**Network Rail**

# SCOTLAND ROUTE

# SECTIONAL APPENDIX

## To the Working Timetables and Books of Rules and Regulations

## 02 December 2006

# Briefing Notes

## Re-issue of the Scotland Route Sectional Appendix

The Sectional Appendix covering the Scotland Route was last updated in December 2003. This re-issue brings it up to date by capturing all the changes that have been carried in Periodical Operating Notices since that time.

This re-issue is also noteworthy because it incorporates a significant amount of work that Network Rail have undertaken since 2004 to remove inconsistencies in the style, layout and structure of all it's Appendices and to align them more fully with the current route delivery structure.

## Overview of changes to this Sectional Appendix
Past users of this Appendix will notice some differences between previous versions and this one. The most significant of these are in its structure, layout and style.

- ## Structure

  The information within the Appendix is now found in fifteen Modules:

| Module SC1 | Containing General Instructions, explanation of terms and symbols for the Table A diagrams and a list of locations within the Scotland Route |
|---|---|
| Modules SC2 to SC15 | Containing Exceptional Poor Railhead Adhesion tables, Table A diagrams, Special Working Arrangements, Route Clearance tables and Local Instructions. |

- ## Layout and style
  The text and diagrams within this Appendix have been "re-styled" to give them a standard appearance and to provide clarity to the information they portray. For example:

  ○ all Table A diagrams now have

    ○ a "header bar" which clearly identifies the line of route being viewed and the associated Engineers Line Reference

    ○ "signalling definition boxes" which serve to identify the salient operating data associated with the route on the page being viewed e.g. signalling type and Route Availability

  ○ Miles and yards are no longer used to denote distance in the "mileage column" of Table A diagrams. Instead the Network Rail convention of Miles and Chains has been applied

  ○ TPWS is now listed by exception i.e. where lines are not covered by it. The previous convention was to indicate lines that were. This change has been introduced because of the prevalence of TPWS across the Route at this time

# List of Modules

**Module**                            **Title**

SC1                General Instructions and miscellaneous items

SC2 to SC15    Exceptional Poor Railhead Adhesion tables
Table A diagrams
Special Working Arrangements
Route Clearance tables
Local Instructions