

Module SC1

Scotland Route

Sectional Appendix General Instructions and miscellaneous items

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List of Module Pages and Dates

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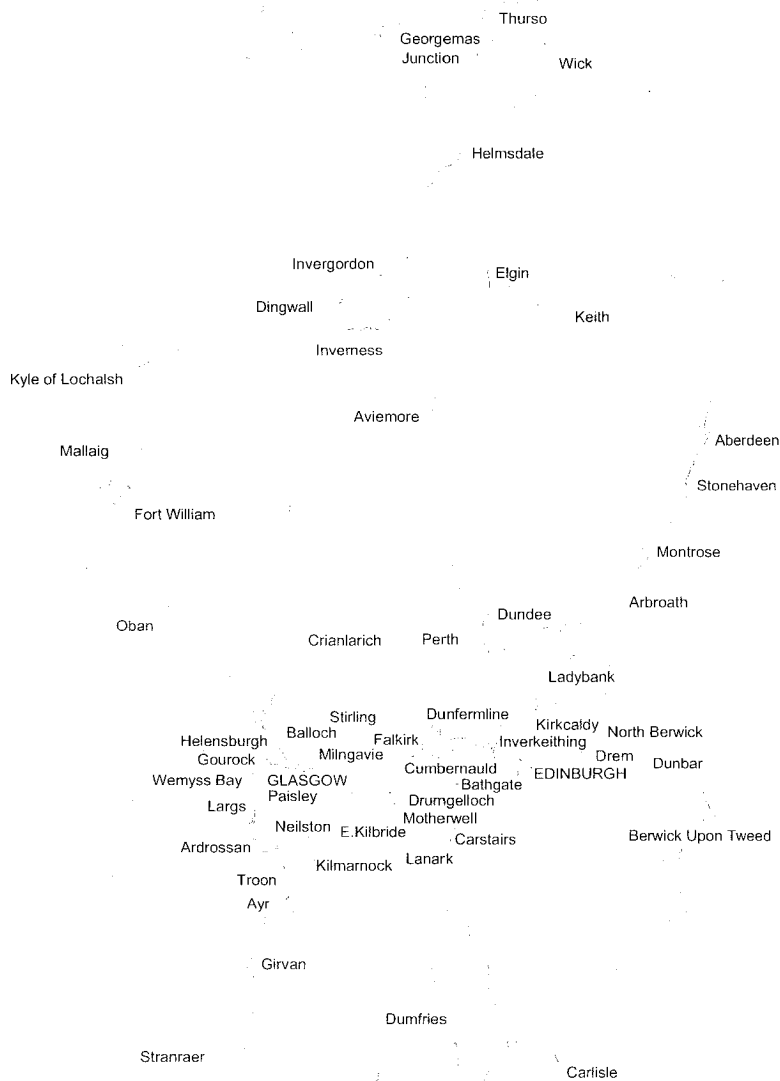
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General Instructions

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
Craighentenny	-	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 S1 - Signals and indicators controlling train movements

Section 4, Clause 4.5 - 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: 02/12/06

Rule Book Module S1 - Signals and indicators controlling train movements

Section 4, Clause 4.8 - 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

Scotland Territory GI - Dated: 02/12/06

Rule Book Module S4 - Trains or shunting movements detained, or vehicles left, on running lines

At places where the block instruments and train register are located in the station office, the driver or shunter must proceed to the office to carry out these instructions.

If the signaller is not immediately available, the driver or shunter must remain at the office until the signaller arrives and the instructions in this section of the Rule Book have been carried out.

Scotland Territory GI - Dated: 02/12/06

Rule Book Module SP - Speeds : Part B Temporary speed restrictions

Section 5, Clause 5.1 - Details of the temporary speed restriction

MOVING TEMPORARY SPEED RESTRICTIONS (DAGGER SPEEDS)

These instructions apply to a temporary speed restriction where there are works required along an extended section of line but:

- the site requiring the speed restriction is shorter than the planned work site, and,
- the actual position of the speed restriction can be moved to follow the work.

The limits of the temporary speed restriction must be moved progressively along the line in the normal direction of travel only.

This type of temporary speed restriction is not permitted on bi-directionally signalled lines.

The warning board and speed indicator must always be moved in conjunction with each other so that the appropriate braking distance is always provided.

This type of temporary speed restriction is shown in the weekly operating notice as follows:

+ Indicates the warning board and indicators will be moved as the work progresses.

The overall limits of where the restriction can be applied will be shown, the position of the restriction falling somewhere within these.

Scotland Territory GI - Dated: 02/12/06

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 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.
Craiginchies/Dee viaduct	Down main sig. A18 to Down sdg., Up main or Up yard.

Scotland Territory GI - Dated: 02/12/06

Rule Book Module T2 - Protecting engineering work or a hand trolley on a line not under possession

Section 8, Clause 8.2 - When a T-COD can be used

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) Between Cove LC (excl) and Cambuslang (excl) Up: M138 - MC856 Down: MC857 and M133	Not to be used between signals : M386 and M462 (Logans Road LC incl. M566 and MC440 (Cleghorn LC incl. MC602 and MC610 (Bodsbury LC incl. MC718 and MC732 (Beattock North incl. Not to be used between signals :- MC625 and MC603 (Summit incl.* - Bodsbury LC incl.) * includes Summit DPL MC439 and M567 (Carstairs South Jn incl. - Cleghorn LC incl.) M445 and M387 (Shieldmuir excl. - Logans Road LC incl.) Shieldmuir Royal Mail line prohibited Newton Connecting lines and platform lines prohibited
SC003 Carstairs South Jn to Haymarket East Jn Up: EH521 - MC440 Down: MC439 -EH520	Not to be used between signals: EJ700 - EJ704 : Through Kirknewton AHB EJ712 - MC426 : Through Auchengray AHB ES686 - ES696 : Slateford RR - Curriehill Not to be used between signals: MC427/ MC429 - EJ713 : Through Auchengray AHB ES697 - ES687 : Through Kingsknowe AHB EJ705 - EJ701 : Through Kirknewton AHB
SC007 Midcalder Jn to Holytown Jn Between Midcalder Jn (excl.)/ Midcalder Up and Down goods loop (excl.) and Holytown Jn Up: M496 - EJ722 Down: EJ723 - M497	No restriction No restriction
SC009 Lanark to Lanark Jn	Not to be used between signals :- M582 and Lanark Stn

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)
SC011 Law Jn to Uddingston Jn (via Holytown) Up: M188 - M526 (Mossend West Jn - Law Jn) Down: M525 - M181 (Law Jn - Uddingston Station)	Not to be used between signals: M494 - M512 : Holytown RR - Ravenscraig Not to be used between signals: M505 - M503 : 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: M174 - M416 Down: M417 - M179	Not to be used between signals: M206 - M226 : Birdsfield Yard - Hamilton West Stn Not to be used between signals: M223 - M211 : Hamilton West Stn - Birdsfield Yard
SC024 Larkhall to Haughhead Jn	Not to be used between signals: MH712 and Larkhall Stn 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 - G884 Down: G883 - YF333	No restriction No restriction
SC031 Gretna Jn to Glasgow Central (via Kilmarnock) Between Barrhead (excl.) and Glasgow Central (excl.) Up: G233 - Barrhead 1 Down: Barrhead 20 - G223	Not to be used between signals: G612 - G644 (Muirhouse South Jn) No Restriction
SC045 East Kilbride to Busby Jn Between Busby Station and Busby Jn. Up: G654 - G664 Down: G663 - G657	Not to be used between signals: G658 - G664 (Clarkston Stn - Busby Stn) No Restriction
SC051 Muirhouse Central Jn to Muirhouse North Jn (via Cathcart) (Cathcart Circle) Up: C35C - G622 Down: C56 - G607	Not to be used between signals: C59 - C53 (Cathcart West Jn) Not to be used between signals: C45 - C47 (Cathcart West Jn)

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)
SC053 Neilston to Cathcart West Jn	No Restriction
SC055 Newton, Hamilton Jn to Cathcart West Jn Between Newton West Jn (excl.) and Kings Park Up C22 - M142 Down M143 - C23	No Restriction No Restriction
SC057 Cathcart East Jn to Cathcart North Jn	No Restriction
SC059 Glasgow Central to Stranraer Between Shields Jn (excl.) and Ayr Stn (excl.) Up: PA342 - G547 Down: G551 - PA343	Not to be used between signals :- PA336 and PA322 (Falkland Yard staff crossing) PB268 and PB262 (Gailes LC) P31 and P5A (Paisley) Not to be used between signals :- P6 and P33 (Paisley) PK255 and PK 267 (Gailes LC) PA323 and PA339 (Falkland Yard staff crossing)
SC061 Shields Jn to Paisley Canal Up G906 - G534 Down G593 - G905	No Restriction No Restriction
SC065 Paisley to Gourock Between Paisley St. James and Greenock West Stn Up: P103 - P42 Down P44 - PU104	Not to be used between signals: P85 - P67 (Ladyburn - Wemyss Bay Jn) No Restriction
SC067 Wemyss Bay Jn to Wemyss Bay	Not to be used between signals :- Dunrod loop prohibited P136 and Wemyss Bay Stn
SC073 Kilwinning Jn to Largs Between Kilwinning Jn and Stevenston Stn (excl.) Up: PK464 - PK228 Down: PK453 - PK459 Between Ardrossan South Beach and Hunterston Largs single line: PK484 - PH513 Up Freight: PH897 - PK474	No Restriction No Restriction No Restriction No Restriction

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)
<p>SC107 Edinburgh Waverley to Glasgow Queen Street (via Falkirk High) Between Haymarket West Jn and Cowairs East Jn</p> <p>Up: CE48 - EH552</p> <p>Down: EH547 - CE47</p>	<p>Not to be used between signals :- GJ336 - GJ354 (Greenhill Upper Jn) Linlithgow Up passenger loop prohibited</p> <p>Not to be used between signals :- EN573 - EN589 (Newbridge Jn) GJ357 - GJ337 (Greenhill Upper Jn) CG35 - CE39 (Cadder East)</p>
<p>SC123 Drumgelloch to Helensburgh (via Singer) Up: YD630 - YS156 (Dalreoch Tunnel - Coatdyke))</p> <p>Down: YS165 - YC633 (Sunnyside - Cardross)</p>	<p>No Restriction</p> <p>Dumbarton Central platform 3 prohibited</p> <p>SC125 Hyndland East Jn to Dalmuir (via Yoker) Dalmuir platform 5 prohibited</p>
<p>SC147 Berwick to Haymarket West Jn (via Waverley) Between Marshall Meadows and Calton Tunnel</p> <p>Up: E422 - EG402</p> <p>Down:</p>	<p>Not to be used between signals :- EA572 - EA558 (Prestonpans - St. Germain's LC) EF524 - EF518 (Markle LC) ED498 - ED472 (Dunbar - Oxwellmains) EG444 - EG434 (Grantshouse)</p> <p>Not to be used between signals :- EG435 - EG447 (Grantshouse) ED473 - ED505 (Oxwellmains - Dunbar) ED515 - ED523 (Markle LC) EA561 - EA563 (St. Germain's LC)</p> <p>Dunbar platform loop prohibited both directions</p>
<p>SC171 Edinburgh Waverley to Dundee (via Kirkcaldy) Between Haymarket West Jn and Dundee Central Jn</p> <p>Up: D718 - EH554</p>	<p>Not to be used between signals :- D714 - EB656 (Tay Bridge High Girders - Ladybank) ER606 - ER604 (Markinch) EK508 - EK504 (Kirkcaldy) EV428 - EV412 (Inverkeithing E Jn - Inverkeithing Stn) EY672 - EY666 (Forth Bridge)</p>

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)
Down: EH551- D719	Not to be used between signals :- EY661 - EY665 (Forth Bridge) EV407 - EV427 (Inverkeithing Tunnel - Inverkeithing E Jn) EK503 - EK511 (Kirkcaldy) ER603 - ER605 (Markinch) 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 Down: EV423 - EO717	
SC191 Dundee to Aberdeen Must only be used within the following limits :- Up: A72 - A62 D772 - D768 Down: D769 - D1001 A57 - A67	No Restriction No Restriction (Ferryhill - Craiginches) (Broughty Ferry - Camperdown LC excl) (Camperdown LC excl - Broughty Ferry) (Craiginches - Ferryhill)
SC193 Perth to Inverness Must only be used within the following limits :- Up: I394 - I384 Down: I381 - I387	
	(Millburn Jn excl - Cradlehall excl) (Cradlehall - Millburn Jn excl)

Scotland Territory GI - Dated: 02/12/06

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

Possession 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.

Glasgow Central signalling centre has a list of PICOPs competent to carry out the above modified procedure.

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.

Scotland Territory GI - Dated: 02/12/06

Rule Book Module T7 - Safe systems of work when walking or working on or near the line

Section 9, Clause 9.5 - Using train operated warning system (TOWS)

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: 02/12/06

Rule Book Module TS1 - Signalling general instructions

Section 16, Clause 16.7 - Bridge strikes

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

Scotland Territory GI - Dated: 02/12/06

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

Section 3, Clause 3.5 - National radio network (NRN)

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

Scotland Territory GI - Dated: 02/12/06

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

Section 11, Clause 11.2 - 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
Larbert North	Up Goods loop at Stirling end	Adjacent to disc signal.
Dunblane	Platform loop home 2 signal	South end of Down platform or adjacent to footbridge on Down platform.
Pitlochry	Down platform	South end of platform.
Dalwhinnie	Up starting signal or Down loop starting signal	Adjacent to signals.
Kingussie	Down platform	On platform.
Dyce Jn	Down main starting or loop starting signals	Adjacent to signals.
Inverurie	Down platform	South end of 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.
Elgin	Down loop platform	Adjacent to platform.
Dunkeld and Birnam	Up platform	North end of station building.

Scotland Territory GI - Dated: 02/12/06

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

Section 16, Clause 16.6 - Bridge strikes

Bridge strikes by light vehicles at underline bridges

Risk Assessment - An assessment has been made of the safety risks involved in granting dispensation to permit the passage of trains following a reported Bridge Strike from a light vehicle until the Bridge has been examined by a Bridge Strike Nominee, Bridge Strike Examiner or Territory Civil Engineer's Representative.

The Signaller may authorise the passage of trains over all Underline Bridges within *Scotland* Territory at Normal Speed until the Bridge has been examined, provided the Signaller can establish all of the following beyond all reasonable doubt:

the vehicle involved in the Bridge Strike is one of the following types of vehicles:

- motorcycle
- car
- light van smaller than a Ford Transit van,

the vehicle involved in the Bridge Strike is not on fire

the Bridge reported as struck is not one of the Bridges listed in the following table

Line of Route	Bridge Number	Local Name	Location
SC171	ECN2-63	Burntisland Viaduct	Burntisland
SC109	PMT-9	A9	Falkirk Grahamston
SC059	AYR6-40	Station Road	Prestwick
SC147	ECM8-3	Abbeymount	Abbeyhill, Edinburgh
SC131	HST-5	Bridgegate	Glasgow
SC131	HST-12	Cumberland Street	Glasgow

Scotland Territory GI - Dated: 02/12/06

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

In *Scotland*, the instructions in Section 15.3 do not apply to steam locomotives in steam and former Class 101 Diesel Multiple Units running in departmental service.

Scotland Territory GI - Dated: 02/12/06

Rule Book Module TW8 - Level crossings worked by crossing keepers

Section 4, Clause 4.2 - 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)

An emergency plunger is provided at the undernoted crossings :-

ABCL

Marrel	Blackwood No. 2
Acheilidh No. 2	

AOCL

Hoy	Kinbrace	Dingwall No. 2
Watten	Dingwall No. 1	Delny
Halkirk	Dingwall Middle	Rovie

Scotland Territory GI - Dated: 02/12/06

ANIMALS ON THE LINE

On Scotland Route lines, where the regulations require that trains be cautioned because of animals on the line, this procedure need **not** be applied if the animals involved are domestic (e.g. dogs) goats, deer or one sheep.

Scotland Territory GI - Dated: 02/12/06

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, clause 3.8.

Scotland Territory GI - Dated: 02/12/06

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 Stn	Gartsherrie Stn-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 TW8, Section 3.11 (c) and Module OTM, Section 4.3 (b), all automatic half barrier (AHB) level crossings in Scotland are provided with treadles.

The instructions in the Rule Book, Module TW5, Section 28 **do not apply** when trains with inoperative track circuit actuators on the first or last vehicle pass over any of these crossings.

Scotland Territory GI - Dated: 02/12/06

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
SC001 Gretna Jn to Glasgow Central (via Beattock)		
Glasgow Central (High Level)		
Platform 1 line	G38	Immediately on Bridge St Jn side of signal G38
Platform 2 line	G39	Immediately on Bridge St Jn side of signal G39
Platform 9 line	G44	Immediately on Bridge St Jn side of signal G44
Platform 10 line	G35 (mid), G45	Immediately on Bridge St Jn side of signals G35 & G45
Platform 11 line	G46 (mid), G54	Immediately on Bridge St Jn side of signals G46 & G54
Platform 12 line	G63	Immediately on Bridge St Jn side of signal G63
Platform 13 line	G67	Immediately on Bridge St Jn side of signal G67
SC025 Rutherglen Central Jn to Finnieston incl to Bridgeton Yard (via Arrival line) (Goods Line)		
Rutherglen (Up Argyle)	G842	Immediately on Rutherglen Central Jn side of G842
SC031 Gretna Jn to Glasgow Central (via Kilmarnock)		
Annan (Up line)	AN4	Immediately on the Gretna side of AN4
SC045 East Kilbride to Busby Jn		
Busby (Up East Kilbride)	G664	Immediately on the East Kilbride side of G664
SC051 Muirhouse Central Jn to Muirhouse North Jn (via Cathcart) (Cathcart Circle)		
Pollokshields East (Down Inner Circle)	G607	Immediately on Glasgow Cen. side of G607
SC059 Glasgow Central to Stranraer		
Paisley (Up Ayr)	P31	66 yards on the approach to P31 Immediately on the Glasgow side of P31
Kilwinning (Up Ayr)	PK234	Immediately on the Glasgow side of PK234

Location	Signal No.	Additional Equipment Located
SC107 Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)		
Glasgow Queen Street HL		
Platform 2 line	CQ72	Immediately on Cowlairst side of CQ72
Platform 3 line	CQ70	Immediately on Cowlairst side of CQ70
Platform 4 line	CQ68	Immediately on Cowlairst side of CQ68
Platform 5 line	CQ64	Immediately on Cowlairst side of CQ64
Platform 6 line	CQ62	Immediately on Cowlairst side of CQ62
Platform 7 line	CQ60	Immediately on Cowlairst side of CQ60
SC123 Drumgelloch to Helensburgh (via Singer)		
Airdrie platform 2	YS155	Immediately on Coatdyke side of YS155
Bellgrove (Up Airdrie)	YS214	6 yards on Carntyne side of 3 car stop location
		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
		Immediately on Hyndland side of YH508
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
SC133 Westerton Jn to Milngavie		
Westerton Jn (Up Milngavie single)	YH536	Immediately on the Westerton side of YH536
Bearsden (Up Milngavie)	YH404	Immediately on the Westerton side of YH404
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**. The Rule Book, Module S5, Section 4 is **amplified** accordingly.

Scotland Territory GI - Dated: 02/12/06

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

CLASS 15X SERIES DMU'S - PERMITTED SPEEDS

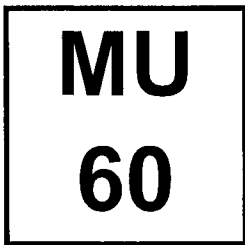
All reference to 15X series DMU's in this instruction must be understood to mean Class 156 and Class 158 units only.

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 2.5 is modified accordingly.



COMMENCEMENT SIGN



TERMINATION SIGN

Scotland Territory GI - Dated: 02/12/06

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 92 ELECTRIC LOCOMOTIVES

This class of locomotive is only cleared to work under power over the following electrified routes in Scotland :-

Route Boundary (WCML) to Motherwell (direct via Law Jn)

Motherwell to Whifflet South Jn (including Motherwell TMD; Mossend Yard)

Law Jn to Mossend East Jn (via Holytown Jn)

Mossend East Jn to Mossend North Jn

Mossend South Jn to Mossend East Jn

Carstairs South Jn to Haymarket East Jn (including Carstairs Station Jn to East Jn)

Route Boundary (ECML) to Haymarket East Jn

Monktonhall Jn to Portobello Jn (via Millerhill)

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.

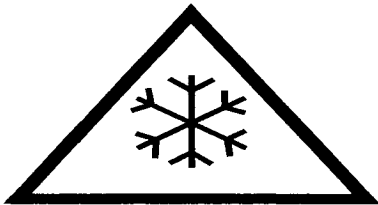
2. Speed Restriction

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 Operations 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 49½ 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 49½ 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 ¾ 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 ¾ mp, thence proceed, adhering to the running brake test procedure in clause 1, above.

Scotland Territory GI - Dated: 02/12/06

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 17 apply
- inform Network Rail Operations 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 Operations Control

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

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

Scotland Territory GI - Dated: 02/12/06

CLASS 334 EMUs

Starting of Class 334 units from a staffed platform

1. The person in charge of the platform 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 the platform either by:
 - raising a despatch bat above the head, or
 - at night if a handlamp is used, by a white light held steadily above the head.

Note - To ensure the signal can be seen by the driver within the CCTV equipment field of view, the person in charge of the platform 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 check that:
 - the doors are not obstructed
 - no one is trapped in the doors, e.g. by clothing
 - it is safe for the train to start

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 **may** 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

but **only** if the train will not enter **passenger service**

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: 02/12/06

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 Module TS1, Section 10.5 **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, Section 10.5 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 NRN 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: 02/12/06

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

Scotland Territory GI - Dated: 02/12/06

CLEANING TRACK AREAS IN STATIONS

1. PRINCIPLE

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 the Rule Book, Modules T6 and T7 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.

8. GLASGOW CENTRAL STATION

The following instructions are additional to clauses 1 to 7 :

8.1 Normally all lines requiring to be blocked to traffic for track cleaning purposes should be clear of traffic. However, if a train or vehicle is occupying any of the lines concerned, in addition to blocking that line 'Not to be Moved' boards must be securely fixed to such train or vehicle. The boards must be placed on the platform side, at each end of the train or vehicle, before staff are allowed to go on the track. Staff must have returned to the platform before 'Not to be Moved' boards are removed. The person in charge is responsible for arranging the placing and removal of 'Not to be Moved' boards.

8.2 Due to differing lengths of Platforms 2 and 3, and Platforms 8 and 9, track cleaning must be effected in two stages as follows :-

Stage 1 -

- a) Platform 3, complete, and Platform 2 to a point adjacent to the ramp end of Platform 3 - A track blockage must be taken on both lines and a red lamp placed between the rails of each line concerned adjacent to the platform end of Platform 3. Track cleaning may then commence up to the lamps.
- b) Platform 8, complete, and Platform 9 to a point adjacent to the ramp end of Platform 8 - A track blockage must be taken on both lines and a red lamp placed between the rails of each line concerned adjacent to the platform end of Platform 8. Track cleaning may then commence up to the lamps.

Stage 2 -

- a) The remaining (top) portion of Platform 2 - The track blockage agreed for Stage 1 (a) must be extended to include a track blockage on Platform 4 and the red lamps under Stage 1 (a) on Platform 3 repositioned to a point between the rails of Platform 3 line adjacent to signal G28. Track cleaning may then commence on Platform 2.
- b) The remaining (top) portion of Platform 9 - The track blockage agreed for Stage 1 (b) must be extended to include a track blockage on Platform 7 and the red lamps under Stage 1 (b) on Platform 8 repositioned to a point between the rails of Platform 8 line adjacent to signal G31. Track cleaning may then commence on Platform 9.

If for any reason the Stage 2 (a) or (b) blockage cannot be given, the Stage 1 blockage must be given up and requested at a later time. The extended Stage 2 blockage will be given when it is operationally suitable to station working.

Scotland Territory GI - Dated: 02/12/06

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 cab secure radio, NRN 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 undermoted 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 TW3, Section 3.8 and Module TW1, Section 6, 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). Additionally, a DOO (NP) train must not convey Ironstone hoppers (HJV or HKV), Covhop 24/25t (CHV) or 2-axle plate (SPV only) vehicles.
- 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.

DOO 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: 02/12/06

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
M193	Down main (between Logans Road LC and Uddingston Jn)	320 (P)	220 (P)	120 (P)
M139	Down main (Newton)	320 (P)	220 (P)	120 (P)
M183	Down Holytown (approach to Uddingston Jn)	436 (O)	294(O)	160 (O)
PE160	Up Ayr (Johnstone)	300 (P)	200 (O)	100 (P)
CQ247	Up E&G (Down direction)			
CQ55	Down E&G - both at Cowlaers So Jn	320 (P)	220 (P)	120 (P)
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)
YH403	Down Milngavie (approach to Bearsden)	338 (O)	230 (O)	123 (O)
YC640	Up West Highland (approach to Craigmendoran)	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)

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

(O) = mounted on overhead line structure

(P) = post mounted

(*) = Affixed within tunnel

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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 Operations 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 Operations 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 Operations 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
	Milk Water Viaduct (030/098)		23m 1540y	25mph
SC003 Carstairs South Jn to Haymarket East Jn				
Structure Specific	Linhouse Viaduct (280/086)	Torphin LC/ Midcalder	88m 946y	25 mph
	Stateford Viaduct (280/137)	Kingsknowe/ Stateford	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 40mph PLUS:-	Fauldhouse Viaduct (285/082)	Fauldhouse/ Breich	12m 616y	25 mph
	Oakbank Viaduct (285/149)	Livingston South/ Midcalder Jct	22m 330y	25 mph
SC011 Law Jn to Uddingston Jn (via Holytown)				
Structure Specific	Calder Viaduct (036/026)	Wishaw / Holytown	88m 374y	MULTIPLE RUNNING PROHIBITED
SC023 Motherwell to Newton, Hamilton Jn (via Hamilton)				
Overall maximum linespeed for multiple movements 25mph	Camps Viaduct (045/047)	Newton / Motherwell	1m 275y	
SC025 Rutherglen Central Jn to Finnieston incl. to Bridgeton Yard (via Arrival line) (Goods line)				
Structure Specific	Dalmarnock Viaduct (052/001)	Rutherglen/ Dalmarnock	0m 1000y	25 mph
SC031 Gretna Jn to Glasgow Central (via Kilmarnock)				
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.

Route Restriction	Structure	Between	Mileage	Structure Restriction
SC039 Kilmarnock to Barassie				
Structure Specific	Irvine Viaduct (198/008)	Gatehead/ Shewalton Moss	3m 440y	25mph
SC059 Glasgow Central to Stranraer				
Structure Specific	Longford Viaduct (162/017)	Kilwinning/Irvine	27m 000y	25 mph
	Queens Viaduct (162/021)		28m 880y	25 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
SC087 Newton Jn to Mauchline (Goods Line)				
Structure Specific	Failford Viaduct (207/028)	Annbank/Mauchline Jn	47m 440y	25 mph
	Redcraig Viaduct (207/034)		48m 1320y	25 mph
SC089 Annbank to Killoch Colliery (Goods Line)				
None				
SC093 Motherwell to Greenhill Lower Jn				
Structure Specific	Braidhurst Viaduct (130/023)	Motherwell/ Mossend	90m 578y	25 mph
SC099 Whifflet North Jn to Rutherglen East Jn				
Whifflet N Jn to Langloan Jn Prohibited	Kirkwood Viaduct (140/019)	Bargeddie/Kirkwood	5m 440y	
Langloan Jn to Rutherglen East Jn, overall maximum line speed for multiple movements 25 mph				
SC101 Coatbridge Jn to Langloan Jn				
Overall maximum line speed for multiple movements 25 mph				
SC107 Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)				
Structure Specific	36 Arch Viaduct (070/015)	Newbridge Jn/ Winchburgh	37m 1074y	25 mph
	7 Arch Viaduct (070/016)		37m 531y	25 mph
	Avon Viaduct (070/047)	Linlithgow/ Bo'ness GF	28m 122y	25 mph
	Castle Cary Viaduct (070/084)	Greenhill Upper Jct/ Croy	15m 1100y	25 mph

Route Restriction	Structure	Between	Mileage	Structure Restriction
SC109 Polmont Jn to Greenhill Upper Jn (via Falkirk Grahamston)				
Polmont Jn to Carmuir West Jn and Greenhill Lower Jn to Upper Jn, prohibited. Unrestricted Carmuir West Jn to Greenhill Lower Jn				
SC119 Greenhill Upper Jn to Dundee				
Greenhill Upper Jn to Lower Jn prohibited. Greenhill Lower Jn to Dundee, structure specific	Earn Viaduct (133/088) Tay Viaduct (134/035)	Forteviot/Perth Perth	147m 1320y 20m 83y	25 mph 25 mph
SC121 Stirling North to Cambus Jn (Goods Line) (OOU) including Cambus Jn to Menstrie (Goods Line) (OOU)				
Structure Specific	Forth Viaduct (117/045) Cambus Viaduct (117/042) Menstrie Viaduct (126/002)	Stirling to Causewayhead Causewayhead to Cambus Cambus to Menstrie	0m 1100y 4m 440y 1m 460y	25 mph 25 mph MULTIPLE RUNNING PROHIBITED
SC123 Drumgelloch to Helensburgh (via Singer)				
Structure Specific	Coatdyke Viaduct (240/067) Kelvin & Kelvinhaugh Viaducts (240/129 & 240/131)	Coatdyke/ Coatbridge Finnieston West/ Partick	9m 1280y 2m 1170y to 2m 1740 y	25 mph 25 mph
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
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				

Route Restriction	Structure	Between	Mileage	Structure Restriction
SC159 End of line (former Bilston branch) to Millerhill Yard (Goods Line)				
End of line to Millerhill South Jn prohibited. 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	Dalmeny/ North Queensferry		MULTIPLE RUNNING PROHIBITED
	Jamestown Viaduct (090/031)	North Queensferry/ Inverkeithing	12m 220y	25 mph
	Burntisland Viaduct (090/063)	Aberdour/ Burntisland	19m 1650y	25 mph
	Tay Bridge	Tay Bridge South/Dundee		MULTIPLE RUNNING PROHIBITED
SC173 Inverkeithing Central Jn to Thornton North Jn (via Cowdenbeath)				
Structure Specific	Dunfermline Viaduct (112/010A)	Charlestown Jct/ Dunfermline Stn	16m 1250y	25 mph
SC175 Rosyth Dockyard to Inverkeithing South Jn (Goods Line)				
None				
SC177 Thornton North Jn to Methil Power Station (Goods Line)				
None				
SC181 Ladybank Jn to Hilton Jn				
Structure Specific	Earn Viaduct (112/083)	Eastfield LC/ Hilton Jct	45m 616y	20 mph
SC183 Kincardine Power Stn to Charlestown Jn (Goods Line)				
None				
SC185 Elbowend Jn to Crombie RNAD (Goods Line)				
None				
SC191 Dundee to Aberdeen				
Structure Specific	Lunan Den Viaduct (090/261)	Inverkeilor/Usan	25m 550y	25 mph
	Buckie Den Viaduct (090/264)		25m 1738y	25 mph
	Various Viaducts	Craigro/Aberdeen	206m to 241m 220y	Overall maximum line speed for multiple movements on this section, 25 mph

Route Restriction	Structure	Between	Mileage	Structure Restriction
SC193 Perth to Inverness				
Coupled Length of Locomotives not to exceed 50metres PLUS:-	Dalguise Viaduct (290/033)	Dunkeld/Ballinluig	20m 1056y	25 mph
	Various Viaducts	Stochd/Culloden	93m 880y to 111m 000y	Overall maximum line speed for multiple movements on this section, 25 mph
SC195 Aberdeen to Inverness				
Coupled Length of Locomotives not to exceed 50metres PLUS:-	Spey Viaduct (294/053)	Keith/ Elgin	22m 1425y	25 mph
	Findhorn Viaduct (291/061)	Forres/ Brodie LC	120m 000y	25 mph
SC201 Alves to Burghead (Goods Line) (OOU)				
None				
SC203 Inverness to Wick				
Coupled Length of Locomotives not to exceed 50metres PLUS:-	Ferry Bridge (302/028)	Clunes/Beauly	9m 1000y	25 mph
	Beauly Viaduct (302/029)		9m 1540y	25 mph
	Conon Viaduct (302/041)	Muir of Ord/ Dingwall	16m 1540y	25 mph
	Alness Viaduct (302/067)	Evanton / Alness	28m 660y	25 mph
	Oykel Viaduct (302/151)	Culrain/ Invershin	61m 605y	25 mph
	Craggie Burn (302/276)	Helmsdale/ Kildonan	109m 660y	25 mph
	River Thurso (302/338)	Scotscladder/Halkirk	145m 814y	25 mph
	River Wick (302/364)	Bilbster LC/ Wick	159m 486y	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

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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.

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DIESEL - ELECTRIC SHUNTING LOCOMOTIVE DR 97654

This privately owned locomotive is authorised to run under its own power on running lines within Scotlnd Route subject to the following arrangements :-

1. The provisions of the Rule Book, Module OTM and Module TS1, Section 12 apply, together with the additional instructions below.
2.
 - d) Because of the short wheelbase, a vehicle must be attached to the locomotive AT ALL TIMES, when on a running line, unless working within an engineer's possession or being hauled dead in train formation.
 - e) When working with one vehicle only, such vehicle must have the continuous brake in operation, and **must** be hauled only. The signaller must, if another signaller is involved in the movement, advise him that one vehicle is attached to the locomotive.
3. The locomotive, with attached vehicle, must **not** be relied upon to actuate track circuits.
4. The maximum permitted speed of the locomotive working under its own power is **20 mph**.
5. When hauled dead, the maximum permitted speed of the locomotive is **35 mph**. The provisions of the Rule Book, Module TW1, Section 7 apply. In addition, the driving gear must be disengaged, and the locomotive accompanied by a competent person appointed by the Scotland Track Renewals Company.
6. The locomotive may be used for engineering purposes as follows :-
 - f) on lines under engineer's possession - under the direction of the Engineering Supervisor.
 - g) on engineer's sidings - under the supervision of a competent person. For the purposes of this instruction an engineer's siding means a Yard working area **staffed** by a person-in-charge from an Engineering department, or business.

Scotland Territory GI - Dated: 02/12/06

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.

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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 :-

Glasgow Central Station	-	platform to platform movements, if the movement does not proceed beyond Gantry A.
Queen Street Station	-	platform to platform movements.
Waverley Station	-	movements between running lines and platforms and between platforms.

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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 REGULATIONS - INSTRUCTIONS TO TRAINCREW AND OTHERS CONCERNED

Failure of Electric Token - modified working

If the Electric Token fails to release from the signaller's token instrument, the following modified method of working may be introduced on the undernoted sections of line as authorised in the instructions issued to the signal boxes concerned. All locations shown are inclusive. **These arrangements apply for a period no longer than 1 hour after the modified arrangements have commenced, thereafter train(s) must be accompanied by a pilotman.**

When the modified method of working is introduced, the signaller will tell the driver, or drivers, what is happening.

A driver may proceed through a block section without being accompanied by a pilotman when handed a written order (specimen shown below), signed by the signaller at the signal box at which the train is to enter the section, authorising him to do so. Immediately on arrival at the signal box to which he is authorised to proceed, the driver must give the written order to the signaller at that box. Where there is more than one driver on a train, the written order will be shown to all drivers and must be carried by the leading driver.

If a train fails between two signal boxes and the driver has been issued with a written order as detailed in this arrangement, if a second train needs to enter the section to assist the failed train, the written order must be kept in the driving cab of the failed train until the assisting train arrives. The written order must be handed to, and kept by, the driver of the assisting train until both trains have passed through the section when it must be handed to the signaller.

Section of Line

Girvan to Stranraer

Elgin to Nairn

SPECIMEN

NETWORK RAIL SCOTLAND ROUTE	
No. _____	
_____	SIGNAL BOX
Date : _____	Time : _____
<u>ELECTRIC TOKEN BLOCK WORKING : FAILURE OF SIGNALLING APPARATUS</u>	
TO THE DRIVER OF _____ TRAIN FROM _____ TO _____	
YOU ARE AUTHORISED TO PROCEED FROM THIS BOX TO :- _____ BOX	
AS SHOWN IN THE SCOTLAND ROUTE SECTIONAL APPENDIX GENERAL INSTRUCTIONS.	
YOU ARE NOT PERMITTED TO PASS ANY SIGNAL AT DANGER WITHOUT THE SPECIFIC AUTHORITY OF THE SIGNALLER (OR HANDSIGNALLER) CONCERNED	
SIGNATURE _____ SIGNALLER	

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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	

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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.

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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.

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FIRE ALARMS - SUBSURFACE STATIONS

This instruction is applicable at the undernoted 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 Shift Manager at Yoker signalling centre via the direct telephone link or by extension 57552 or 57544 giving full details of the alert. The Shift Manager at Yoker will confirm if trains have been stopped.
- If the automatic announcement and the low level public address system are inoperative, broadcast 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 the booking hall area and prevent further access.
- Liaise with the Fire Brigade on arrival advising of zone affected, whether evacuation is complete and if anybody is unaccounted for.

The Fire Warden must :-

- If the public address system is totally inoperative, broadcast evacuation announcements using the portable loudspeaker system.
- Evacuate customers from the platform area.
- Having confirmed that the station is evacuated, proceed to the Assembly Point.

The Shift Manager at Yoker signalling centre must :-

- Take immediate action to prevent trains from arriving at the station affected and confirm to the Station Manager whether or not this has been done.
- Contact drivers of any trains which could not be stopped and advise not to stop or not to open the doors.
- Advise British Transport Police.
- Advise Network Rail Operations Control.
- Await further communication from the Station Manager or Fire Warden regarding the use of train or tunnel for evacuation purposes.

The Announcer at Paisley Strathclyde Customer Services Centre must :-

- Broadcast the appropriate announcements if :-
 - h) automatic evacuation announcement is not working
 - i) trains could not be stopped and are due to arrive, or are already at the station
 - j) the evacuation is to be conducted by a train
- Advise TOU Control via extension 53590 or 53863.

Use of trains or tunnel to evacuate

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

If no train is readily available then the Shift Manager must advise the Station Manager or Fire Warden. The tunnel lights must be switched on by the Shift Manager. The Fire Warden must then take customers through the tunnel towards the place specified in the individual Emergency Plan, counting the numbers as they leave the platform if possible. The Shift Manager must advise the staff at the intended destination of the situation.

In either case the Announcer must make the appropriate announcements.

Scotland Territory GI - Dated: 02/12/06

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 Hlgh 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

GNER MARK IV STOCK - DOOR BARRIERS

Each GNER Mark IV train carries 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 GNER instructions 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 GNER Control 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: 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

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 Territory GI - Dated: 02/12/06

INSTRUCTIONS FOR WORKING OF TRAINS WITH CAB SECURE RADIO

These instructions apply to the running of radio equipped electric multiple units on Strathclyde PTE services.

- 1. Correct headcodes and train descriptions **must** be used at all times.
- 2. With the exception of a platform line, drivers must only carry out the set-up procedure when the train is at a stand at a signal capable of displaying a main red aspect, which is controlled by Glasgow Central, Paisley, Motherwell, Cowlairst or Yoker signalling centres or Cathcart signal box or at any of the position light signals, not associated with a main aspect, specified below. The set-up procedure must not be carried out at Up Ayr line signal P5A between Arkleston Jn and Hillington West, or at Down Gourock line signal P62A between Langbank and Woodhall.

If the set-up procedure is carried out at the Cathcart signals shown below, drivers must enter the number shown. The set up procedure need only be carried out at the position light signals listed below if the train will commence a journey from the signal concerned.

Cathcart signals which have special numbers for set-up procedures:-

<u>Line</u>	<u>Signal plated</u>	<u>No. entered</u>
Up outer	C 35A	0351
Up Outer	C 35B	0352
Up Outer	C 35C	0353
Down Inner	C 62A	0621
Down Inner	C 62B	0622

Referring to clause B.2.2, Set Up Procedure, at page 18 of the "General Information and Drivers Working Instructions", when required to carry out the set up procedure at any signal plated MC400 the Driver **MUST**, instead of inserting number "O", use number "1" followed by the normally plated 3 digit number, thus MC413 will be input as 1413.

In all communications with the signaller the driver **MUST** only use the plated signal number, thus "MC413".

This procedure is required because of signals plated M and MC having the same sequence of numbers and, to provide a clear differential, MC signals must be specially identified during set-up to the Radio Computer.

Position light signals, not associated with a main aspect, where the set-up procedure is permitted:-

<u>Signal No.</u>	<u>Line</u>
G200	Smithy Lye siding No.4
G201	Smithy Lye siding No.6
G532	No.1 Headshunt (Shields ETD)
G508	Up City Union
YY896	Dalmuir Down Siding
M240	Gartsherrie Down Goods loop
M396	Motherwell, Derby Sidings
M406	Motherwell, Hamilton Goods loop

During the set-up procedure, drivers must ensure that the headcode displayed is correct.

- 3. Drivers must not carry out the set-up procedure in a platform line if another train is occupying the platform line ahead up to the exit signal, including No.9 platform at Glasgow Central. When carrying out the set-up procedure in a platform line, the signal number of the first stop signal ahead of the train must be entered. A list of platform signals at terminal stations is shown at the end of these instructions.
- 4. Signallers must not cancel the description of a terminating train from the train describer apparatus until the train has arrived in a platform or passed clear of all track circuits into a depot and, where the route has not been set automatically, the signal button controlling the route to the platform or depot concerned has been normalised. The same train description must not be used for two trains at the same time.

5. These instructions and use of the radio equipment are exempt during all shunting operations including those being carried out on any line between Glasgow Central station platforms and Bridge St Jn.
6. Drivers must ensure that radio channel changes take place at the marked locations.
- 7.
- 7.1 If a train fails and assistance is required, a competent person will be provided to couple the assisting and failed trains.
- 7.2 A train must **NOT** enter service from a depot or stabling point, or commence a journey in passenger service, with defective radio equipment in the leading cab, following a "TEST" set-up.
- 7.3 In connection with services working between DALMUIR / MILNGAVIE / SPRINGBURN / MOTHERWELL / COATBRIDGE / LANARK / CARSTAIRS / DRUMGELLOCH / HELENSBURGH and BALLOCH : if a train radio failure occurs in service, trains may work to their destination and not take up any further passenger working **from the defective radio cab**. Should it be operationally convenient, ScotRail Control may arrange to have sets withdrawn before arrival at the destination.
8. If drivers of multiple units departing from Corkerhill CSMD are unable to carry out the set-up procedure at outlet signal G598 because of a failure of the equipment in the multiple unit concerned rather than a failure of the radio system itself, the signaller at Glasgow Central signalling centre is authorised to allow such a unit to proceed to Shields Electric Traction Depot only, without the set-up procedure having been carried out.

The provisions of TRAIN/SIGNAL BOX RADIO COMMUNICATION, STRATHCLYDE SUBURBAN ELECTRIC SERVICES, GENERAL INFORMATION AND DRIVERS WORKING INSTRUCTIONS, SECTION B, clause B.3, B.3.3 are modified accordingly.

List of platform signals at terminal stations

<u>Platform No.</u>	<u>Mid Signal*</u>	<u>Exit Signal</u>
<u>Glasgow Central</u>		
1	G2	G38
2	G4	G39
3	-	G6
4		G8
5	-	G11
6	-	G13
7	-	G15
8	-	G18
9	G21 & G43	G44
10	G35	G45
11	G37 & G46	G54
11A	-	G72
12	-	G63
13	-	G67

* First signal quoted is nearest buffer stop.

<u>Platform No.</u>	<u>Exit Signal</u>	<u>Platform No.</u>	<u>Exit Signal</u>
<u>Ayr</u>		<u>Airdrie</u>	
1	PA344	1	YS153
2	PA346	2	YS155
3	PA348		
4	PA352		
<u>Gourock</u>		<u>Helensburgh Central</u>	
1	PU113	1	YC644
2	PU115	2	YC646
3	PU117	3	YC648

<u>Platform No.</u>	<u>Exit Signal</u>	<u>Platform No.</u>	<u>Exit Signal</u>
Wemyss Bay		Dalmuir Park	
1	P139	5	YY596
2	P138		
Largs		Springburn	
1	PH536	2	YH408
2	PH534		
Motherwell		Lanark	
3	M401 (Down); M407 (Up)	3	CC407
4	M403 (Down); M409 (Up)	4	CC409
Carstairs		Lanark	
Down	MC413	1	M583
Larkhall			
1	MH713		
2	MH715		

Drivers of trains carrying out the set-up procedure at the undernoted locations must enter the signal number shown:-

<u>Station</u>	<u>Signal No.</u>
Ardrossan Harbour	PK478
Ardrossan Town	PK478
Neilston	C73
Balloch	YD666
Drumgelloch	YS155

CAB SECURE RADIO (CSR): REVISED SET-UP ARRANGEMENTS

1. Setting up Procedure

Drivers are allowed to make five attempts to set-up. Drivers should allow at least ten seconds between each attempt.

2. Proceeding With no CSR

The following services are allowed to start/continue to the next booked calling point in order to attempt another set-up:

<u>Service</u>	<u>Location</u>
Cathcart Circles	Glasgow Central and intermediate stations
Neilston/Central	Glasgow Central and intermediate stations
Newton/Central	Glasgow Central and intermediate stations

Drivers of the above services are permitted to start their journey providing five attempts have been made to set-up the CSR and the area code is inserted. The driver must arrange to set-up the CSR at the first calling point. If this proves unsuccessful the CSR must be declared a failure and normal fault arrangements applied. The train shall be allowed to continue its journey in these circumstances including a return journey to Glasgow Central.

Scotland Territory GI - Dated: 02/12/06

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

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 TW3, Section 5.3, 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: 02/12/06

LORAM CLASS C21 RAIL GRINDER

General

Loram Class C21 rail grinding trains have a Route Availability of RA 6 and are approved to travel on all routes cleared to W6a gauge.

Loram Class C21 rail grinding trains **cannot** be relied upon to operate track circuits and must be dealt in accordance with Rule Book Modules OTM, section 4.3 and TS1. Signalling General Instruction 12.

Where axle counters are used as the primary means of train detection the Special Train Reminder (where provided) procedure is to be used when rail grinding on lines outside T3 possessions.

Transit moves

The maximum permitted speed of the vehicles 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.

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 specifically excluded.

Grinding within tunnels is permitted, subject to the necessary risk assessment conducted 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, as per Rule Book Module TW7 clause 1.1 to set back for the purpose of extinguishing a lineside fire only, should the Operator request it. **Setting back movements may only be authorised by the appropriate Signaller.** The rail grinding train is equipped with on-board damping water spray and fire fighting water cannon.

All staff on or about the line are prohibited to be within 10 yards or metres 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 outside a T3 possession with Simplified Bi-directional Signalling (SIMBIDS) in operation on the opposite line

If the rail grinder is to operate outside a T3 with SIMBIDS in operation on the opposite line, the signal applying to the line on which the rail grinder 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: 02/12/06

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 Operations Control when alarm levels are generated.

The Network Rail 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: 02/12/06

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 10	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 10	Prohibited
SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)		
Edinburgh Waverley	Platform 10	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 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

LOCATION	LINE(S) AFFECTED	RESTRICTION
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: 02/12/06

MULTIPLE UNIT TRAINS EQUIPPED WITH AUTOMATIC COUPLERS

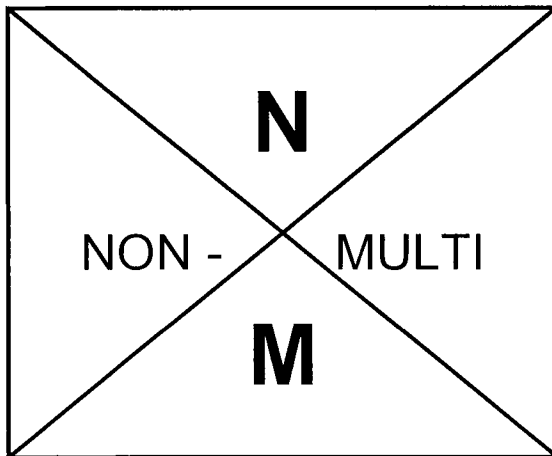
To assist staff in identifying automatic couplers which could be damaged by coupling the train to another train, T&RS staff will fix a yellow and black "Non Multi-" sign, black and white example shown below, to the offside windscreen of the cab concerned so that the sign will be directly opposite the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

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: 02/12/06

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 Operations 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, Section 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: 02/12/06

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

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

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

ROUTE CLEARANCE OF MULTIPLE UNIT TRAINS

Route clearance detail for multiple unit trains cleared for operation in Scotland Route is listed in the Route Clearance tables of this Appendix for each line of route, either permitted (Y) or prohibited (N), together with any associated restrictions.

For electric multiple units, the detail gives those lines of route where the unit concerned may work under power.

The detail for Heritage units (Her) comprises Classes 101 and 117 in Scotland Zone.

Scotland Territory GI - Dated: 02/12/06

SCOTLAND ROUTE TOKENLESS BLOCK REGULATIONS - INSTRUCTIONS TO TRAINCREW AND OTHERS CONCERNED

Tokenless Block System

A driver may pass the section signal at danger and proceed on to the single line for shunting purposes provided he is in possession of a shunting key for the section concerned.

A shunting key must always be returned to the signaller at the signal box from which it was obtained.

Trolley working

The provisions of the Rule Book, Module T2 must be observed when a trolley is on the line unless the person in charge of the trolley is in possession of a shunting key for the section of line concerned. A shunting key will be issued if the trolley requires to be placed on the single line where it would occupy the track circuit or other device that controls the block instruments.

If the person in charge of the trolley is not in possession of a shunting key, the trolley must not be permitted to pass the home signal at a signal box, even though that box may be closed. The Rule Book, Module T2, Section 15.9 is modified accordingly.

Shunting key

Shunting keys are not provided in the case of the undernoted sections and the clearing of the section signal is the authority for occupying the single line for shunting purposes. The item above under the heading "Trolley working" is not applicable on these lines:-

From	To
Perth	Barnhill
Usan	Montrose South

Engineering work

Protection procedures as detailed in the Rule Book, Modules T2 and T12 are available to protect the work with the agreement of the signaller as follows :-

Where shunting keys are provided

On each occasion that this procedure is used, the signaller will give the IWA (for T12 protection only), COSS or PC an assurance that the appropriate shunting key(s) has/have been obtained to protect the work. The shunting key(s) will remain with the signaller for the duration of the work.

Note - Where a train is in the section, the shunting key at the box towards which the train is proceeding will be obtained after the train has arrived at that box.

Where shunting keys are not provided

The Rule Book applies except that, due to the short sections involved, protection procedure T12 must only be used when the section is clear.

Scotland Territory GI - Dated: 02/12/06

SCOTLAND ROUTE TOKENLESS BLOCK REGULATIONS - INSTRUCTIONS TO TRAINCREW AND OTHERS CONCERNED

Failure of block signalling apparatus - modified working

If the block signalling apparatus fails, the following modified method of working may be introduced on the undernoted sections of line as authorised in the instructions issued to the signal boxes concerned. All locations shown are inclusive. **These arrangements apply for a period no longer than 1 hour after the modified arrangements have commenced, thereafter train(s) must be accompanied by a pilotman.**

When the modified method of working is introduced, the signaller will tell the driver, or drivers, what is happening.

A driver may proceed through a block section without being accompanied by a pilotman when handed a written order (specimen shown below), signed by the signaller at the signal box at which the train is to enter the section, authorising him to do so. Immediately on arrival at the signal box to which he is authorised to proceed, the driver must give the written order to the signaller at that box. Where there is more than one driver on a train, the written order will be shown to all drivers and must be carried by the leading driver.

If a train fails between two signal boxes and the driver has been issued with a written order as detailed in this arrangement, if a second train needs to enter the section to assist the failed train, the written order must be kept in the driving cab of the failed train until the assisting train arrives. The written order must be handed to, and kept by, the driver of the assisting train until both trains have passed through the section when it must be handed to the signaller.

Section of Line

Kilmarnock to Barrhead	Dalwhinnie to Kingussie
Kilkerran to Girvan	Dyce Jn to Inch
Usan to Montrose South	Kennethmont to Elgin
Stanley Jn to Blair Atholl	

SPECIMEN

NETWORK RAIL
SCOTLAND ROUTE

No. _____

_____ SIGNAL BOX

Date : _____ Time : _____

TOKENLESS BLOCK WORKING : FAILURE OF SIGNALLING APPARATUS

TO THE DRIVER OF _____ TRAIN FROM
_____ TO _____

YOU ARE AUTHORISED TO PROCEED FROM THIS BOX TO :-
_____ BOX

AS SHOWN IN THE SCOTLAND ROUTE SECTIONAL APPENDIX GENERAL INSTRUCTIONS.

YOU ARE **NOT** PERMITTED TO PASS ANY SIGNAL AT DANGER WITHOUT THE SPECIFIC
AUTHORITY OF THE SIGNALLER (OR HANDSIGNALLER) CONCERNED

SIGNATURE _____ SIGNALLER

Scotland Territory GI - Dated: 02/12/06

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. Operations 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 Operations 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 Operations Control.

4. Instructions to Signallers

- 4.1 Rail conditioning trains will be described, where possible, by train description code 3Zxx 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 T1B, Section 11 and advising Operations Control of the failure. Rule Book Module TS1, Section 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 17. 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 comprise 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)



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

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 :-

1. a single - sided, yellow reflectorised triangular board displaying a black exclamation mark within a black border, AND
2. 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)
SC031 Gretna Jn to Glasgow Central (via Kilmarnock)			
AN4	Annan	Up	*Affixed to pillar support on platform; 29 yards
SC045 East Kilbride to Busby Jn			
G664	Busby	Up East Kilbride	* Same post as 4 car stop marker; 51 yards
SC059 - Glasgow Central to Stranraer			
P35	Paisley	Up Ayr	Post ; 1140 yards
PE156	Between Johnstone stn. and Elderslie	Up Ayr	Post ; 316 yards
PG182	Glengarnock	Up Ayr	Affixed to overhead line structure LA 20/15 ; 1100 yards
PG193	Glengarnock	Down Ayr	Affixed to overhead line structure LA 21/05 ; 800 yards
PA358	Between Ayr and Belmont LC	Down Girvan (Up direction)	Post ; 490 yards
SC061 Shields Jn to Paisley Canal			
G903	Between Mossbank and Crookston	Down Canal	Post ; 487 yards
SC107 Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)			
CC52	Cowfairs 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 Drummelloch to Helensburgh (via Singer)			
YS186	Shettleston	Up Airdrie	Post ; 793 yards
YC635	Craigendoran Jn	Down Helensburgh	Post; 433 yards

Signal No.	Location	Line	Mounting/ Distance from signal
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)			
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			
AC334	Carrbridge	Up loop	Post; 125 yards

* Supplementary board displays directional arrow only.

Scotland Territory GI - Dated: 02/12/06

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 Rule Book, Module SP, Section 2.

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: 02/12/06

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

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: 02/12/06

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

SNOW CLEARANCE ARRANGEMENTS

Referring to the restrictions in the Rule Book, Module M4, 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 EWS Railways)
- **Beilhack Patrol Ploughs** (operated by EWS Railways)
- **Beilhack Self Propelled Rotary Snow Blower Machines** (operated by First Engineering)
- **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 13 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 diescl 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 Stochd, 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 13 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, derailleurs, 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 the Electric Control Office 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 (30 over points and crossings)
Hauling support vehicles	40	40 (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 switch 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 T2 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 Duty Manager, Network Rail Operations Control.

The machine may run in **transit mode** over all routes in Scotland in accordance with the instructions as shown in the Rule Book, Module M4 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, derailleurs, etc., which may be fixed in sidings

5. Winter working protection arrangements.

Protection procedure T2-X may be applied for the protection of staff 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 Area Operations Manager (AOM) 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 Duty Manager, in accordance with the instructions issued to the Operations Control.

In such circumstances, prior to the resumption of normal working, the Network Rail Duty 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: 02/12/06

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 13.3, 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
Glasgow Central SC	-	-	See Local Instructions.
Dumfries Station	-	Down	Between signals 94 and 47.
	-	Up	Between signals 51 and 95.
Paisley SC	Paisley	Up	Between signals P31 P42 and P5A.
	Paisley	Down	Between signals P6 and P33, P44.
	Greenock	Up	Between signals P101 and P67.
	Greenock	Down	Between signals P72 and P102.
	Kilwinning	Up lines	Between signals PK237 (Up Ayr), PK228 (Up Largs) and PK218 (Up Ayr).
		Down lines	Between signals PK223 (Down Ayr) and PK235 (Down Ayr), PK453 (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 M59 and M25.
	-	Up	Between signals M4, M6, M17 and M19.
Dundee	-	Up	Between signals D758, D762, D938, D942 and D8698, D718.
	-	Down	Between signals D699, D719, D923, D927, D931, D933 and D751, D753, D755, D757.

Signal Box	Area/Location	Line	Remarks
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	1390
		Up main	1384
		Down main	1382
	Station and North approaches	Up North line	1430
		Down North line	1430

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STONETHROWING

On receipt of a report from a driver of stonethrowing, the signaller must, in addition to advising Operations 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 Operations Control and resume normal working.

Scotland Territory GI - Dated: 02/12/06

TESTING THE NRN EMERGENCY CALL FACILITY

The NRN Cab to Shore radio equipment will be tested on a daily basis. The test procedure will be as follows :-

Network Rail Scotland Operations Control will broadcast to a specific train known to be in a selected NRN radio base station area.

Network Rail Operations Control will state the Test Message worded as follows :-

"This is a general test call from Network Rail Operations Control. Will the driver of (headcode / train details of train known to be in area will be given) please acknowledge this call when safe to do so".

If there is no immediate response, Network Rail Operations Control will repeat the Test message no less than three times.

The driver of the train concerned must acknowledge the Test Message when safe to do so and conclude the Test Message. The driver of the train concerned must, when safe to do so, press the RED EMERGENCY button on the cab radio, confirm contact with Network Rail Operations Control and conclude the Test Message.

Train crews are reminded of the provisions of the Rule Book, Modules M1 and M2. The successful use of NRN train radio does not reduce the urgency of carrying out protection of obstructed lines.

Scotland Territory GI - Dated: 02/12/06

TUNNEL LOCKOUTS

This equipment is provided at the following locations :-

Calton Tunnels (North and South lines) - lockout keys kept at tunnel access point, Abbeyhill Jn.

Mound Tunnels (W, X, Y and Z lines) - lockout keys kept at tunnel access point.

Haymarket Tunnels (North and South lines) - lockout keys kept at Haymarket station.

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

The operation of the lockout key prevents signal routes to and from the affected line being cleared by the signaller.

The line affected by the operation of the lockout key is shown within the lockout unit.

These instructions provide a safe method of protection by blocking lines to trains whilst staff are working. It is not therefore necessary for a COSS (or PC) to be appointed. **(The attention of all concerned is drawn to the fact that additional staff safety protection measures may be required to allow access to / egress from the portion of line protected by lockout in multi-track areas).**

The work concerned must not interfere with the continuity of the permanent way, nor affect signalling equipment or overhead line equipment.

The agreement of the signalling centre manager is necessary before a tunnel line is blocked to traffic. If the signalling centre manager is satisfied that the working in that area 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.

The person requesting the blockage must, if permission has been obtained from the signalling centre manager:

- obtain the appropriate lockout key from the location concerned
- proceed to the appropriate lockout unit (one at each end of the tunnel) and contact the signaller direct to request the blockage, giving his name, employing organisation and task number
- ask for the appropriate blockage
- tell the signaller for how long this will be required.

The signaller will record this detail.

If the signaller agrees that the blockage may be taken, the person requesting the blockage must:

- insert the lockout key in the switch unit, turn it to the 'Operate' position and the 'Normal' indication will light
- press the 'Lockout Request' button (the 'Normal' indication will extinguish and the 'Line Blocked to Traffic' indication will light)
- turn the lockout key back to the 'Normal' position and remove it
- 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
- lock the cabinet.

When the work is complete and the blockage can be given up, the key may be taken to the lockout unit from which the blockage was obtained **or it may be taken to the lockout unit at the opposite end of the tunnel.** The person giving up the blockage must:

- insert the key in the switch unit and turn it to the 'Operate' position
- press the 'Restore Lockout' button (the 'Line Blocked to Traffic' indication will extinguish and the 'Normal' indication will light)
- turn the key back to the 'Normal' position and remove it from the switch unit
- phone the signaller to restore the release, repeating his name, employing organisation and task number
- ask the permission of the signaller to relock the cabinet
- on receipt of the signaller's permission, relock the cabinet and **return the key to the location from which it was obtained.**

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

Scotland Territory GI - Dated: 02/12/06

ULTRASONIC TEST TRAIN MARKERS

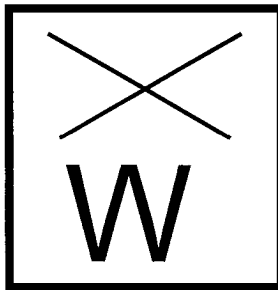
Lineside markers consisting of a blue rectangular board with diagonal yellow stripe have been installed at selected locations throughout Scotland. These markers are provided for use of Engineer's staff and may be disregarded by traincrews.

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 10.2 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: 02/12/06

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
Paisley	Up goods loop Down goods loop
Falkland	Down goods loop
Braidhurst	Up goods loop Down goods loop
Mossend	Nos. 1, 2 and 3 Up Receptions Nos. 1 and 2 Down Receptions
Gartsherrie South Jn	Down goods line
Larbert North	Up goods loop 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
Tain	Up loop

The instructions shown in the Rule Book, Module S4, Section 6.2 or 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 Duty 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 MC417.

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 EW&S 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 Operations 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 Operations 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 Operations Control) and each formation of vehicles for stabling must arrive and depart as one train.

Scotland Territory GI - Dated: 02/12/06

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.

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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 Rule Book, Module T7, Section 3.2. 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.

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WATERING OF VEHICLES AT STATIONS

(This instruction is applicable at all stations where watering of vehicles from trackside is carried out except Edinburgh Waverley where local instructions apply).

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, Section 3.6 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.

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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, Sections 10.8 and 11.3 and Module TS1, Section 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 M388 (Up) or signal M361 (Down), as applicable.
Whifflet South Jn to Sunnyside Jn (Goods line)			
Whifflet South Jn	Sunnyside Jn	Single	Passenger trains subject to a Maximum Speed of 15 m.p.h.
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: 02/12/06

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 TW3, Section 14. The reference to the automatic brake to be fully operative throughout in clause 14.2 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 Area 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 Area 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.

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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

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Explanation of Table A terms and symbols

Index & Key To Symbolology

All information is shown with the Down direction being down the page and the Up direction being up the page - unless indicated otherwise.

Location Column

Station names are shown in CAPITALS.

Ground Frames are indicated by the letters GF, 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 following abbreviations following the name:

- 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 (barriers) operated locally by a signaller or crossing keeper
CCTV	Manned Level Crossing (full BARRIERS) closed circuit television
RC	Remotely Controlled Manned

- Automatic Crossings

AHBC	Automatic Half-Barrier
ABCL	Automatic Barrier Crossing - road warning lights and barriers monitored by train crew
R/G	Miniature Red/Green Warning Lights (inc. Miniature Stop Lights)
AOCL	Open Crossing - road warning lights monitored by train crew

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.
BW	Bridleway Crossing

Token Exchange Points on Radio Electronic Token Block lines are identified by the letters - TEP.

Overhead Line Neutral Sections are indicated by the letters OHNS.

Mileage Column

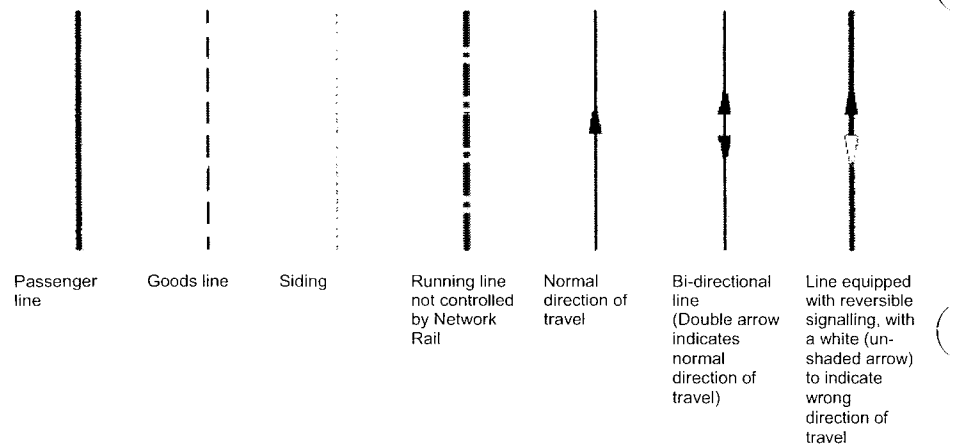
Mileage is shown in miles and chains. (1 mile = 1760 yards / 1.6 Km, 1 chain = 22 yards / 20.11 metres)

Where the lineside mileage changes, the entry is shown:

$$\begin{array}{r} 47 \text{ } 02 \\ \hline 0 \text{ } 00 \end{array}$$

Running lines and speed restriction column

This contains a diagrammatic representation of all running lines and associated connections, but is not to scale. Lines are displayed as follows:



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 and Remarks column.

Speed Restrictions

- The maximum permitted speed is shown in Miles per Hour on each running line.
- The location of a change in Maximum Permitted 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 the wrong 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
<u>20</u> 40	<u>20</u> SP 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 m.p.h. and the maximum speed in Depots and Carriage Sidings is 5 m.p.h.

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 **Scottish 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 and remarks column

The Signalling and remarks column contains the following details at the top of each page, and again whenever any of the details therein change:

		NRN	CSR
TCB RA8	Liverpool St IECC (L) AC: Romford		
Route availability number for the line(s) concerned	Type of electrification where appropriate and Electrical control room responsible for the area		

GSM-R

Areas covered by GSM-R are indicated with the following symbol (Specific details are shown in the Signalling and Remarks Column);

GSM-R areaMode of signalling

TCB	Track Circuit Block
AB	Absolute Block
AB (PF)	Permissive Block
TB	Tokenless Block
OTS	One Train Working where a staff is provided
OTNS	One Train Working where a staff is not provided
RETB	Radio Electronic Token Block (including the channel number)
ET	Electronic Block
TST	Train Staff and Ticket (Detail in Local instructions where applicable)
NSTR	No Signaller Token with Remote Crossing Loops
NB	No Block
C2	Western only (See Western General Instructions for details)
TB(SC)	Scottish Tokenless Block

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.

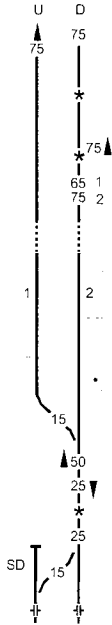
The signalling and remarks column contains additional information as follows:

- Special Speed restrictions where denoted by ① (or other number in a circle) in the Running Lines and 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. Goods lines are not AWS fitted unless otherwise indicated.
- 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 and yards.
- Locations of catch points.
- Other additional remarks e.g. telephones where provided for traffic purposes.

- Length of station platforms in metres and yards.
- Local Instructions are referred to where appropriate.
- Locations of Hot Axle Box Detectors.
- 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, 5 and 0 trains.
 - PP-C - Permissive Working - Contingency use only for class 1, 2, 5 and 0 trains.
 - PP-A - Permissive Working - Attaching and Contingency use only for class 1, 2, 5 and 0 trains.
 - PF - Permissive Working for class 3 to 8 and 0 trains

Diagrammatic explanation of symbols

Diagrammatic explanation of symbols



Speed on Down line carried forward from previous page.
Speed on Up line carried forward to next page.

Location at which linespeed changes. The mileage is shown in the Mileage Column with a star.

Change of speed applies in the wrong direction.

Differential speed restriction - details in Signalling & Remarks Column. (See also Speed Restrictions notes above).

Tunnel: Length is shown in the Location Column.

Station Platform: Length is shown in the Signalling & Remarks Column.

Parcels platform

Signal Box

Crossover with speed restriction applicable to movements over the crossover.

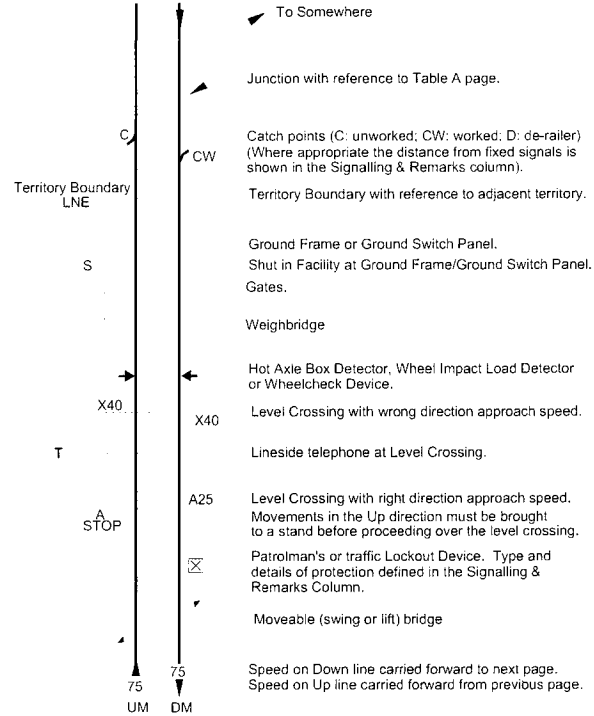
On single or bi-directional lines, different speeds in Up and Down directions

On single or bi-directional lines speed applicable to both directions.

SD: Sand Drag.

Connection with speed.

Overhead Line Neutral Section.
OHNS is shown in the Location Column.



➤ To Somewhere

Junction with reference to Table A page.

Catch points (C: unworked; CW: worked; D: de-railer)
(Where appropriate the distance from fixed signals is shown in the Signalling & Remarks column).

Territory Boundary with reference to adjacent territory.

Ground Frame or Ground Switch Panel.

Shut in Facility at Ground Frame/Ground Switch Panel.
Gates.

Weighbridge

Hot Axle Box Detector, Wheel Impact Load Detector
or Wheelcheck Device.

Level Crossing with wrong direction approach speed.

Lineside telephone at Level Crossing.

Level Crossing with right direction approach speed.
Movements in the Up direction must be brought
to a stand before proceeding over the level crossing.

Patrolman's or traffic Lockout Device. Type and
details of protection defined in the Signalling &
Remarks Column.

Moveable (swing or lift) bridge

Speed on Down line carried forward to next page.
Speed on Up line carried forward from previous page.

Index of Locations

Location	Table A - Module
Abbeycraig LC (AOCL)	SC121-001-SC7
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 No 2 LC (ABCL)	SC203-017-SC15
Achnacloich No.1 LC (UWC)	SC143-006-SC9
ACHNASHEEN TEP	SC205-007-SC15
ACHNASHELLACH	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
ALEXANDRA PARADE	SC129-002-SC8
ALEXANDRIA	SC135-001-SC8
Allanfean LC (AHBC)	SC195-016-SC14
Allarburn Farm LC (UWC)	SC195-012-SC14
ALNESS	SC203-008-SC15
Altlaurie LC (UWC)	SC193-013-SC13
ALTNABREAC	SC203-028-SC15
Altinabreac GF	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
Ardchronie LC (UWC)	SC203-015-SC15
Ardencaple LC (UWC)	SC141-001-SC9
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

Location	Table A - Module
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
Auchmuty	SC179-001-SC11
Auchterarder SB	SC119-012-SC7
Auldclune No 3 LC (UWC)	SC193-009-SC13
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
Badden 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
Balbirnie LC (TMO)	SC179-001-SC11
Balclathie 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
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	SC059-013-SC4
Barassie Jn	SC059-013-SC4
BARGEDDIE	SC099-002-SC5
Barncluith Tunnel	SC023-002-SC2
BARNHILL	SC129-001-SC8
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

Location	Table A - Module
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 (AOCL)	SC121-002-SC7
Blackhillock LC (UWC)	SC207-001-SC15
Blackwood No 1 LC (UWC)	SC205-008-SC15
Blackwood No 2 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
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
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

Location	Table A - Module
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 Jn	SC121-002-SC7
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
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

Location	Table A - Module
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
Carmondean Jn	SC111-002-SC6
Carmon SB & LC (MCB)	SC191-014-SC12
Carmuir East Jn	SC110-001-SC6
Carmuir East Jn & SB	SC109-004-SC6
Carmuir West Jn & SB	SC109-004-SC6
Carmuir 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
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
Cartburn 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 LC (AOCL)	SC121-001-SC7
Cawburn Jn	SC111-001-SC6
Challoch LC (UWC)	SC059-024-SC4
Chalmerston	SC091-001-SC4
Chapleton LC (UWC)	SC203-005-SC15
CHARING CROSS	SC123-006-SC8
Charing Cross Tunnel	SC123-006-SC8
Charleston LC (UWC)	SC193-005-SC13
Charlestown Foundry LC (TMO)	SC185-001-SC11
Charlestown Jn	SC173-002-SC11, SC183-002-SC11
CHATELHERAULT	SC024-001-SC2
Christies Nursery LC (UWC)	SC195-013-SC14
Clachnaharry Canal Bridge	SC203-002-SC15
Clachnaharry Down Stop Signal	SC203-002-SC15
CLARKSTON	SC045-002-SC3
Clay Slaps LC (UWC)	SC119-005-SC7
Clayton LC (UWC)	SC181-002-SC11
Cleghorn LC (CCTV)	SC001-014-SC2
CLELAND	SC007-003-SC2
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
Clynmilton East LC (UWC)	SC203-022-SC15
COATBRIDGE CENTRAL	SC093-005-SC5

Location	Table A - Module
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
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
Cove LC (CCTV)	SC001-003-SC2
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
CRANLARICH TEP	SC141-009-SC9
Croftcarnoch No 2 LC (UWC)	SC193-014-SC13
CROFTFOOT	SC055-002-SC3
Crombie RNAD	SC185-001-SC11
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
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

Location	Table A - Module
CULRAIN	SC203-016-SC15
Culrain Smithey LC (UWC)	SC203-016-SC15
Culross LC (UWC)	SC183-001-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
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
Dancingknowe LC (UWC)	SC031-004-SC3
Deanshillock LC (UWC)	SC195-011-SC14
Deanside	SC063-001-SC4
Delny LC (AOCL)	SC203-011-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	SC203-010-SC15
Distillery No 2 GF	SC203-010-SC15
Dock Street Tunnel	SC191-003-SC12
Doll LC (UWC)	SC203-021-SC15
Double Dykes LC (Open)	SC177-001-SC11
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

Location	Table A - Module
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 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
Easter Glackton LC (UWC)	SC195-016-SC14
ESTERHOUSE	SC123-002-SC8
Easterton LC (UWC)	SC195-015-SC14
Eastfield LC (UWC)	SC181-002-SC11
Easthaven LC (UWC)	SC191-007-SC12
Eastriggs GF	SC031-002-SC3
Edderton No 1 LC (UWC)	SC203-014-SC15
EDINBURGH PARK	SC107-005-SC6
Edinburgh SC	SC107-001-SC6, SC171-001-SC11
EDINBURGH WAVERLEY	SC107-001-SC6, SC171-001-SC11
Eglington St Jn	SC001-027-SC2, SC031-019-SC3
Eglington St Tunnels	SC001-027-SC2
Elbowend GF	SC183-002-SC11, SC185-001-SC11
Elderslie	SC059-007-SC4
ELGIN	SC195-012-SC14

Location	Table A - Module
Elgin SB and LC (MCB)	SC195-012-SC14
Ellands No 3 LC (UWC)	SC195-014-SC14
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
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

Location	Table A - Module
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
Giffen (RNAD Gates)	SC043-001-SC3
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
Glasgow Central SC	SC001-028-SC2, SC031-020-SC3, SC059-002-SC4
Glen Douglas TEP	SC141-003-SC9
GlenCraig GF	SC173-005-SC11, SC187-001-SC11
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
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

Location	Table A - Module
Guay LC (UWC)	SC193-007-SC13
Guillichill LC (UWC)	SC031-006-SC3
Gunn LC (UWC)	SC207-001-SC15
Gunnie Yard Notice Board	SC127-001-SC8
Haigs Sdg GF	SC179-001-SC11
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
Harthope Viaduct	SC001-007-SC2
HARTWOOD	SC007-003-SC2
Hatton LC (UWC)	SC191-007-SC12
Haugh of Tullymet LC (UWC)	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
Hillside GF	SC191-011-SC12
Hilton Jn	SC181-002-SC11
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

Location	Table A - Module
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
Inverlochty 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
Inverpeffer LC (UWC)	SC191-007-SC12
INVERSHIN	SC203-016-SC15
INVERURIE	SC195-006-SC14
Inverurie SB	SC195-006-SC14
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
Kaimes Quarry Sdg GF	SC003-003-SC2
Kay Park Jn GF	SC031-013-SC3, SC037-001-SC3
Keepers House LC (UWC)	SC203-005-SC15

Location	Table A - Module
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 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 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 Mains LC (UWC)	SC203-015-SC15
Kincardine Notice Board	SC183-001-SC11
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
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

Location	Table A - Module
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
Kirtlebridge GSP	SC001-003-SC2
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
Knowes LC (UWC)	SC147-007-SC10
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
Larbert Jn SB	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 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
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

Location	Table A - Module
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 SB	SC183-001-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	SC043-001-SC3
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 Powis LC (TMO)	SC121-002-SC7
Manse LC (UWC)	SC203-014-SC15
Markdhu No1 LC (UWC)	SC059-023-SC4
MARKINCH	SC171-019-SC11
Markinch Down Sdgs GF	SC179-001-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
Mellaig No 1 LC (UWC)	SC203-021-SC15
Merryhill LC (TMO)	SC185-001-SC11
MERRYTON	SC024-001-SC2
Midcalders Jn	SC003-002-SC2, SC007-001-SC2
Midfean LC (UWC)	SC203-014-SC15
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	SC157-001-SC10, SC159-001-SC10
Millerhill West Jn	SC155-001-SC10

Location	Table A - Module
Millerhill Yard	SC155-001-SC10, SC161-001-SC10
MILLIKEN PARK	SC059-008-SC4
MILNGAVIE	SC133-001-SC8
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 SB	SC191-011-SC12
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 (UWC)	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 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
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

Location	Table A - Module
Nairn East	SC195-015-SC14
Nairn West	SC195-015-SC14
Naval Base North GF	SC175-001-SC11
Naval Base South GF	SC175-001-SC11
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	SC001-020-SC2, SC055-001-SC3
Newton East Jn	SC001-020-SC2, SC055-001-SC3
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, SC055-001-SC3
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
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
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 SB	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

Location	Table A - Module
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
Plean Jn SB	SC119-004-SC7
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
Prestonhall LC (TMO)	SC179-001-SC11
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
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 Down GF	SC147-002-SC10
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

Location	Table A - Module
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 SB	SC175-001-SC11
Roughcastle sdgs	SC107-012-SC6
Rovie LC (AOCL)	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
Shieldmuir North Jn	SC013-001-SC2
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
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 Moss LC (UWC)	SC203-030-SC15
Sighthill East Jn	SC103-003-SC5, SC129-001-SC8
Sighthill West Jn	SC103-003-SC5, SC106-001-SC5
Signals M243/M245	SC097-001-SC5
SINGER	SC123-011-SC8
SLATEFORD	SC003-004-SC2
Slateford Jn	SC003-004-SC2
Smithy Lye	SC059-003-SC4
Sordale No 1 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 Germain's LC (CCTV)	SC147-010-SC10
Stanfield Farm LC (UWC)	SC031-002-SC3

Location	Table A - Module
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 LC (CCTV)	SC073-002-SC4
STEWARTON	SC031-014-SC3
STIRLING	SC119-006-SC7
Stirling Middle SB	SC119-006-SC7
Stirling North SB	SC119-006-SC7, SC121-001-SC7
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
STROME FERRY	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
Thornhill SB	SC031-007-SC3
THORN LIE BANK	SC045-002-SC3
Thornton North Jn	SC171-018-SC11, SC173-007- SC11, SC177-001-SC11
Thornton South Jn	SC171-017-SC11, SC178-001-SC11
Thornton West Jn	SC173-007-SC11, SC178-001-SC11
Thornton Yard	SC173-006-SC11
THORNTON HALL	SC045-001-SC3
THURSO TEP	SC207-001-SC15
Toft Hill 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

Location	Table A - Module
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 SB	SC191-010-SC12
Valleyfield Colliery LC (UWC)	SC183-001-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 (AOCL)	SC121-001-SC7
Wath LC (UWC)	SC031-004-SC3
Watten LC (AOCL)	SC203-030-SC15
Waverley (West End)	SC107-001-SC6
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
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 HAILES	SC003-003-SC2
Westerfearn LC (UWC)	SC203-014-SC15
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
WHITCRAIGS	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

Location	Table A - Module
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 Diagram	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 Garriiongill 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
SC043	Giffen to Lugton (Goods Line)	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
SC109	Polmont Jn to Greenhill Upper Jn (via Falkirk Grahamston)	SC6
SC110	Carmuir East Jn to Larbert Jn	SC6

Table A Diagram	Line Of Route	Module
SC111	Newbridge Jn to Bathgate, including Carmondean Jn to Bathgate Yard (goods line)	SC6
SC113	Winchburgh Jn to Dalmeny Jn	SC6
SC115	Cowlairs West Jn to Knightwood North Jn	SC6
SC1150	Maryhill Park Jn to Anniesland Bay Platform	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
SC121	Stirling North to Cambus Jn Including Cambus Jn to Menstrie (Goods Lines) (Both OOU)	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
SC179	Auchmuty to Markinch Down Sidings GF (Goods Line) (OOU)	SC11
SC181	Ladybank Jn to Hilton Jn	SC11
SC183	Kincardine Power Stn to Charlestown Jn (Goods Line)	SC11
SC185	Elbowend Jn to Crombie RNAD (Goods Line) (OOU)	SC11
SC187	Glencairn GF to Bowhill (Goods Line) (OOU)	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