West Jn – Dalmuir Park Jn | 0 | 22 | 4 | 73 | 8 | Y | |
| SC129 | SGN | Springburn – Bellgrove Jn | 0 | 42 | 2 | 58 | 10 | R1 | R1 Prohibited Springburn Down bay platform 3 |
| SC131 | HST | High Street Jn – Connection to Smithy Lye through line | 0 | 04 | 2 | 00 | 8 | Y | |
| SC131 | HST | Connection to Smithy Lye through line – Shields Jn | 2 | 00 | 2 | 35 | 8 | Y | |
| SC133 | MGE | Westerton Jn – Milngavie | 6 | 19 | 9 | 35 | 5 | Y | |
| SC135 | BCH | Dalreoch Jn – Balloch | 16 | 39 | 20 | 38 | 6 | R1 | R1 Prohibited Balloch platform (Single line) |
| SC136 | HYD | Hyndland North Jn – Hyndland West Jn | 0 | 00 | 0 | 16 | 8 | Y | |
| SC141 | WHL | Craigendoran Jn – Crianlarich Jn | 0 | 01 | 36 | 30 | 5 | Y | |
| SC141 | WHL | Crianlarich Jn – Fort William | 36 | 30 | 99 | 37 | 5 | R1 | R1 Prohibited Fort William Station Siding 2 |
| SC143 | OBN1 | Crianlarich Jn – Lower Crianlarich GF | 0 | 00 | 0 | 44 | 5 | Y | |
| SC143 | OBN2 | Lower Crianlarich GF – Inverhaggernie No.1 LC | 30 | 23 | 31 | 00 | 5 | Y | |
| SC143 | OBN2 | Inverhaggernie No.1 LC – Oban | 31 | 00 | 71 | 44 | 5 | Y | |
| SC145 | MLG1 | Fort William – Change of ELR | 0 | 05 | 1 | 27 | 5 | Y | |
| SC145 | MLG2 | Change of ELR – Mallaig | 0 | 00 | 39 | 39 | 5 | R1<br>R2<br>R3<br>R4 | R1 Prohibited between Lochailort and Arisaig on the Single line<br>R2 Prohibited Down Refuge Siding at Arisaig<br>R3 Prohibited Morar platform (Single line)<br>R4 Prohibited Mallaig station platform 2 |
| SC147 | ECM8 | Route Boundary (LN600) (Heaton South Jn) – Prestonpans Jn | 54 | 50 | 9 | 67 | 10 | Y | |
| SC147 | ECM8 | Prestonpans Jn – Calton South Tunnel | 9 | 67 | 0 | 29 | 10 | Y | |
| SC147 | ECM9 | Calton South Tunnel – Waverley East End | 0 | 29 | 0 | 21 | 10 | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| SC147 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | 10 | Y | |
| SC147 | EGM4 | Edinburgh Waverley – Waverley West End (South lines) | 0 | 00 | 0 | 15 | 10 | Y | |
| SC147 | ECN1 | Edinburgh Waverley – Waverley West End (North lines) | 0 | 00 | 0 | 15 | 10 | Y | |
| SC147 | EGM3 | Waverley West End – Haymarket (South lines) | 0 | 15 | 1 | 19 | 10 | Y | |
| SC147 | ECN2 | Waverley West End – Haymarket (North lines) | 0 | 15 | 1 | 19 | 10 | Y | |
| SC147 | EGM2 | Haymarket – Haymarket East Jn (South lines) | 46 | 02 | 45 | 72 | 10 | Y | |
| SC147 | ECN2 | Haymarket – Haymarket East Jn (North lines) | 1 | 19 | 1 | 29 | 10 | Y | |
| SC147 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South lines) | 45 | 72 | 45 | 35 | 10 | Y | |
| SC147 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North lines) | 1 | 29 | 1 | 66 | 10 | Y | |
| SC147 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South lines) | 45 | 35 | 44 | 73 | 10 | Y | |
| SC147 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North lines) | 1 | 66 | 2 | 41 | 10 | Y | |
| SC149 | NBK | North Berwick – Drem Jn | 22 | 22 | 18 | 15 | 5 | Y | |
| SC151 | LHS1 | Portobello – Leith South Yard (Goods line) | 0 | 00 | 2 | 20 | 10 | Y | |
| SC153 | CPH | Craigentinny – Powderhall (Goods line) | 0 | 00 | 1 | 78 | 10 | Y | |
| SC155 | MHL1 | Monktonhall Jn – Change of ELR | 0 | 11 | 5 | 60 | 10 | Y | |
| SC155 | MHL2 | Change of ELR – Millerhill East Jn | 1 | 40 | 0 | 28 | 10 | Y | |
| SC155 | MHL3 | Millerhill East Jn – Millerhill Yard (Goods line) | 0 | 00 | 0 | 19 | 10 | Y | |
| SC157 | MLE | Millerhill South Jn – Millerhill East Jn (Goods line) | 0 | 09 | 0 | 28 | 10 | Y | |
| SC159 | NDE2 | Millerhill West Jn – Millerhill South Jn / Millerhill Yard | 6 | 52 | 5 | 72 | 10 | Y | |
| SC161 | NDE1 | Millerhill Yard – Junction with Niddrie West line | 5 | 52 | 3 | 36 | 10 | Y | |
| SC161 | SUB1 | Junction with Niddrie West line – Portobello | 3 | 36 | 3 | 30 | 10 | Y | |

| Line of route | ELR | Line of Route / Sector Description | 000 0 M | 00 00 Ch | 00 00 M | 00 00 Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| SC163 | SUB1 | Portobello – Change of ELR | 3 | 30 | 4 | 00 | 10 | Y | |
| SC163 | SUB2 | Change of ELR – Niddrie West | 6 | 69 | 6 | 30 | 10 | Y | |
| SC164 | NNS | Newcraighall North Jn – Newcraighall South Jn | 4 | 63 | 5 | 02 | 3 | Y | |
| SC164 | SBO | Newcraighall South Jn – Tweedbank | 5 | 02 | 35 | 34 | 3 | Y | |
| SC165 | MHY | Niddrie South Jn – Niddrie West Jn | 7 | 06 | 6 | 30 | 10 | Y | |
| SC165 | SUB2 | Niddrie West Jn – Gorgie Jn | 6 | 30 | 0 | 45 | 10 | Y | |
| SC165 | GGE | Gorgie Jn – Haymarket West Jn | 0 | 00 | 0 | 41 | 10 | Y | |
| SC167 | CKT | Craiglockhart Jn – Slateford Jn | 0 | 00 | 0 | 48 | 10 | Y | |
| SC169 | SUB2 | Gorgie Jn – Haymarket Central Jn | 0 | 45 | 0 | 11 | 10 | Y | |
| SC171 | ECM9 | Waverley East End – Edinburgh Waverley | 0 | 21 | 0 | 00 | 10 | Y | |
| SC171 | EGM4 | Edinburgh Waverley – Waverley West End (South lines) | 0 | 00 | 0 | 15 | 10 | Y | |
| SC171 | ECN1 | Edinburgh Waverley – Waverley West End (North lines) | 0 | 00 | 0 | 15 | 10 | Y | |
| SC171 | EGM3 | Waverley West End – Haymarket (South Lines) | 0 | 15 | 1 | 19 | 10 | Y | |
| SC171 | ECN2 | Waverley West End – Haymarket (North lines) | 0 | 15 | 1 | 19 | 10 | Y | |
| SC171 | EGM2 | Haymarket – Haymarket East Jn (South lines) | 46 | 02 | 45 | 72 | 10 | Y | |
| SC171 | ECN2 | Haymarket – Haymarket East Jn (North lines) | 1 | 19 | 1 | 29 | 10 | Y | |
| SC171 | EGM2 | Haymarket East Jn – Haymarket Central Jn (South lines) | 45 | 72 | 45 | 35 | 10 | Y | |
| SC171 | ECN2 | Haymarket East Jn – Haymarket Central Jn (North lines) | 1 | 29 | 1 | 66 | 10 | Y | |
| SC171 | EGM2 | Haymarket Central Jn – Haymarket West Jn (South lines) | 45 | 35 | 44 | 73 | 10 | Y | |
| SC171 | ECN2 | Haymarket Central Jn – Haymarket West Jn (North lines) | 1 | 66 | 2 | 41 | 10 | Y | |
| SC171 | ECN2 | Haymarket West Jn – Dundee Central Jn | 2 | 41 | 58 | 69 | 8 | R1<br>R2<br>R3<br>R4 | R1 Prohibited through Kinghorn Tunnel on the Up line<br>R2 Prohibited between Cupar and Leuchars on the Down line<br>R3 Prohibited between Cupar and Leuchars on the Up line<br>R4 Prohibited between Tay Bridge South and Dundee Central Jn on the Up line |
| SC171 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | 8 | Y | |
| SC173 | CWH1 | Inverkeithing Central Jn – Change of ELR (Cowdenbeath) | 13 | 21 | 22 | 76 | 8 | Y | |

| Line of route | ELR | Line of Route / Sector Description | 00 00 M | 00 00 Ch | 00 00 M | 00 00 Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| SC173 | CWH2 | Change of ELR (Cowdenbeath) – Change of ELR (Lochgelly) | 0 | 00 | 0 | 70 | 8 | Y | |
| SC173 | CWH3 | Change of ELR (Lochgelly) – Thornton West Jn | 27 | 00 | 34 | 62 | 8 | Y | |
| SC173 | TNW | Thornton West Jn – Thornton North Jn | 0 | 70 | 0 | 00 | 8 | Y | |
| SC175 | RHD2 | Rosyth Dockyard – Change of ELR | 1 | 21 | 1 | 00 | 8 | Y | |
| SC175 | RHD1 | Change of ELR – Inverkeithing South Jn (Goods Line) | 1 | 00 | 0 | 02 | 8 | Y | |
| SC176 | IGE | Inverkeithing North Jn – Inverkeithing East Jn (Inverkeithing Curve) | 0 | 33 | 0 | 00 | 8 | Y | |
| SC177 | MTL1 | Thornton North Jn – Change of ELR | 0 | 11 | 4 | 65 | 8 | Y | |
| SC177 | MTL2 | Change of ELR – Methill Power Station (Goods line) | 7 | 34 | 6 | 48 | 8 | Y | |
| SC178 | CWH3 | Thornton South Jn – Thornton West Jn | 35 | 38 | 34 | 62 | 8 | Y | |
| SC181 | CDC1 | Ladybank Jn – Change of ELR | 0 | 03 | 14 | 10 | 8 | Y | |
| SC181 | CDC2 | Change of ELR – Hilton Jn | 44 | 18 | 45 | 66 | 8 | Y | |
| SC183 | SAA | Stirling Middle Jn – Change of ELR | 0 | 00 | 8 | 14 | 10 | Y | |
| SC183 | KNE1 | Change of ELR – Longannet | 0 | 00 | 5 | 62 | 10 | Y | |
| SC183 | KNE1 | Longannet – Change of ELR | 5 | 62 | 14 | 14 | 8 | Y | |
| SC183 | KNE2 | Change of ELR – Charlestown Jn | 14 | 14 | 15 | 39 | 8 | Y | |
| SC189 | CRE | Westfield – Change of Mileage | 28 | 77 | 33 | 04 | 8 | Y | |
| SC189 | CRE | Change of Mileage – Redford Jn (Goods line) | 33 | 28 | 33 | 45 | 8 | Y | |
| SC191 | ECN2 | Dundee Central Jn – Dundee | 58 | 69 | 59 | 14 | 8 | Y | |
| SC191 | ECN2 | Dundee – Camperdown Jn | 59 | 14 | 59 | 77 | 10 | Y | |
| SC191 | ECN3 | Camperdown Jn – Change of ELR (Arbroath SB) | 0 | 21 | 17 | 17 | 10 | Y | |
| SC191 | ECN4 | Change of ELR (Arbroath SB) – Change of ELR (Montrose) | 17 | 55 | 33 | 28 | 10 | Y | |
| SC191 | ECN5 | Change of ELR (Montrose) – Craiginches | 203 | 11 | 239 | 55 | 10 | Y | |
| SC191 | ECN5 | Craiginches – Aberdeen | 239 | 55 | 241 | 06 | 10 | Y | |
| SC193 | HGL1 | Perth South Jn – Change of ELR | 150 | 61 | 158 | 38 | 10 | Y | |
| SC193 | HGL2 | Change of ELR – Stanley Jn | 7 | 02 | 7 | 07 | 10 | Y | |
| SC193 | HGL2 | Stanley Jn – Milburn Jn | 7 | 07 | 143 | 39 | 8 | Y | |
| SC193 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | 8 | Y | |

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | RA | Loco Gauge | Notes |
|---|---|---|---|---|---|---|---|---|---|
| SC193 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | 10 | Y | |
| SC193 | HGL2 | Welsh's Bridge Jn – Inverness Platforms 1-4 | 117 | 56 | 118 | 03 | 8 | Y | |
| SC195 | ECN5 | Aberdeen – Change of ELR | 241 | 06 | 241 | 08 | 10 | Y | |
| SC195 | ANI1 | Change of ELR – Keith Jn SB | 0 | 00 | 53 | 05 | 10 | Y | |
| SC195 | ANI2 | Keith Jn SB – Forres | 30 | 40 | 0 | 00 | 10 | Y | |
| SC195 | ANI3 | Forres – Milburn Jn | 119 | 26 | 143 | 39 | 8 | Y | |
| SC195 | HGL2 | Milburn Jn – Welsh's Bridge Jn | 117 | 37 | 117 | 56 | 8 | Y | |
| SC195 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | 10 | Y | |
| SC195 | HGL2 | Welsh's Bridge Jn – Inverness platforms 1-4 | 117 | 56 | 118 | 03 | 8 | Y | |
| SC197 | WRO | Kittybrewster – Waterloo Goods (Goods line) | 1 | 62 | 0 | 03 | 10 | Y | |
| SC199 | DFN | Keith Jn – End of Line | 53 | 06 | 53 | 36 | 10 | Y | |
| SC203 | RSW | Welsh's Bridge Jn – Rose Street Jn | 117 | 56 | 118 | 03 | 10 | Y | |
| SC203 | WCK | Inverness platforms 5-7 – Rose Street Jn | 0 | 02 | 0 | 18 | 5 | R1 | R1 Prohibited Inverness platforms 6a and 6b |
| SC203 | WCK | Rose Street Jn – Invergordon | 0 | 18 | 31 | 37 | 5 | R1 | R1 Prohibited Dingwall Down Siding Loading Dock |
| SC203 | WCK | Invergordon – Georgemas Jn | 31 | 37 | 147 | 20 | 5 | Y | |
| SC203 | WCK | Georgemas Jn – Wick | 147 | 20 | 161 | 35 | 3 | Y | |
| SC205 | KYL | Dingwall – Kyle of Lochalsh | 0 | 19 | 63 | 64 | 5 | R1<br>R2 | R1 Prohibited Achnasheen Engineers Siding Loading Dock<br>R2 Prohibited Kyle Of Lochalsh West Sidings run-round loop |
| SC207 | TSO | Georgemas Jn – Thurso | 0 | 00 | 6 | 50 | 5 | Y | |