

Module SC2

Scotland Route Sectional Appendix Module 2

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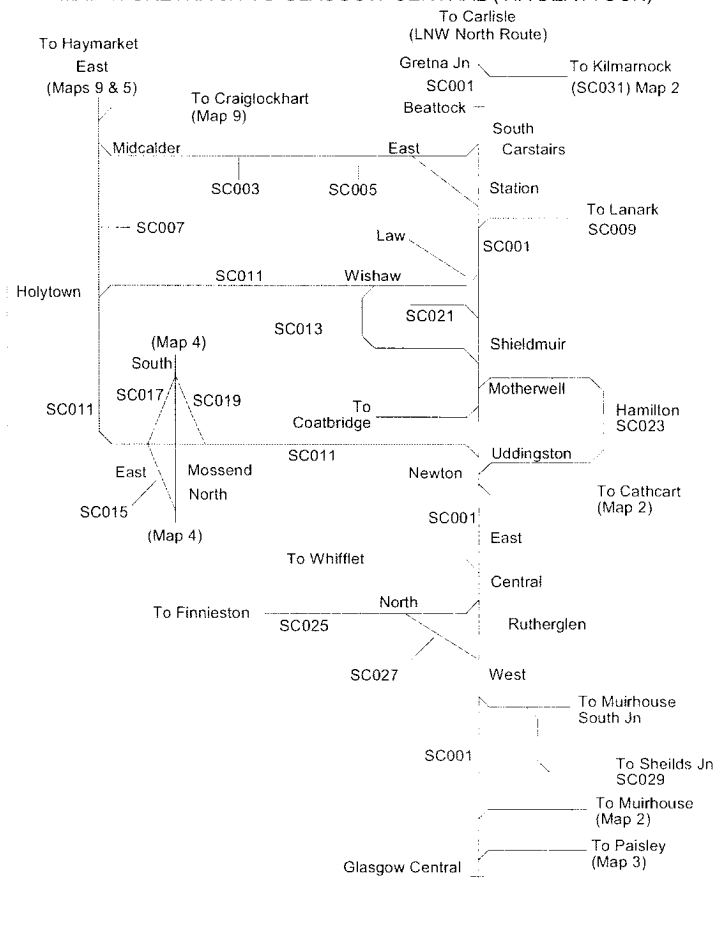
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MAPS

MAP 1: GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)



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SC001	001	Gretna Jn to Glasgow Central (Via Beattock)	WCM1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Gretna Jn		8 57	<p>U D</p> <p>100 105</p> <p>40 50</p> <p>40 50 D</p> <p>40 40 U</p> <p>To Kilmarnock SC031 seq 1</p> <p>100 105</p> <p>U D</p>	<p>TCB Carlisle SB (CE) AC: Cathcart ECR</p> <p>NRN 092</p>	

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC001	002	Gretna Jn to Glasgow Central (Via Beattock)	WCM1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
			<p style="text-align: center;">U D</p> <p style="text-align: center;">100 105</p> <p style="text-align: center;">* *</p> <p style="text-align: center;">100 100</p> <p style="text-align: center;">* *</p> <p style="text-align: center;">30 40</p> <p style="text-align: center;">95 95</p> <p style="text-align: center;">UPL DPL</p> <p style="text-align: center;">40 40</p> <p style="text-align: center;">40 40</p> <p style="text-align: center;">15</p> <p style="text-align: center;">* *</p> <p style="text-align: center;">110 110</p> <p style="text-align: center;">EPS EPS</p> <p style="text-align: center;">120 120</p> <p style="text-align: center;">125 125</p> <p style="text-align: center;">U D</p>	<p>TCB</p> <p>Carlisle SB (CE)</p> <p>AC: Cathcart ECR</p> <p>NRN</p> <p>092</p> <p>UPL 1366f (414m)</p> <p>(65 SLU's)</p> <p>DPL 1366f (414m)</p> <p>(65 SLU's)</p> <p>TASS fitted :</p> <p>Down line from 8m 66ch</p> <p>Up line to 11m 35ch</p>	
		9 15 *			
		9 70 *			
Quintinshill		10 13			
Quintinshill GF		10 33			
		10 37 *			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC001	004	Gretna Jn to Glasgow Central (Via Beattock)	WCM1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
OHNS			<div> <div>U</div> <div>↑</div> <div>100</div> <div>EPS</div> <div>120</div> <div>125</div> <div>↓</div> <div>100</div> <div>EPS</div> <div>115</div> <div>↓</div> <div>100</div> <div>EPS</div> <div>115</div> <div>↓</div> <div>100</div> <div>EPS</div> <div>105</div> <div>115</div> <div>↓</div> <div>100</div> <div>EPS</div> <div>125</div> <div>↓</div> <div>110</div> <div>EPS</div> <div>125</div> <div>↓</div> <div>U</div> </div> <div> <div>D</div> <div>↓</div> <div>100</div> <div>EPS</div> <div>115</div> <div>↓</div> <div>100</div> <div>EPS</div> <div>115</div> <div>↓</div> <div>100</div> <div>EPS</div> <div>105</div> <div>115</div> <div>↓</div> <div>100</div> <div>EPS</div> <div>125</div> <div>↓</div> <div>110</div> <div>EPS</div> <div>125</div> <div>↓</div> <div>D</div> </div>	<div> <div>TCB</div> <div>Motherwell SC (MC)</div> <div>AC: Cathcart ECR</div> <div>NRN 092</div> </div>	
		20 17			
		20 53 *			
		22 60 *		TOWS 0B67 22m 32ch	
		24 17 *			
		24 23 *			
		25 08 *		TASS fitted Down line throughout	
		25 09 *		TASS fitted Up line throughout	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC001	005	Gretna Jn to Glasgow Central (Via Beattock)	WCM1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Lockerbie South GSP		23 35	<p>U D</p> <p>110 EPS 125 110 EPS 125</p> <p>40 40</p> <p>15 15</p> <p>40 40</p> <p>5 5</p> <p>UPL DPL</p> <p>Sdgs</p> <p>40 40</p> <p>15 15</p> <p>15 15</p> <p>110 EPS 125 110 EPS 125</p> <p>U D</p>	<div>TCB</div> <div>Motherwell SC (MC) AC: Cathcart ECR</div> <div>NRN 092</div>	
Up Sidings GF		25 40 S		DPL 1764f (535m) (83 SLU's)	
LOCKERBIE		25 66		UPL 2125f (645m) (101 SLU's)	
Lockerbie North GSP		26 08		No platform on UPL	
Nethercleugh HABD (Up)		28 51		TASS fitted on Up and Down main lines only	
Wamphray GSP		34 35			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC001	007	Gretna Jn to Glasgow Central (Via Beattock)	WCM1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Harthope Viaduct (130 yds)			<div> <div>U</div> <div>↑</div> <div>100</div> <div>EPS</div> <div>125</div> </div>	<div> <div>TCB</div> <div>Motherwell SC (MC) AC: Cathcart ECR</div> <div>NRN 092</div> </div> <div>TOWS 0B249 (Harthope Viaduct)</div> <div>TASS fitted Down line throughout TASS fitted Up line throughout</div>	
		43 63 *	<div> <div>↓</div> <div>100</div> <div>EPS</div> <div>125</div> </div>		
		44 00 *	<div> <div>↓</div> <div>100</div> <div>EPS</div> <div>115</div> </div>		
		44 60 *	<div> <div>↓</div> <div>100</div> </div>		
		46 00 *	<div> <div>↓</div> <div>100</div> </div>		
		46 01 *	<div> <div>↓</div> <div>95</div> </div>		
		47 00 *	<div> <div>↓</div> <div>90</div> </div>		
		47 06 *	<div> <div>↓</div> <div>95</div> </div>		
		48 42 *	<div> <div>↓</div> <div>90</div> </div>		
		48 50 *	<div> <div>↓</div> <div>90</div> </div>		
			<div> <div>↓</div> <div>90</div> </div>		
			<div> <div>↓</div> <div>90</div> </div>		
			<div> <div>↓</div> <div>90</div> </div>		
			<div> <div>↓</div> <div>90</div> </div>		
			<div> <div>U</div> <div>↓</div> <div>90</div> </div>		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC001	008	Gretna Jn to Glasgow Central (Via Beattock)	WCM1	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
		<p>U D</p> <p>90 90</p> <p>15 15</p> <p>20 40</p> <p>UPL DPL</p> <p>20 90 90 40</p> <p>5 Dn Sdg</p> <p>Up Sdg</p> <p>20 40</p> <p>5</p> <p>50 34 *</p> <p>95 95</p> <p>51 47</p> <p>52 20 *</p> <p>52 51</p> <p>55 76</p> <p>90</p> <p>U D</p>	<p>TCB Motherwell SC (MC) AC: Cathcart ECR</p> <p>NRM 092</p> <p>1: GSP controlled</p> <p>DPL 1915f (580m) (91 SLU's)</p> <p>UPL 1915f (580m) (91 SLU's)</p> <p>TASS fitted on Up and Down main lines only</p> <p>TOWS OB263 50m 61ch</p> <p>TOWS OB288 54m 36ch</p>		
Summit GSP	49 18				
Up Siding GF	49 51				
Summit	49 64				
	50 34 *				
Bodsbury LC (R/G)	51 47				
	52 20 *				
OHNS	52 51				
Crawford HABD (Up)	55 76				

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
SC001	009	Gretna Jn to Glasgow Central (Via Beattock)	WCM1	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Abington South GF	57 60		<div>TCB</div> <div>Motherwell SC (MC) AC: Cathcart ECR</div> <div>NRN 092</div> <div>DPL 2060f (625m) (98 SLU's)</div> <div>UPL 2375f (720m) (113 SLU's)</div> <div>TASS fitted on Up and Down main lines only</div>		
Up Siding GF	57 68 S				
Abington	57 70				
Down Siding GF	58 01 S				
Abington North GF	58 34				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC001	011	Gretna Jn to Glasgow Central (Via Beattock)	WCM1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
			<p>U D</p> <p>100 EPS 125 100 EPS 125</p> <p>15 15</p> <p>66 02</p> <p>69 41 *</p> <p>70 20</p> <p>71 11 *</p> <p>72 32 *</p> <p>72 40 *</p> <p>73 00 *</p> <p>73 05</p> <p>73 17</p> <p>90 90</p> <p>15 30</p> <p>90 90</p> <p>To Midcalder SC003 seq 1</p>	<p>TCB</p> <p>Motherwell SC (MC) AC: Cathcart ECR</p> <p>NRN 092</p> <p>TASS fitted Down line throughout TASS fitted Up line throughout</p>	

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC001	012	Gretna Jn to Glasgow Central (Via Beattock)	WCM1	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
		<p>U D</p> <p>90 90</p> <p>40 40 40</p> <p>UM DP 40 40</p> <p>90 15 15 30 DM 40 40</p> <p>PP PP(A) 40 95</p> <p>30 30 30 30</p> <p>PP(A) 30 30 40</p> <p>5 30 30 95 40</p> <p>UPL U D</p> <p>To Carstairs East Jn SC005 seq 1</p> <p>Thro' Sdg</p>	<p>TCB Motherwell SC (MC) AC: Cathcart ECR</p> <p>NRN 092</p> <p>UM = Up Main</p> <p>DP = Down Platform</p> <p>DM = Down Main</p> <p>DPL 1915f (580m) (91 SLU's)</p> <p>① = Over Down Platform Line</p> <p>PP, PP(A) for booked movements only or during periods of significant service disruption</p> <p>TASS fitted Down main line throughout</p> <p>TASS fitted Up main line throughout</p> <p>See Local Instructions for conditions under which Up trains may use the Down line between Carstairs and Lanark Jn</p> <p>CSR 26</p>		
Carstairs Station Jn	73 35 *				
OHNS	73 37				
CARSTAIRS	73 41				
	73 49				
	73 55 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated			
SC001	013	Gretna Jn to Glasgow Central (Via Beattock)	WCM1	Scotland	02/12/06			
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks				
Down Yard GF (OOU)	74 15	Ⓢ	<p>UPL U D</p> <p>40 30 30 95 95 40 40</p> <p>40 30 30 30</p> <p>UPL 1 5</p> <p>30 *</p> <p>100 100 40</p> <p>U D</p> <p>Down Yard (OOU)</p>	<table><tr><th>TCB</th><th>Motherwell SC (MC) AC: Cathcart ECR</th><th>NRN 092</th><th>CSR 26</th></tr></table>	TCB	Motherwell SC (MC) AC: Cathcart ECR	NRN 092	CSR 26
TCB	Motherwell SC (MC) AC: Cathcart ECR	NRN 092	CSR 26					
Ravenstruther	75 07			<p>TASS fitted Down line throughout</p> <p>TASS fitted Up line throughout</p> <p>UPL 1620f (490m) (77 SLU's)</p> <p>① Limit of two-way working on Up main and UPL</p> <p>See Local Instructions for conditions under which Up trains may use the Down line between Carstairs and Lanark Jn</p>				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC001	014	Gretna Jn to Glasgow Central (Via Beattock)	WCM1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Lanark Jn		76 08	<p>U D</p> <p>100 100</p> <p>40 40</p> <p>35</p> <p>To Lanark SC009 seq 1</p> <p>40</p> <p>95 95</p> <p>100</p> <p>90</p> <p>U D</p>	<div> <div>TCB</div> <div>Motherwell SC (M) AC: Cathcart ECR</div> </div> <div> <div>NRN</div> <div>092</div> </div> <div> <div>CSR</div> <div>25</div> </div> <p>See Local Instructions for conditions under which Up trains may use the Down line between Carstairs and Lanark Jn</p> <p>TASS fitted Down line throughout TASS fitted Up line throughout</p> <p>TOWS OB446 80m 53ch</p>	
Cleghorn LC (CCTV)		76 24			
		77 79 *			
		79 14 *			
Braidwood HABD (Up)		80 57			
CARLUKE		81 75			
		83 11 *			

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
SC001	015	Gretna Jn to Glasgow Central (Via Beattock)	WCM1 WCM2		Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
					<div> <div>TCB</div> <div>Motherwell SC (M) AC: Cathcart ECR</div> <div> <div>NRN</div> <div>092</div> </div> <div> <div>CSR</div> <div>25</div> </div> </div> <p>TASS fitted Down line throughout TASS fitted Up line throughout</p> <p>DPL 1915f (580m) (91 SLU's)</p> <p>UPL 2125f (645m) (101 SLU's)</p>	
Law South GF (OOU)		83 38				
Up Siding GF		83 41				
		83 78 *				
Law Down GF		84 00 * S				
		84 08				
Law Jn (Change of ELR WCM1 to WCM2)		84 08				
		84 25 *				

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LOR	Seq	Line of Route Description	ELR	Route	Last Updated
SC001	016	Gretna Jn to Glasgow Central (Via Beattock)	WCM2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Garriengill Jn	84 43 *	<div><div>U</div><div>D</div><div><div>70</div><div>70</div><div>*</div><div>*</div><div>60</div><div>80</div><div>10</div><div>70</div><div>*</div><div>90</div><div>*</div><div>95</div></div><div><div>70</div><div>70</div><div>*</div><div>*</div><div>15</div><div>25</div><div>25</div><div>105</div><div>25</div><div>105</div><div>25</div><div>105</div></div><div><div>To Coltness SC021 seq 1</div></div></div>	TCB	Motherwell SC (M) AC: Cathcart ECR	<div><div>NRN</div><div>CSR</div></div> <div><div>092</div><div>25</div></div>
	84 62				
	84 66 *				
	85 30 *				
	85 31 *				
OHNS	86 02		TASS fitted Down line throughout TASS fitted Up line throughout		
Shleldmuir South Jn	87 00 *		RML = Royal Mail Line		
	87 07		1 = for Class 1 and 5 trains		
Shleldmuir Royal Mail Terminal	87 26				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
SC001	017	Gretna Jn to Glasgow Central (Via Beattock)	WCM2	Scotland	02/12/06				
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks					
				<table><tr><td>TCB</td><td>Motherwell SC (M) AC: Cathcart ECR</td><td>NRN 092</td><td>CSR 24</td></tr></table> <p>RML = Royal Mail Line 1) = for Class 1 and 5 trains TASS fitted Down line throughout TASS fitted Up line throughout</p> <p>UGL 3835f (1168m) 182 SLU's</p>		TCB	Motherwell SC (M) AC: Cathcart ECR	NRN 092	CSR 24
TCB	Motherwell SC (M) AC: Cathcart ECR	NRN 092	CSR 24						
Shieldmuir North Jn	87 29 *								
	87 41								
SHIELDMUIR	87 59								
Motherwell SC	88 77								
	89 07 *								

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
SC001	018	Gretna Jn to Glasgow Central (Via Beattock)	WCM2	Scotland	02/12/06	
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
MOTHERWELL			<div>U D</div> <div>90 HST 105 To Hamilton SC023 seq 1</div> <div>90 * * UGL</div> <div>80 80</div> <div>Sdgs</div>	<div>TCB</div> <div>Motherwell SC (M)</div> <div>AC: Cathcart ECR</div> <div>NRN 092 CSR 24</div>		
		89 25 *				
		89 38				
		Jn with Hamilton Lines	89 50		TASS fitted on Up and Down main lines only	
		Jn with Coatbridge Lines	89 51			
			<div>To Coatbridge SC093 seq 1</div> <div>15 15 15 15</div> <div>80 80</div> <div>90 90</div> <div>U D Sdg</div>			
		89 61 *				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC001	020	Gretna Jn to Glasgow Central (Via Beattock)	WCM2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div>TCB</div> <div>Motherwell SC (M) AC: Cathcart ECR</div> <div>NRN 092 CSR 21</div>		
Newton East Jn	95 14		<p>Mileages in brackets [] are Hamilton line mileages</p> <p>TS = Turnback Sdg SCL = South Connecting Line</p> <p>TASS fitted Down main line throughout TASS fitted Up main line throughout</p> <p>Note : WCML mileage also applies over North and South Connecting lines and through Newton station</p> <p>NCL = North Connecting Line</p>		
Newton, Hamilton Jn	95 47				
	[0 01]				
	95 52				
NEWTON	95 57				
	95 76 *				
Newton, Kirkhill Jn	95 77				
	96 10 *				
Newton West Jn	96 34				

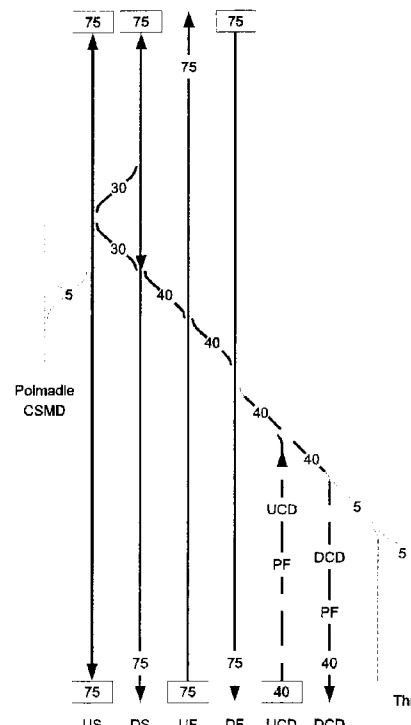
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC001	021	Gretna Jn to Glasgow Central (Via Beattock)	WCM2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
OHNS		96 35 *	<div> <div>U</div> <div>↑</div> <div>90</div> <div>*</div> <div>+</div> </div> <div> <div>D</div> <div>90</div> <div>*</div> <div>+</div> </div>	<div>TCB</div> <div>Motherwell SC (M)</div> <div>AC: Cathcart ECR</div> <div>NRN 092 CSR 21</div> <div>TASS fitted Down line throughout</div> <div>TASS fitted Up line throughout</div>	
		96 36	<div> <div>U</div> <div>80</div> <div>↓</div> </div> <div> <div>D</div> <div>80</div> <div>↓</div> </div>		
CAMBUSLANG		97 24	<div> <div>U</div> <div>80</div> <div>↓</div> </div> <div> <div>D</div> <div>80</div> <div>↓</div> </div>		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC001	022	Gretna Jn to Glasgow Central (Via Beattock)	WCM2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Rutherglen East Jn	98 02 * 98 32	<p>To Whitfield North Jn SC099 seq 3</p> <p>UC DC * *</p> <p>80</p> <p>75 75</p> <p>55 ①</p> <p>40 40</p> <p>30 50 ①</p> <p>CE Depct</p> <p>5 15</p> <p>75</p> <p>75 75</p> <p>US DS UF DF</p>	<p>TCB Glasgow Central SC (G) AC: Cathcart ECR</p> <p>NRN 092 CSR 15</p> <p>UC = Up Carmyle DC = Down Carmyle</p> <p>① = from Rutherglen East Jn on Carmyle lines</p> <p>TASS fitted Down main and Down Fast lines throughout</p> <p>TASS fitted Up Fast and Up main lines throughout</p>		

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Scotland Route Sectional Appendix Module SC2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
SC001	024	Gretna Jn to Glasgow Central (Via Beattock)	WCM2	Scotland	02/12/06				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
					<table><tr><td>TCB</td><td>Glasgow Central SC (G) AC: Cathcart ECR</td><td>NRN 092</td><td>CSR 14</td></tr></table>	TCB	Glasgow Central SC (G) AC: Cathcart ECR	NRN 092	CSR 14
TCB	Glasgow Central SC (G) AC: Cathcart ECR	NRN 092	CSR 14						
			<p>TASS fitted Down Fast line throughout</p> <p>TASS fitted Up Fast line throughout</p>		<p>UCD = Up Clydesdale DCD = Down Clydesdale</p>				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated			
SC001	025	Gretna Jn to Glasgow Central (Via Beattock)	WCM2	Scotland	02/12/06			
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
Reception Roads notice boards			<table><tr><td>TCB</td><td>Glasgow Central SC (G) AC: Cathcart ECR</td><td>NRN 092</td><td>CSR 14</td></tr></table>		TCB	Glasgow Central SC (G) AC: Cathcart ECR	NRN 092	CSR 14
			TCB	Glasgow Central SC (G) AC: Cathcart ECR	NRN 092	CSR 14		
Polmadie		CD = Clydesdale Line						

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
SC001	026	Gretna Jn to Glasgow Central (Via Beattock)	WCM2	Scotland	02/12/06				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
Larkfield Jn			US	DS	UF	DF	CD	<div>TCB</div> <div>Glasgow Central SC (G) AC: Cathcart ECR</div> <div><div>NRN</div><div>092</div><div>CSR</div><div>14</div></div> <div>UCD = Up Clydesdale DCD = Down Clydesdale</div> <div>TASS fitted Down Fast line throughout</div> <div>TASS fitted Up Fast line throughout</div>	
		100 53	75	75	75	40	40		
		100 65	40	40	40	40	40		UCD DCD
		100 70 *	(OOU) 40	*	40	40	40		
		101 00 *	*	*	*	*	*		
			30	30	30	30	25 25 30 30	<div>To Muirhouse South Jn SCO47 seq 1</div> <div>To Shields Jn SCO29 seq 1</div>	
			US	DS	UF	DF	U	D	

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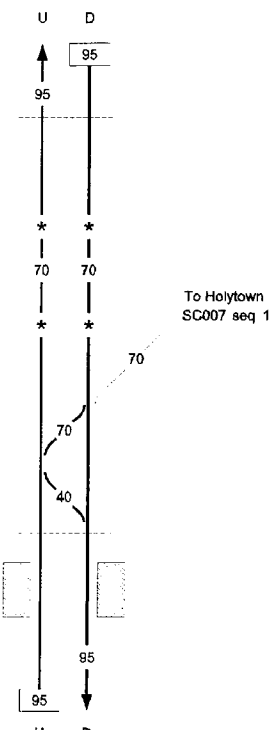

Scotland Route Sectional Appendix Module SC2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC001	028	Gretna Jn to Glasgow Central (Via Beattock)	WCM2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Glasgow Central SC		101 54			<p>TCB Glasgow Central SC (G) AC: Cathcart ECR</p> <p>NRN 092 CSR 12</p> <p>Br = Branch</p> <p>① Ayr Line mileage</p> <p>All lines are bi-directional unless otherwise shown</p> <p>20 mph over all lines and connections between Bridge St Jn and the end of the page</p> <p>ES = Engine Siding</p> <p>Line Nos are followed by the abbreviations :-</p> <p>C = Carriage D = Down L = Line U = Up</p>
Bridge St Jn		101 56 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC001	029	Gretna Jn to Glasgow Central (Via Beattock)	WCM2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Gantry "A"	102 27		<p>TCB Glasgow Central SC (G) AC: Cathcart ECR</p> <p>NRN CSR 082 61</p> <p>ES = Engine siding Line Nos are followed by the abbreviations :- C = Carriage D = Down L = Line U = Up</p> <p>All lines are bi-directional unless otherwise shown</p> <p>20 mph over all lines and connections between the top of the page and Gantry "A"</p> <p>Additional AWS equipment at GLASGOW CENTRAL See General Instructions Headed "Automatic Warning System"</p> <p>15 mph over all lines and connections between Gantry "A" and the buffer stops</p>		

Scotland Route Sectional Appendix Module SC2

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
SC003	001	Carstairs South Jn to Haymarket East Jn	ECA1	ECA2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Carstairs South Jn		73 17	SC001 seq 11		TCB Motherwell SC (MC) AC: Cathcart ECR	
OHNS		73 24	30		NRN 092	
		73 39 *	15 15			
			+ + - -			
			* *		To Carstairs Station Jn SC005 seq 1	
			30 30 30			
Carstairs East Jn		73 48				
(Change of ELR ECA1 to ECA2)		74 10	30			
		74 10				
		74 40 *	* *			
		77 25	95 95			
			T			
Auchengray LC (AHBCX)		79 34	X50			
Auchengray H&BD (Up)		79 35	X50			
OHNS		79 40	95		Edinburgh SC (EJ)	
			U D		NRN 068	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
SC003	002	Carstairs South Jn to Haymarket East Jn	ECA2	Scotland	02/12/06	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Torphin LC (UWC)		85 03 T			TCB Edinburgh SC (EJ) AC: Cathcart ECR	
	87 65 T					
	88 38 *					
	88 49 *					
Midcalder Jn		89 76				
Kirknewton LC (AHBC)		90 65				
KIRKNEWTON		90 70				

Scotland Route Sectional Appendix Module SC2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC003	003	Carstairs South Jn to Haymarket East Jn	ECA2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
			<div> <div>U</div> <div>95</div> <div>5</div> <div>15</div> <div>95</div> <div>70</div> <div>95</div> <div>D</div> </div>	<div> <div>TCB</div> <div>Edinburgh SC (EJ & ES)</div> <div>AC: Cathcart ECR</div> <div>NRN 068</div> </div>	
Kairnes Quarry Sdg GF		92 47			
Curriehill GSP		94 50			
CURRIEHILL		95 42			
OHNS		95 65			
Whitlaw Footpath LC (R/G)		96 20			
		97 10 *			
WESTER HAILES		97 17			

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
SC003	004	Carstairs South Jn to Haymarket East Jn	ECA2	ECA3	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
					TCB Edinburgh SC (ES) AC: Cathcart ECR	
					NRN 068	
		97 77 *				
Kingsknowe LC (AHBC)		97 79				
KINGSKNOWE		98 05				
SLATEFORD		98 75				
Slateford Jn (Change of ELR ECA2 to ECA3)		99 01 99 01				

Scotland Route Sectional Appendix Module SC2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC003	005	Carstairs South Jn to Haymarket East Jn	ECA3	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
		<p style="text-align: center;">U D</p> <p>99 25 *</p> <p>100 26 *</p> <p>100 41</p> <p>SC107 seq 3 SC147 seq 17</p>	<div style="border: 1px solid black; padding: 5px;"> <p>TCB Edinburgh SC (EH) NRN AC: Cathcart ECR 068</p> </div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC005	001	Carstairs Station Jn to Carstairs East Jn	CSP	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Carstairs Station Jn		73 37	<p>SC001 seq 12</p> <p>15</p> <p>15</p> <p>Thro Sdg</p> <p>5</p> <p>30</p> <p>SC003 seq 1</p> <p>30</p>	TCB Motherwell SC (MC) AC: Cathcart ECR 	
		73 60			
		73 64 *			
Carstairs East Jn		74 10			

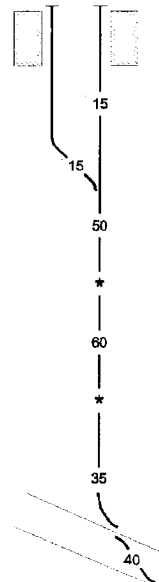
Scotland Route Sectional Appendix Module SC2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC007	001	Midcalder Jn to Holytown Jn	EGS2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Midcalder Jn		23 11	<p>SC003 seq 2</p> <p>70</p> <p>70</p> <p>40</p> <p>5 GL 40</p> <p>Sdg</p> <p>70</p> <p>40</p> <p>70</p> <p>70</p> <p>LIVINGSTON SOUTH</p> <p>21 16</p> <p>21 11 T</p> <p>WEST CALDER</p> <p>18 28</p> <p>15</p> <p>5</p> <p>Sdg</p> <p>West Calder Goods GF</p> <p>18 14 S</p> <p>70</p> <p>U</p> <p>D</p>	<p>TCB</p> <p>Edinburgh SC (EJ)</p> <p>NRN</p> <p>068</p> <p>GL (PF) 1135f (345m)</p>	
LIVINGSTON SOUTH		21 16			
		21 11 T			
WEST CALDER		18 28			
West Calder Goods GF		18 14 S			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
SC007	002	Midcalder Jn to Holytown Jn	EGS2	Scotland	02/12/06	
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
ADDIEWELL		16 50	<div>U ↑ 70</div> <div>70</div> <div>D ↓ 70</div> <div>70</div> <div>CE Sdgs</div> <div>5</div> <div>5</div> <div>15</div> <div>15</div> <div>70</div> <div>70</div> <div>U ↓</div> <div>D ↑</div>	TCB	Edinburgh SC (EJ)	NRN 066
	BREICH	14 00				
FAULDHOUSE		11 70				
		11 55 *				
Benhar		11 03				Motherwell SC (M)

Scotland Route Sectional Appendix Module SC2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC007	003	Midcalder Jn to Holytown Jn	EGS2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
				TCB Motherwell SC (M)	
				CW Up 1m 34ch ① 65 through jn to and from Midcalder lines	

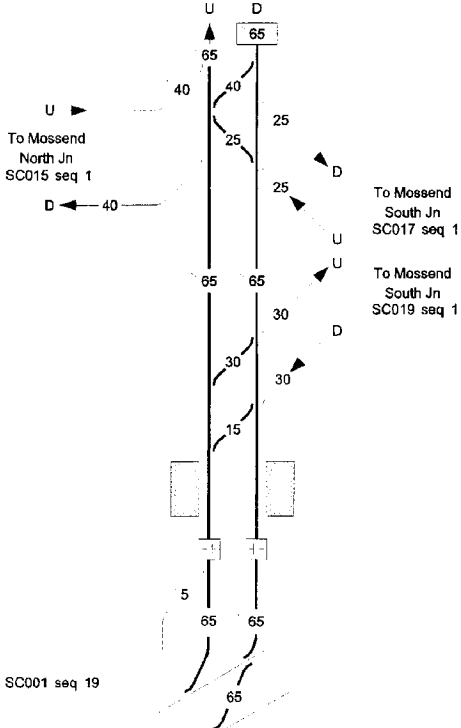
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC009	001	Lanark to Lanark Jn	LNK	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
LANARK		2 45		TCB	
		1 55 *		Motherwell SC (M) AC: Cathcart ECR	
		0 24 *		NRN 092 CSR 25	
Lanark Jn		-0 03			
			SC001 seq 14		

Scotland Route Sectional Appendix Module SC2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC011	001	Law Jn to Uddingston Jn (Via Holytown)	WWD	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Law Jn	84 08	<p>SC001 seq 15</p> <p>40 50</p> <p>5 40 50 50</p> <p>UPL</p> <p>Up Sdg</p> <p>40 40 50</p> <p>75 75</p> <p>60 60</p> <p>75 75</p> <p>75 75</p> <p>55 40 30</p> <p>75 75</p> <p>U D</p> <p>To Shieldmuir SC013 seq 1</p>	<p>TCB</p> <p>Motherwell SC (M) AC: Cathcart ECR</p> <p>UPL 2125f (645m) (101 SLU's)</p> <p>NRN 092 CSR 25</p>		
	84 20 *				
OHNS	84 23				
	84 50 *				
	84 53 *				
WISHAW	86 31				
	86 36 *				
Wishaw Central Jn	86 63				
	87 03 *				

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Scotland Route Sectional Appendix Module SC2

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
SC011	003	Law Jn to Uddingston Jn (Via Holytown)	EGS2	EGS1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Mossend East Jn (Change of ELR EGS2 to EGS1)		0 40 3 63 3 63			<div>TCB</div> <div>Motherwell SC (M,MS) AC: Cathcart ECR</div> <div>NRN 092</div> <div>CSR 23</div>	
Mossend West Jn		3 04				
BELLSHILL		2 30				
OHNS		0 66				
Viewpark Sdgs		0 53				
Uddingston Jn		-0 03	SC001 seq 19		<div>CSR 21</div>	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC013	001	Wishaw Central Jn to Sheildmuir Wishaw Connecting Line	SHR	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Wishaw Central Jn		86 63	SC011 seq 1	<div>TCB</div> <div>Motherwell SC (M) AC: Cathcart ECR</div> <div> <div>NRN</div> <div>092</div> <div>CSR</div> <div>25</div> </div> <div>① Through Jn. at Wishaw and Shieldmuir ends</div> <div>CW 87m 40ch (facing to Down trains)</div> <div> <div>CSR</div> <div>24</div> </div>	
OHNS		87 01			
Sheildmuir North Jn		87 43	SC001 seq 17		


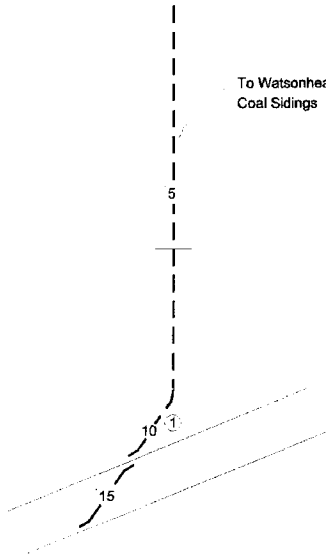
Scotland Route Sectional Appendix Module SC2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
SC015	001	Mossend East Jn to Mossend North Jn (North Curve)	MDN	Scotland	02/12/06				
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks					
Mossend East Jn		0 40		<table><tr><td>TCB</td><td>Motherwell SC (MS, MY) AC: Cathcart ECR</td><td>NRN 092</td><td>CSR 23</td></tr></table>		TCB	Motherwell SC (MS, MY) AC: Cathcart ECR	NRN 092	CSR 23
TCB	Motherwell SC (MS, MY) AC: Cathcart ECR	NRN 092	CSR 23						
Mossend North Jn		- 0 06		CW Up 0m 4ch 1 Through jn.					

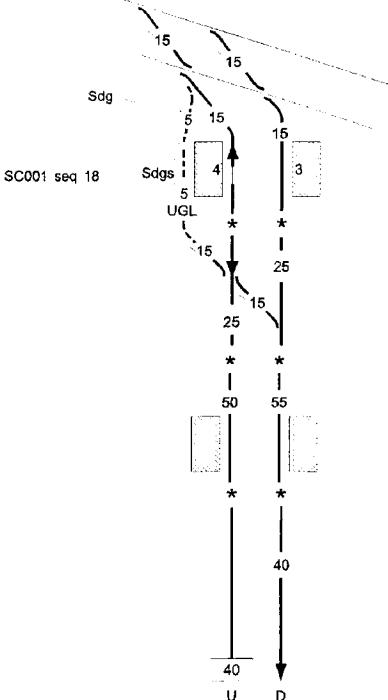
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC017	001	Mossend East Jn to Mossend South Jn (East Curve)	MDE	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Mossend East Jn		0 31	<p>To Mossend North Jn SC015 seq 1</p> <p>SC011 seq 3</p> <p>25 25 25 25 15 15 15 15</p> <p>0 06 *</p> <p>SC093 seq 2</p> <p>To Mossend West Jn SC019 seq 1</p>	<div> <div>TCB</div> <div>Motherwell SC (M) AC: Cathcart ECR</div> <div> <div>NRN</div> <div>092</div> </div> <div> <div>CSR</div> <div>23</div> </div> </div>	
Mossend South Jn		0 00		<div>① = Through jn</div>	

Scotland Route Sectional Appendix Module SC2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC019	001	Mossend South Jn to Mossend West Jn (West Curve)	MDW	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Mossend South Jn	91 08	<div><div>To Mossend East Jn SC017 seq 1</div><div>SC093 seq 2</div><div><div><div><div>30</div><div>30</div><div>30</div><div>30</div><div>30</div><div>30</div><div>30</div><div>30</div></div><div><div>30</div><div>30</div><div>30</div><div>30</div><div>30</div><div>30</div><div>30</div><div>30</div></div></div></div></div>	TCB	Motherwell SC (M) AC: Cathcart ECR	<div><div>NRN</div><div>CSR</div></div> <div><div>092</div><div>23</div></div>
Mossend West Jn	91 50	<div><div>SC011 seq 3</div><div><div><div>30</div><div>30</div><div>30</div></div></div></div>			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC021	001	Coltness to Garriongill Jn (Goods Line)	CS02 CS01	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
				OT	Motherwell SC (M) 
Coltness (Network Rail Boundary)		0 09		YARD WORKING applies between Coltness and the Notice Board	
(Change of ELR CS02 to CS01)		0 00 14 15			
Notice Board		14 17			
Garriongill Jn		15 29			
			SC001 seq 16	① = Through jn	

Scotland Route Sectional Appendix Module SC2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC023	001	Motherwell to Newton, Hamilton Jn (Via Hamilton)	HMN1 HMN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Jn with main lines		-0 01		TCB Motherwell SC (M & MH) AC: Cathcart ECR	
MOTHERWELL		0 08		NRN 092 CSR 24	
		0 20 *		UGL (PF) 656f (200m) (31 SLU's)	
		0 28 *			
AIRBLES		0 61			
		1 00 *			
		1 44			
		6 61			
		6 61			
(Change of ELR HMN1 to HMN2)					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC023	002	Motherwell to Newton, Hamilton Jn (Via Hamilton)	HMN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
				<div>TCB</div> <div>Motherwell SC (MH & M) AC: Cathcart ECR</div> <div>NRN</div> <div>CSR</div> <div>092</div> <div>21</div>	
		6 22		Haughhead Jn lineside lookout See local instructions	
Haughhead Jn		6 18			
Barncluith Tunnel 380 yards		5 79 to 5 62			
		5 20 *			
		5 14			
HAMILTON CENTRAL		5 03			

Scotland Route Sectional Appendix Module SC2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC023	003	Motherwell to Newton, Hamilton Jn (Via Hamilton)	HMN2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
		<div> <div>U</div> <div>30</div> <div>*</div> <div>55</div> <div>*</div> <div>60</div> <div>15</div> <div>40</div> <div>U</div> </div> <div> <div>D</div> <div>30</div> <div>*</div> <div>55</div> <div>*</div> <div>60</div> <div>5</div> <div>40</div> <div>D</div> </div>	<div>TCB</div> <div>Motherwell SC (M)</div> <div>AC: Cathcart ECR</div> <div>NRN</div> <div>092</div> <div>CSR</div> <div>21</div>		
HAMILTON WEST	4 60 *				
	4 12				
	4 04 *				
Earnock Sdgs	3 62				
BLANTYRE	2 29				
	0 29 *	SC001 seq 20			
	0 19 *	SC055 seq 1			
Newton, Hamilton Jn	0 07				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC024	001	Larkhall to Haughhead Jn	LRK	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
LARKHALL		3 00		<div> <div>TCB</div> <div>Motherwell SC (MH) AC: Cathcart ECR</div> <div> <div>NRN</div> <div>092</div> </div> <div> <div>CSR</div> <div>21</div> </div> </div>	
		2 67 *		Larkhall station lockout - see Local Instructions	
MERRYTON		2 19			
Loop points		1 05		Allanton lockout - see Local Instructions	
Allanton				PL 524f (between signals) (159m) (24 SLU's)	
Loop points		0 65			
		0 59 *			
CHATELHERAULT		0 52			
		0 24 *			
Haughhead Jn		0 00		Haughhead Jn lockout - see Local Instructions	

Scotland Route Sectional Appendix Module SC2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC025	001	Rutherglen Central Jn to Finnieston Incl to Bridgeton Yard (Via Arrival Line)(Goods Line)	ARG1 ARG2	Scotland	02/12/06
Location			Mileage M Ch	Running lines & speed restrictions	
Rutherglen Central Jn			0 00	SC001 seq 23	
OHNS			0 03		
			0 15 *		
			0 16 *		
RUTHERGLEN			0 18		
Rutherglen Footpath LC (R/G)			0 23		
			0 30 *		
Rutherglen North Jn			0 31		
Bridgeton Yard North End (Change of ELR ARG1 to ARG2)			0 43 0 860		
DALMARNOCK			1 01		
			U D		
			TCB Glasgow Central SC (G) AC: Cathcart ECR		
			NRN 092 CSR 15		
			1 = Through Jn		
			AR = Arrival Line		
			YARD WORKING applies on Arrival Line		
			Yoker SC (YF)		
			Additional AWS equipment at Rutherglen station (Up Argyle) See General Instructions headed "Automatic Warning System"		
			CSR 72		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC025	002	Rutherglen Central Jn to Finnieston Incl. to Bridgeton Yard (Via Arrival Line)(Goods Line)	ARG2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div>TCB</div> <div>Yoker SC (YF)</div> <div>AC: Cathcart ECR</div> <div>NRN</div> <div>CSR</div> <div>092</div> <div>72</div>		
Dalmarnock Road Tunnel 790 Yards	1 02 to 1 38 *		TOWS through Dalmarnock Road Tunnel		
BRIDGETON	1 41				
Canning Street Tunnel 460 Yards	1 46 1 50 * 1 67		TOWS through Canning Street Tunnel		
Anderston Tunnel East Portal	1 75 2 35 * 2 44 * 2 45 *		TOWS between Anderston Tunnel East Portal and 2m 40ch TOWS between 2m 40ch and ARGYLE STREET Anderston Tunnel is 1m 46ch long		

Scotland Route Sectional Appendix Module SC2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC025	003	Rutherglen Central Jn to Finnieston Incl. to Bridgeton Yard (Via Arrival Line)(Goods Line)	ARG2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
		<div> <div>U</div> <div>40</div> <div>40</div> <div>*</div> <div>30</div> <div>30</div> <div>25</div> <div>30</div> <div>*</div> <div>30</div> <div>*</div> <div>40</div> <div>40</div> <div>40</div> <div>U</div> <div>D</div> </div>	<div> <div>TCB</div> <div>Yoker SC (YF)</div> <div>NRN</div> <div>092</div> <div>CSR</div> <div>72</div> </div>		
ARGYLE STREET	2 46 *		TOWS between 2m 40ch and ARGYLE STREET		
	2 56 *		TOWS between ARGYLE STREET and GLASGOW CENTRAL		
GLASGOW CENTRAL	2 60		Anderston Tunnel is 1m 40ch long		
	2 79 *		TOWS between GLASGOW CENTRAL and ANDERSTON		
	3 08				
	3 13 *				
	3 16 *				
Anderston Tunnel West Portal	3 41				
ANDERSTON	3 42				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC025	004	Rutherglen Central Jn to Finnieston Incl. Bridgeton Yard (Via Arrival Line)(Goods Line)	ARG2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
				TCB	Yoker SC (YF)
				NRN	CSR
				092	72
				TOWS through Stobcross Street Tunnel	
				DRS 655f (195m) (31 SLU's)	
				TOWS through Kelvinhaugh Tunnel	
				SC123 seq 7	

Scotland Route Sectional Appendix Module SC2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC027	001	Rutherglen West Jn to Rutherglen North Jn (West Curve)	RNC	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Rutherglen West Jn		0 00	<p>SC001 seq 23</p> <p>15</p> <p>25</p> <p>OHNS</p> <p>0 10</p> <p>25</p> <p>Rutherglen Footpath LC (R/G)</p> <p>0 17</p> <p>5</p> <p>25</p> <p>25</p> <p>Rutherglen North Jn</p> <p>0 29</p> <p>SC025 seq 1</p> <p>Training Centre</p>	<div>TCB Glasgow Central SC (G) AC: Cathcart ECR</div> <div>NRN CSR</div> <div>092 15</div>	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC029	001	Larkfield Jn to Shields Jn Incl. Shields Jn to Terminus Jn (Up Through Terminus)	CLY	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Larkfield Jn Jn with Muirhouse Lines		101 01	<p>SC001 seq 26 UCD DCD</p> <p>To Muirhouse South Jn SC047 seq 1</p> <p>To Muirhouse Central Jn SC049 seq 1</p> <p>Through Terminus SC059 seq 3</p> <p>① =Through Jn</p> <p>② =Through Terminus mileage</p>	<p>TCB Glasgow Central SC (G) AC: Cathcart ECR</p> <p>NRN 092</p> <p>UCD = Up Clydesdale DCD = Down Clydesdale</p>	
West St Tunnel		101 16			
		101 21			
OHNS		101 24			
Terminus Jn		101 58			
Shields Jn		102 15			
Shields Jn		2 102 16			

SPECIAL WORKING ARRANGEMENT
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SC029 (LARKFIELD JN TO SHEILDS JN INCL. SHIELDS JN TO TERMINUS JN (UP THROUGH TERMINUS))

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 13 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

From	To	Type of Train	Line(s)	Remarks
Terminus Jn	Shields Jn	Freight	Down Terminus	Trains not exceeding 235ft (70m) may be propelled.

Dated: 02/12/06

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

To be read in conjunction with General Notes.

Line of route	Line of Route / Sector Description	Her	14X	150	153	155	156	158	170	Notes
SC001	Gretna Jn. to Glasgow Central (via Beattock)	Y	N	Y	Y	Y	Y	Y	Y	
SC003	Carstairs So. Jn. to Haymarket East Jn.	Y	N	Y	Y	Y	Y	Y	Y	
SC005	Carstairs Stn. Jn. to Carstairs East Jn.	Y	N	Y	Y	Y	Y	Y	Y	
SC007	Midcalder Jn. to Holytown Jn.	Y	N	Y	Y	Y	Y	Y	Y	
SC009	Lanark Jn. to Lanark	Y	N	Y	Y	Y	Y	N	N	
SC011	Law Jn. to Uddingston Jn. (Via Holytown)	Y	N	Y	Y	Y	Y	Y	Y	
SC013	Wishaw Central Jn. to Shieldmuir Jn.	Y	N	Y	Y	Y	Y	N	N	
SC015	Mossend East Jn. to Mossend North Jn. (North Curve)	Y	N	Y	Y	Y	Y	N	N	
SC017	Mossend East Jn. to Mossend South Jn. (East Curve)	Y	N	Y	Y	Y	Y	N	N	
SC019	Mossend South Jn. to Mossend West Jn. (West Curve)	Y	N	Y	Y	Y	Y	N	N	
SC023	Motherwell to Newton, Hamilton Jn. (via Hamilton)	Y	N	Y	Y	Y	Y	N	N	
SC025	Rutherglen Central Jn. to Finnieston	Y	N	Y	Y	Y	Y	R1	N	R1 ECS to/from Rutherglen Training Centre only PROHIBITED R'glen N Jn. (excl) to Finnieston W Jn.
SC027	Rutherglen West Jn. to Rutherglen North Jn. (West Curve)	Y	N	Y	Y	Y	Y	R1	N	R1 ECS only
SC029	Larkfield Jn. to Shields Jn. Including Shields Jn to Terminus Jn (up through Terminus)	Y	N	Y	Y	Y	Y	R1	Y	R1 ECS only

Table D2 - Route clearance of electric multiple unit trains

To be read in conjunction with General Notes.

Line of route	Line of Route / Sector Description	303	305	311	314	318	320	322	325	334	Notes
SC001	Gretna Jn. to Glasgow Central (via Beattock)	Y	Y	Y	Y	Y	Y	Y	Y	R1	R1 Between Carstairs South Jn (excl) and Glasgow Central only. PROHIBITED Gretna Jn to Carstairs South Jn (incl)
SC003	Carstairs So. Jn. to Haymarket East Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	
SC005	Carstairs Stn. Jn. to Carstairs East Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	
SC009	Lanark Jn. to Lanark	Y	Y	Y	Y	Y	Y	Y	N	Y	
SC011	Law Jn. to Uddingston Jn. (via Holytown)	Y	Y	Y	Y	Y	Y	Y	Y	Y	
SC013	Wishaw Central Jn. to Shieldmuir Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	
SC015	Mossend East Jn. to Mossend North Jn. (North Curve)	Y	Y	Y	Y	Y	Y	Y	N	Y	
SC017	Mossend East Jn. to Mossend South Jn. (East Curve)	Y	Y	Y	Y	Y	Y	Y	Y	Y	
SC019	Mossend South Jn. to Mossend West Jn. (West Curve)	Y	Y	Y	Y	Y	Y	Y	Y	Y	
SC023	Motherwell to Newton, Hamilton Jn. (via Hamilton)	Y	Y	Y	Y	Y	Y	Y	Y	Y	
SC024	Larkhall to Haughhead Jn.				Y	Y	N		N	Y	
SC025	Rutherglen Central Jn. to Finnieston	Y	Y	Y	Y	Y	Y	Y	N	Y	
SC027	Rutherglen West Jn. To Rutherglen North Jn. (West Curve)	Y	Y	Y	Y	Y	Y	R1	N	Y	R1 ESC only
SC029	Larkfield Jn. to Shields Jn. Including Shields Jn to Terminus Jn (up through Terminus)	Y	Y	Y	Y	Y	Y	Y	Y	Y	

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LOCAL INSTRUCTIONS

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SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

Gretna Jn To GLASGOW CENTRAL

GSP / GROUND FRAME CONTROLLED MAIN LINE CROSSOVERS

The following instructions are applicable in respect of the undernoted ground switch panels / ground frames which control main line crossovers and which are electrically released from Motherwell signalling centre:-

Kirtlebridge	Wamphray	Abington
Lockerbie South	Beattock North	Symington
Lockerbie North	Summit	

1. A facing crossover must not be used except when required in connection with single line working, or where the facing crossover is within a possession.
2. At ground frames, the facing point lock levers must always be placed in the normal position in the frame before any movement is made through a crossover.
3. Provided the relative detection light is obtained, it will not be necessary for the guard or shunter to see the points are in the correct position before giving a signal to the driver.

When single line working is in operation drivers of trains requiring to proceed over the single line in the wrong direction via a facing crossover may be instructed by the signaller to draw towards the facing crossover without the Pilotman being present. The Rule Book, Module P1, Section 5 is modified accordingly.

Dated: 02/12/06

SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

Beattock South To Summit

Failure of Down train - Should it be necessary for a light locomotive to travel in the wrong direction over the Up line from Beattock to Summit to assist the failed train from the front in accordance with the Rule Book, Module M2, Section 6, a competent person will not be provided at Summit to handsignal to the driver of the light locomotive.

Dated: 02/12/06

SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

Abington

A movement must not be made from the Up siding unless signal MC524 is showing a proceed aspect.

Dated: 02/12/06

SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK) CARSTAIRS

Working of trains - Following detailed technical examination, the possibility of buffer-lock has been established by the engineer for movements at Carstairs as specified below. Accordingly, the undernoted instructions must be observed.

Where an electric train with DVT (Driving Van Trailer) leading is operating with the screw coupling in use between locomotive and train, the route between Carstairs East Jn, via the Carstairs Curve, to the Down platform is prohibited to such train in both directions.

Where, during shunting, a locomotive (diesel or electric) requires to propel coaching stock vehicles from the Down platform to the Carstairs Curve, or vice versa, such movement is prohibited in both directions if the screw coupling is in use between locomotive and train.

The staff concerned must ensure that the necessary advice is passed to either Network Rail Production Control or Motherwell signalling centre, as appropriate, to ensure full compliance with this instruction.

NOTE The above prohibitions do not apply to the undernoted movements :-

- a) Up main to Carstairs Curve and vice versa.
- b) Down platform to Up main and vice versa.

NOTE :- Only the following locomotives are fitted with Buck-eye couplings :-

90001 -90020
91001 - 91031

Dated: 02/12/06

SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK) CARSTAIRS To Lanark Jn

Trains may be permitted to run over the Down line in the Up direction as follows :-

- a) trains to and from Ravenstruther Coal Terminal
- b) during an emergency or other exceptional circumstance, any train may be permitted to run over the Down line in the Up direction, throughout between Lanark Jn and Carstairs. Drivers of such trains will be advised of the circumstances at Lanark Jn and must, thereafter, obey any instructions given by the signaller.

Dated: 02/12/06

SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

Ravenstruther Coal Terminal

Only one train must be allowed in the sidings at a time.

The means of controlling the propelling movement of trains to and from the Terminal, and within the Terminal, is by radio equipment, in accordance with the Rule Book, Module SS2, Section 4.2(b), supplied by Crouch Mining. The radio system transmits a bleep tone every few seconds between voice transmissions and is an indication that the system is functioning. Should it become apparent that the radio equipment has ceased to function, the driver must not make a movement, or where a movement is being carried out the driver must immediately bring his train to a stand and must not resume the movement, until the radio equipment is again functioning or arrangements have been made for the movement of the train to be controlled by handsignals.

Train arrivals - Trains arriving from the South will be propelled to the Arrival/Departure line. On arrival at the Terminal from the South, the driver must bring his train to a stand with the locomotive opposite signal MC410 (at the connection to the Terminal). The person in charge of the movement must then proceed to the Terminal rail entrance and uplift the radio handsets supplied by Crouch Mining from the yellow cabinet attached to a post inside the Terminal rail entrance.

The person in charge of the movement must then return to the train, hand a radio handset to the driver and carry out an initial test transmission to ensure that both radios are working using the words **"PERSON IN CHARGE OF MOVEMENT TO DRIVER"** which must be acknowledged. **CONTINUOUS VOICE TRANSMISSION MUST BE USED THROUGHOUT. STRICT RADIO DISCIPLINE MUST BE MAINTAINED**

The radio handsets used are those which will also be used by Crouch Mining to control train movements within the Terminal and, after having completed the propelling movement to the Arrival/Departure line, the instructions in respect to their use within the Terminal will apply.

Movements within the Terminal - After the train has arrived complete within the Arrival/Departure line and prior to being in a position to commence movement towards the loading Hopper, the driver must make an initial test transmission with the Crouch Mining Operator, which must be preceded by the words **"DRIVER TO CROUCH MINING OPERATOR"** and which will be acknowledged. **STRICT RADIO DISCIPLINE MUST BE MAINTAINED.**

The driver, on receipt of permission from the Crouch Mining Operator to proceed towards the Hopper line for loading and weighing, must ascertain that signal MC400 position light is displaying a proceed aspect (supported by lineside 'OFF' indications when propelling), proceed at 5 mph until instructed by the Crouch Mining Operator to **"STOP AND ENGAGE SLOW SPEED CONTROL"**, thereafter movements over the Hopper line will be at ½ mph.

During movements towards the Hopper line, the train will be tare weighed and loaded and, when loading is complete, the train must be stopped at the Hopper prior to the locomotive being uncoupled and the train rounded.

During the loading process all instructions between the Crouch Mining Operator and the driver will be confined to those requiring the train to **'STOP'** or **'START'** as required and will not require to be acknowledged by the Driver.

When loading has been completed the person in charge of the movement must proceed along the train and examine the wagon discharge doors before uncoupling the locomotive prior to rounding.

The radio sets held by the person in charge of the movement and driver may be used for brake testing/rounding purposes and all transmissions, which must be acknowledged, must be preceded by the words **"PERSON IN CHARGE OF MOVEMENT TO DRIVER"** and vice versa.

After rounding, the train will then proceed to the Arrival/Departure line, being gross weighed in the process.

The person in charge of the movement must advise the Crouch Mining Operator when it is safe to move the train.

The Crouch Mining Operator will instruct the driver to proceed to the Arrival/Departure line. If it is necessary to 'top up' wagons prior to gross weighing, the Crouch Mining Operator will give the appropriate instructions.

Train departures - After arriving in the Arrival/Departure line, prior to propelling from signal MC400, the radios must be retained. Another test transmission must be carried out to ensure both radios are working using the words **"PERSON IN CHARGE OF MOVEMENT TO DRIVER"** which must be acknowledged. **CONTINUOUS VOICE TRANSMISSION MUST BE USED THROUGHOUT. STRICT RADIO DISCIPLINE MUST BE MAINTAINED**

After completing the propelling movement from the Arrival/Departure line and when the train is at a stand within signal MC410, the person in charge of the movement must proceed to the Terminal rail entrance and return the radio handsets to the yellow cabinet.

Cripple siding - The padlock key giving access to the Cripple Siding ground frame is held in the Weighbridge Office, and arrangements for obtaining this key must be made with the Crouch Mining Operator. The key must be returned after use.

Departing the terminal - Drivers of loaded trains requiring to proceed via the Up Mossend East Curve must, when requesting permission to depart from the terminal, advise the signaller of the type of wagon on the train.

Dated: 02/12/06

SC001 - GREтна JN TO GLASGOW CENTRAL (VIA BEATTOCK)

SHIELDMUIR To Motherwell SC

DALZELL PLATE WORKS

Up goods loop - When 100T loaded steel carrying vehicles are detached in the Up goods loop, all handbrakes must be applied on half of the vehicles. (Note - each vehicle has two handbrakes).

Level crossing - The level crossing is located in the vicinity of the Slab Bay and traverses the Slab Bay line and the connection to the adjoining siding. The level crossing is of the open type with road traffic lights controlled from a local control switch located within the Slab Bay. The EW&S person in charge of rail movements must operate the local control switch and ensure that the road traffic lights are operating before authorising a rail movement to proceed over the level crossing towards the Slab Bay or adjoining siding.

Incoming movements must be brought to a stand at the STOP board on the main line side of the level crossing. To assist drivers of propelled movements, a black and white marker post is provided 500 feet on the main line side of the STOP board and is a guide to stopping trains based on 11 x 100 tonne BAA wagons.

The road traffic lights will remain lit whilst a train is within the Slab Bay or adjoining siding until the local control switch is again restored after the outgoing movement is at a stand on the main line side of the crossing, clear of the STOP board.

In the event of a failure of the road traffic lights, BSC will appoint a person to take charge during the period rail movements require to be made over the crossing. The EW&S person in charge must not authorise a rail movement to be made over the level crossing until permission has been received from the BSC person in charge.

Movements to the Slab Bay or adjoining siding - All incoming movements must be propelled. When the train has been brought to a stand at the STOP board at the level crossing, the EW&S person in charge must, where the train requires to proceed to the Slab Bay, obtain the permission of the BSC person in charge of the Slab Bay to enter the Slab Bay. On receiving permission to proceed the EW&S person in charge must operate the local control switch for the level crossing.

Where the movement requires to enter the adjacent siding, the EW&S person in charge need not obtain BSC permission for such movement.

Movements from the Slab Bay or adjoining siding - Before a movement is made from the Slab Bay, the EW&S person in charge must obtain an assurance from the BSC person in charge of the Slab Bay that it is safe to do so. On receipt of such assurance the EW&S person in charge must ensure that the level crossing road traffic lights are operating before authorising the movement to commence.

Before a movement is made from the adjoining siding, the EW&S person in charge must ensure that the level crossing road traffic lights are operating before authorising the movement to commence. Permission from BSC is not required for such movement.

When the outgoing movement is at a stand clear of the STOP board, the EW&S person in charge must operate the local control switch for the level crossing to extinguish the road traffic lights. Additionally, where the movement was made from the Slab Bay, the EW&S person in charge must advise the BSC person in charge of the Slab Bay that all shunting/train movements to the Slab Bay have ceased.

Dated: 02/12/06

SC001 - GREтна JN TO GLASGOW CENTRAL (VIA BEATTOCK)
MOTHERWELL

For the purposes of the Rule Book, Module TW1, Section 13, there are no station limits and authorities are detailed as follows:-

<u>At or between</u>	<u>Lines</u>	<u>Remarks</u>
Up main line signal M397 and Up Braidhurst loop Limit of shunt indicator	Up Braidhurst loop	445f (135m), or 235f (70m) without brake van
Hamilton Goods loop signal M405 and Down Braidhurst loop signal M361		Down Braidhurst loop (70m) without brake van
Down Braidhurst loop/Sidings signal M361, M371, M373, M375, M377, M379 and Up Coatbridge Limit of shunt indicator Including Down shunt spur.	Up Coatbridge	445f (135m), or 235f (70m) without brake van
Up Coatbridge line signal M368, Down Braidhurst Loop signal M374, Down main line signal M402	Up Coatbridge Down Braidhurst Loop Down Hamilton	445f (135m), or 235f (70m), without brake van, or 2 parcels vehicles
and	Up Hamilton	
Outside Down Hamilton line signal M407, outside Up Hamilton line signal M409, Hamilton Goods Loop.		

Dated: 02/12/06

SC001 - GREтна JN TO GLASGOW CENTRAL (VIA BEATTOCK)
UDDINGSTON

Viewpark Sdgs - The person in charge of the movement must detrain when the train comes to a stand clear of signal M185 and must proceed to the depot and check, in accordance with the Rule Book, Module S5, Section 3.2, that all handpoints within the depot, facing to the incoming movement, are properly set for No.2 Road. The person in charge of the movement may then, provided he has ensured that signal M185 has been cleared for the propelling movement to the depot, instruct the driver to set back by either the use of handsignals or radio communication. The train must be brought to a stand within the depot in No.2 Road, on the main line side of the crossover points.

The person in charge of the movement must then ascertain from the firm's representative into which roads the wagons are to be placed.

When shunting radios are in use, the driver must make an initial test transmission with the person in charge of the movement when the train comes to a stand and before any propelling movement is made into the depot. This test transmission must be preceded by the words **"DRIVER TO PERSON IN CHARGE OF THE MOVEMENT"** which must be acknowledged. **STRICT RADIO DISCIPLINE MUST BE MAINTAINED.**

Dated: 02/12/06

SC001 - GREтна JN TO GLASGOW CENTRAL (VIA BEATTOCK)

Polmadie

Down sidings - The operations co-ordinator is responsible for all movements to and from the sidings. The signaller at Glasgow Central will inform the operations co-ordinator when an incoming movement destined for the sidings is approaching and obtain permission for the movement to enter the sidings.

On receipt of this advice, in the case of a train approaching from the Rutherglen direction, the operations co-ordinator must inform the signaller to which siding the train is to be run.

For movements to No.1 or No.2 Through siding, the operations co-ordinator must ensure that the security compound gates are open before permission is given for the movement to proceed towards the sidings.

In the case of shunting movements at the Glasgow end of Nos.1, 2 or 3 Through sidings, after each movement has been completed, the operations co-ordinator must inform the signaller as to the state of the siding concerned, whether occupied or clear.

The operations co-ordinator must advise the signaller when an outgoing movement from the Glasgow end of the sidings is ready to depart, giving the class of the train and its destination and, in addition, in the case of a light locomotive, the train that it is proceeding to work.

British Oxygen Co Ltd. Private sdgs - Before a train requiring to work in these sidings is permitted to proceed, the person in charge of the movement must ascertain that the gates leading to the sidings have been opened. Trains must arrive in No.2 siding.

Vehicles must not be left in the headshunt.

POLMADIE CARRIAGE SERVICING AND MAINTENANCE DEPOT

Blockage of lines to electric trains - Polmadie CSMD is specially nominated in accordance with the Rule Book, Module AC2, Section 6.2(b).

Reception Roads - Incoming trains will normally be signalled to No.1, 2 or 3 Reception roads.

When it is necessary to signal a train into an occupied Reception road, the signaller at Glasgow Central will, before clearing the relative signal, obtain the permission of the operations co-ordinator, by telephone. The operations co-ordinator must, before giving permission, confirm that there is sufficient room for the train to be dealt with.

Movements must not be permitted from the Washing Plant road into any of the Reception roads, except for light locomotives which require to be attached to trains already occupying a Reception road, or a movement to the stores siding.

Reception Roads Level Crossing - The gates of the level crossing are normally secured across the roadway. The operations co-ordinator must arrange for the gates to be opened for the roadway in conjunction with the signaller at Glasgow Central as outlined below.

The level crossing gates must not be opened for the roadway until the permission of the signaller at Glasgow Central has been obtained, by telephone. After permission has been obtained for the gates to be opened for the roadway, the signaller at Glasgow Central must be informed immediately the level crossing is again clear and the gates have been replaced and secured across the roadway.

In the event of permission not being obtained for the crossing to be opened for the roadway, the signaller at Glasgow Central will inform the operations co-ordinator the reason permission has not been granted and the operations co-ordinator must repeat the request at short intervals.

Should an obstruction occur which fouls any of the Reception roads, the signaller at Glasgow Central must be immediately informed, by telephone. The operations co-ordinator must, thereafter, act in accordance with any instructions given to him by the signaller.

In the event of a telephone failure, the signaller at Glasgow Central must be immediately informed of the circumstances.

During the time the telephone is out of order, the level crossing gates must not be opened for the roadway unless the telephone at signal G779 is available for the operations co-ordinator to communicate with the signaller at Glasgow Central. In this case, the operations co-ordinator must explain the circumstances to the signaller at Glasgow Central, and reach a clear understanding before requesting permission to open the gates.

Protection of staff other than in the Maintenance Shed - Specially hinged 'STOP' boards, or portable tripod gates, and manually operated wheel stops are provided as specified below to afford the necessary protection to staff when working on the undernoted roads/sidings:-

- Departure sidings Nos 1 - 4 (no wheel stops)
- Heavy Repair Depot roads Nos 18 and 19 (London end only)
- Heavy Repair sidings Nos 1 - 5 (no wheel stops)
- Down Holding sidings Nos 4 - 8 (no wheel stops)

When not in use, the special 'STOP' boards will be in the lowered position i.e. horizontal, between the rails and the wheel stops will be clear of the rail.

When work is being carried out, the special 'STOP' boards will be secured in the upright position and the wheel stops where provided, will be placed over the rails. Rail movements are prohibited on roads/sidings protected in this manner.

If it is necessary for a movement to be made to, or from, a road or siding protected as above, such movement must not be made until the operations co-ordinator has been authorised to do so by the shift maintenance supervisor (or Heavy Repair Depot supervisor in the case of the Heavy Repair Depot, roads 18 and 19) and the operations co-ordinator has personally given the shunter, guard or driver an assurance that it is safe for the movement to commence, after the appropriate boards (or gates) and wheel stops, where provided, have been lowered / moved clear of the rails.

Protection of staff on Maintenance Shed roads 5 to 9

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

1. When required to move vehicles into the Shed on a depot siding, the driver must stop at the signal situated on the approach to the Shed doors.
2. The shunter must depress the plunger mounted on the signal. The plunger must not be operated until the train is at a stand at the signal. If the designated person has removed all the protection inside the Shed, opened the Shed doors and operated the derailleurs clear of the rails concerned, the signal will show a proceed aspect. The driver may then proceed with the movement as far as the line is clear, keeping a good look out at all times for persons or obstructions.
3. If after the plunger has been depressed, the signal continues to display a stop aspect, the shunter must request the designated person to remove the protection. When this has been done, the shunter must again depress the plunger on the signal to change it to a proceed aspect. The movement may then proceed as far as the line is clear.
4. To enable a movement to be made out of the shed, the shunter must depress the plunger mounted below the signal. The movement must not be started unless the signal concerned is showing a proceed aspect of the conditions detailed in Clause 6 have been met.
A movement must only proceed as far as the line is clear. These instructions also apply when the whole of the locomotive is not within the Shed in which case the shunter is responsible for advising the driver when the Shed exit signal concerned is showing a proceed aspect.
5. No vehicle or part of a vehicle must be allowed to pass a signal showing a stop aspect except during failure and then only under direct supervision of the shunter.
6. If the signals into or out of the shed fail when a movement is required, then the vehicle must stop at the signal and must only proceed as far as the line is clear after the operations co-ordinator has personally advised the shunter that the protection has been removed and the stop aspect signal may be passed, and the shunter has personally advised the driver accordingly.

Note An audio-visual warning system is provided within the Shed to alert depot staff to any rail movement on the Shed roads.

The passing of a Shed road signal showing a proceed aspect will initiate a sequence of flashing white lights for the road concerned, and an intermittent bleeping sound.

If a Shed road entry signal is passed at danger, even when this has been authorised by the shunter, a sequence of flashing red lights and the sounding of a klaxon will be initiated.

Movements to and from the Depot

Departure Sidings/Shed roads (Glasgow end)

When it is necessary to signal a train into the Departure sidings or the Shed roads at the Glasgow end, the signaller at Glasgow Central will obtain the permission of the operations co-ordinator, by telephone. Such permission must not be given until it has been ascertained that all is in order for the movement to enter the siding or Shed road concerned.

Through movements to the London end of the departure sidings must not be permitted unless in an emergency, and only then under the supervision of the operations co-ordinator.

The operations co-ordinator must inform the signaller the class and destination of all outgoing movements from the depot.

Shed roads 7, 8 and 9 (Glasgow end) - Due to the limited clearances when passing through the shed doors at the Glasgow end of roads 7, 8 and 9, **ALL TRAIN WINDOWS, INCLUDING DRIVERS' CAB WINDOWS, MUST BE FULLY CLOSED BEFORE ANY MOVEMENT THROUGH THESE DOORS, AT THE GLASGOW END, AND MUST BE MAINTAINED FULLY CLOSED UNTIL THE MOVEMENT HAS PASSED CLEAR OF THE DOOR CONCERNED.** Shunters must not ride on the platform specially provided on the shunting locomotive. All employees must stand clear of approaching trains and must avoid standing where there is limited clearance.

Movements at the London end of the Depot - The signaller at Glasgow Central will inform the operations co-ordinator, by telephone, of the approach of a train for the depot and request permission to allow the train to enter the depot.

The operations co-ordinator must inform the signaller the class and destination of all outgoing movements.

The operations co-ordinator must advise the signaller at Glasgow Central of any shunting movement which requires the London end headshunt to be clear and request signal G818 to be cleared for the headshunt.

Propelling

All propelling movements at the London end of the Depot must be accompanied by two shunters.

Except when the shunting movement is controlled by shunting staff provided with radios, a train must not be propelled into a Shed road or Departure siding at the London end unless the vehicle which will be leading is fitted with a brake valve and a competent person is riding in such vehicle.

When the shunting staff are provided with radios, a train may be propelled from the London end headshunt to a Shed road or Departure siding without a brake valve in the leading vehicle provided a shunter equipped with a radio, rides in the leading vehicle to control the movement and is in communication with a second shunter equipped with a radio stationed in the vehicle next to the locomotive or on the ground to handsignal the driver. During the movement, continuous instructions must be given on the radio. Should radio instructions cease, the propelling movement must immediately be brought to a stand.

Stores siding - The connection from No.1 Reception road to the siding is normally clamped and padlocked to lie for movements along No.1 Reception road with the padlock key retained by the operations co-ordinator.

The operations co-ordinator must, before permitting a movement to proceed to the siding, inform the signaller at Glasgow Central, by telephone, of the circumstances and request permission for the movement to proceed. When permission is granted, the operations co-ordinator must arrange for the siding connection to be operated.

After shunting has been completed, the movement has returned to the Washing Plant road and the siding connection has been restored to normal and padlocked in that position, the padlock key must be returned to the operations co-ordinator.

The operations co-ordinator must inform the signaller at Glasgow Central, by telephone, when the shunting movement has returned to the Washing Plant road and the siding connection has been restored to normal and padlocked in that position.

Working over the Washing Plant road - Authority for movements from the Reception roads is given by means of the stencil indicator situated at the Washing Plant end of the Reception road concerned illuminated with the word **WASH** displayed. In the case of the Heavy Repair group of sidings, traincrew must, on arrival at the **STOP** board situated on the exit line from the sidings, communicate with the operations co-ordinator by telephone and obtain permission to proceed onto the Washing Plant road.

A train being washed must not be brought to a stand on the Washing Plant road.

When passing through the carriage washing equipment, trains must not exceed **3 mph**.

Second level crane depot - Movements to and from Sheds - Where reference is made in the following instruments to "designated person", this means the person responsible for protection inside the Shed, who is identified by an orange armband bearing the letters "DP" in black.

1. When required to move vehicles into the Shed on a depot siding, the driver must stop at the red signal situated on the approach to the Shed doors.
2. The driver must depress the plunger mounted on the signal. The plunger must not be operated until the train is at a stand at the signal. If the designated person has removed all the protection inside the Shed, opened the Shed doors and lowered the wheel stops, the signal will change to yellow. The driver may then proceed with the movement as far as the line is clear, keeping a good lookout at all times for persons or obstructions.
3. If after the plunger has been depressed the Shed doors remain closed and the signal remains at red, the driver must request the designated person to remove the protection. When this has been done, the driver must again depress the plunger on the signal to change it to yellow. The movement may then proceed as far as the line is clear.
4. A movement out of a Shed must not be started unless the exit signal concerned at the Shed door is showing a yellow aspect or the conditions detailed in clause 7 have been met. A movement must only proceed as far as the line is clear. These instructions also apply when the whole of the locomotive is **not** within the Shed, in which case the shunter is responsible for advising the driver when the Shed exit signal concerned is showing yellow.

5. No vehicle or part of a vehicle must be allowed to pass a red signal except during failure, and then only under direct supervision of the designated person.
6. The passing of a red signal will be treated in the same way as a signal passed at danger except in the circumstances detailed in clause 7.
7. If the signals into or out of a Shed fail when a movement is required, then the vehicle must stop at the signal and must only proceed as far as the line is clear after the designated person has personally advised the driver and guard that protection has been removed and the red signal may be passed.

Dated: 02/12/06

SC001 - GRETNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

Bridge St Jn To GLASGOW CENTRAL

Nos.4, 5 and 6 carriage sidings - Single sided notice boards, not normally illuminated, are provided as follows :-

Station end

1. Facing station - worded "SOUND HORN" when illuminated.
2. Facing sidings - displays horn symbol when illuminated.

Bridge Street Jn end

3. Facing sidings - displays horn symbol when illuminated.
4. Facing country - worded "SOUND HORN" when illuminated.

Driver of trains about to enter, leave or move within Nos.4, 5 or 6 carriage sidings must sound a warning blast on the horn.

Two "On/Off" switches, for the purpose of illuminating the notice boards are provided on boards (ii) and (iii) and, when operated, will only illuminate the boards at the end at which the switch is located. Each switch is provided with an indicator which illuminates when the switch is placed to the "On" position and is extinguished when the switch is replaced to the "Off" position.

The notice boards must be illuminated during the time train preparation or disposal work is being carried out in No.4 or 5 carriage siding and drivers must, before commencing such duties, place **both** switches to the "On" position (or confirm that **both** switches have been operated to the "On" position).

When a driver completes his train preparation or disposal duties, he must, provided no other such work is being undertaken within the sidings, place **both** switches to the "Off" position".

Dated: 02/12/06

SC001 - GRETNNA JN TO GLASGOW CENTRAL (VIA BEATTOCK)

GLASGOW CENTRAL

Trains not completely within fixed signals - Referring to the Rule Book, Module SS1, Section 6.5(e), back indications are provided, where necessary, on the platform starting signal to assist drivers.

Position light ground signals 16, 41 and 49 are provided to contain shunting movements which cannot come within the platform starting signal.

Except when authorised to do so by the signaller, the driver of a train conveying passengers must not pass a stop signal at danger in response to a position light signal displaying a warning 'W' indication.

Ground position light signals 47, 48 and 53 - If either ground signal 47, 48 or 53 is cleared to allow an incoming movement to come within signal 83, 84, 85 or 86 preparatory to the movement going back in the outgoing direction, in order to free the locking it will be necessary for the incoming movement to continue to come under the control of ground signal 28, 29, 31 or 41, as the case may be.

Signals not equipped with a telephone - The signal post telephones at certain main and position light signals within the Glasgow Central SC area of control have been removed due to limited clearance with the adjacent running line. Special reflective plates incorporating a white diamond sign and PABX number of the appropriate signalling panel are provided at these signals. When a train is brought to a stand at such a signal, the driver must immediately use the cab radio to contact the signaller. The Rule Book, Module TW1, Section 3.5(c) and Module S4, Section 3 are modified accordingly. If the cab radio is defective, the driver must attempt to contact the signaller using the radio in any other cab to which he has access but must not alight for this purpose.

If it is still not possible to contact the signaller, the driver must not move the train unless the signal clears but must remain in the cab, except in an emergency, and wait until a train on another line stops opposite the cab of the detained train. The driver of the detained train must speak directly to the signaller using the cab radio of the train stopped on the other line.

If the radio base station for the area fails, special arrangements will be introduced if it is not possible to reroute trains or clear routes from signals without telephones.

Trains leaving station platforms - Drivers of trains leaving the station must not move their trains forward towards the platform signal until it is cleared, unless they are specially ordered to do so by the person in charge. This order must not be given unless the permission of the signaller has been obtained.

Trains worked by two locomotives - When an arriving train is worked by two locomotives, the person in charge of the platform must advise the signaller accordingly and convey to the drivers any instructions regarding the disposal of the locomotives. The locomotives must not be uncoupled from each other until the signaller's permission has been obtained.

Hydraulic buffers - These buffers may, for testing purposes, require to be compressed, and this must be done by the locomotive in the platform line at the time the test is required or by special arrangement. Drivers will be instructed as necessary by the person in charge.

Locomotive horns - Drivers must not sound the locomotive horn more than is absolutely necessary. The locomotive horn may be sounded to warn anyone who may be on the line, or otherwise when instructed by a station official. Except in emergency, long and repeated sounding of the horn is not allowed within the limits of the station.

Parcels arriving by electric and diesel multiple unit trains - If a parcels railman is not in attendance when an electric or diesel multiple unit arrives, the guard must put the parcels in charge of the platform supervisor.

Telephones at stop signals - Referring to the instructions in the Rule Book, Module S4, Section 2, when a light locomotive, or locomotives coupled, going to work trains have been brought to a stand at a signal provided with a telephone, the driver must immediately communicate with the signaller.

Whitelineing of platform edges / maintenance work on hydraulic buffers - When work in connection with the whitelineing of platform edges or maintenance of the hydraulic buffers has to be undertaken, the provisions of the General Instructions, headed "CLEANING TRACK AREAS IN STATIONS", must be observed as far as they can be applied subject to the undernoted modifications :-

- | | | |
|---------------|---|---|
| paragraph 3.1 | - | only the platform line concerned need be blocked (for whitelineing only). |
| paragraph 4.3 | - | the train register/occurrence book entry must be endorsed to reflect the nature of the work being done. |
| paragraph 7 | - | the requirement to observe the operation of track circuits during the passage of the first train over the line concerned is exempt. |
| paragraph 8 | - | protection arrangements must be as detailed except that Stage 1 protection only need be carried out (for buffer maintenance only) |

All references to recording details in the book specially provided are not applicable in respect of buffer maintenance work.

Station area - Rule Book, Module G1, Section 6 - Modified protection arrangements - patrolman

Because of the multiplicity of closely spaced track and short section involved, the standard emergency protection arrangements are not suited to the localised situation of, for example, a broken rail condition. As patrolling duties are normally undertaken in daylight hours the following procedure is authorised for emergency protection by the patrolman and lookoutman :-

The patrolman must :-

1. Place a track circuit operating clip on the affected track or tracks.
2. Instruct the lookoutman to remain at the fault where safe and practicable and exhibit a hand danger signal. Should it not be safe or practicable, the lookoutman should place the hand danger signal in the four foot and move to the nearest place of safety.
3. Proceed to the nearest telephone as quickly as possible and inform the signaller.
4. On receiving assurance from the signaller that the necessary protective action has been taken, withdraw the lookoutman and arrange for the necessary repair to be carried out as quickly as possible.

The placing of detonators as required by the Rule Book, Module G1, Section 6.2 is exempt within the undernoted limits

From signals 227/232/229 at OB 74 at Eglinton Street and signals 184/185 on the Bridge Street lines inwards to the station.

Working of Coaching Stock Vehicles without a brake van - Working of fitted coaching stock vehicles without a brake van is authorised as shown below, subject to any special conditions listed:-

<u>From</u>	<u>To</u>	<u>Line</u>	<u>Remarks</u>
Polmadie CSMD/Down sidings	Glasgow Central	Down lines	ECS
Glasgow Central	Polmadie CSMD/Down sidings	Up lines	ECS

Propelling of trains - For the purpose of the Rule Book, Module TW1, Section 13, there are no station limits and all propelling authorities are detailed below :-

Locomotive hauled trains

<u>Between</u>	<u>Lines</u>	<u>Special Conditions</u>
Station platforms and Bridge Street Jn	All lines, loops and carriage sidings	-
Rutherglen Central Jn, Up Slow line Signal G849 and Bridgeton Yard Arrival line	Bridgeton Yard Arrival line	4 coaching stock vehicles with brake van leading.

Multiple unit diesel and electric trains

<u>Between</u>	<u>Lines</u>	<u>Special Conditions</u>
Station area (platform to platform)	All	Outward movement from platforms not to proceed beyond a point which brings the rear driving cab in which driver is riding immediately outside the main signal gantry over lines W, X, Y, and Z. No.11A platform line and No.7 Up and No.7 Down line.

Other than as described in the Rule Book, Module TW1, Section 13, the propelling of trains outwith the above is not permitted.

Dated: 02/12/06

SC003 - CARSTAIRS SOUTH JN TO HAYMARKET EAST JN

Kirknewton LC (AHBC)

Up line signal EJ702 - Operation of plunger - Signal EJ702 and associated driver's plunger work in conjunction with the operation of the level crossing.

In the case of a train timed to stop at Kirknewton station, the driver must not press the plunger until station duties have been completed.

Should a train not timed to stop at Kirknewton station, be brought to a stand at the signal, the driver must immediately communicate with the signaller, by telephone, and press the plunger.

Dated: 02/12/06

SC003 - CARSTAIRS SOUTH JN TO HAYMARKET EAST JN

CURRIEHILL

Main line trailing crossover - The crossover is controlled from a switch panel located in an adjacent cabinet on the Down line side. The panel is electrically released from Edinburgh signalling centre. To use the crossover, the competent person must first communicate with the signaller, thereafter open the door of the switch panel cabinet by means of the plunger provided. When the signaller gives permission for the panel to be operated, the 'F' indication above No.2 switch will become illuminated and No.2 switch must be turned to the right hand position. When this has been done, the 'F' indication will be extinguished and replaced by the illumination of the 'ACC' indication. Thereafter, No.1 switch must be turned to the right hand position to operate the crossover.

The illuminated 'R' indicates that the points are correctly set.

After the train movement through the crossover has been completed, the switches must be restored to the left hand position, the signaller advised when this has been done and the cabinet door closed.

Dated: 02/12/06

SC003 - CARSTAIRS SOUTH JN TO HAYMARKET EAST JN

Kingsknowe LC (AHBC)

Up line signal ES692 - Operation of Plunger - Signal ES692 and associated driver's plunger work in conjunction with the operation of the level crossing.

In the case of a train timed to stop at Kingsknowe station, the driver must not press the plunger until station duties have been completed.

Should a train not timed to stop at Kingsknowe station be brought to a stand at the signal, the driver must immediately communicate with the signaller, by telephone, and press the plunger.

Dated: 02/12/06

SC003 - CARSTAIRS SOUTH JN TO HAYMARKET EAST JN

SLATEFORD

Trains must not be stabled on the access line to the yard, between the notice board and signal ES974.

If a track circuit fails on the access line to the yard, the ScotRail yard co-ordinator, if on duty, must advise the signaller when each movement proceeding to the yard has passed beyond the notice board, complete with tail lamp.

If the yard is unmanned, the driver of the train must advise the signaller by using the telephone in the East sidings.

Dated: 02/12/06

SC007 - MIDCALDER JN TO HOLYTOWN JN

WEST CALDER

Equipment is installed at 17 miles 880 yards (adjacent to Underbridge 119) to measure the twist of the track alignment due to movement of the embankment at this location.

Dated: 02/12/06

SC007 - MIDCALDER JN TO HOLYTOWN JN

SHOTTS

Overhead bridge - Drivers of Up passenger trains must not stop with any passenger carrying vehicles ahead of the east end of the platform.

Dated: 02/12/06

SC021 - COLTNESS TO GARRIONGILL JN (GOODS LINE)

WATSONHEAD SIDINGS

Before leaving the sidings with a loaded train requiring to proceed via the Up Mossend East Curve, the driver must advise the signaller of the type of wagon on the train. If, for any reason, this is not done before the train leaves the sidings, the driver must so advise the signaller at signal M535 (Garriongill Jn).

Dated: 02/12/06

SC023 - MOTHERWELL TO NEWTON, HAMILTON JN (VIA HAMILTON)

Haughhead Jn

Lineside Lockout – This lockout must only be used in conjunction with Rule Book, Module T2 arrangements. Protection procedure T2-D will apply, modified as follows :-

- Clause 9.1 – there is no requirement for a competency in disconnecting / reconnecting signalling equipment
- Clause 9.2 – the requirements of RT/E/S/10064 do not apply.

The lockout cabinet is located on the Up side of the Hamilton lines, adjacent to the single to double connection on the Motherwell side of the junction. When operated, the lockout will block the Hamilton lines and the Larkhall branch only in the immediate vicinity of Haughhead Jn. A diagram of the area afforded lockout protection is contained within the cabinet. The operation of the lockout and the removal of the key prevents signal routes to or from the area concerned being cleared by the signaller. The lockout key is locked within the cabinet containing the control unit and the lockout key can only be released with the co-operation of the signaller.

Taking a blockage

The COSS must unlock the cabinet and telephone the signaller in order to obtain the lockout key.

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

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

Part D of Form RT3181 must then be completed. When this has been done the COSS must relock the cabinet.

The COSS must retain the lockout key until the work is complete and it is necessary to return the key to the cabinet except where there is a change of COSS during the work. In addition to the requirements of the Rule Book, Module T2, Section 4.2(b), the new COSS must give the signaller an assurance that he is in possession of the lockout key.

Lifting a blockage

When advised that the work is complete and the lines are clear, the signaller will instruct the COSS to replace the lockout key in the control unit. The COSS must insert the key and turn it in the direction indicated. The COSS must then ask the signaller for permission to relock the cabinet. When the signaller's permission is obtained, Part G of Form RT3181 must then be completed.

Dated: 02/12/06

SC024 - LARKHALL TO HAUGHHEAD JN

LARKHALL

Platform lockout - This lockout must only be used when it is necessary to carry out the following work:

- cleaning of track in platforms, or
- white lining platform edges, or
- train maintenance staff working on trains at track level.

The arrangements for use of this lockout are additional to the requirements of the Rule Book, Module T10.

The General Instructions headed "CLEANING TRACK AREAS IN STATIONS" do not apply.

The lockout cabinet is located at the top of the ramp of platform 2. When operated, the lockout will block the line from the single to double connection through to the buffer stop on each platform line. A diagram of the area afforded lockout protection is contained within the cabinet. The operation of the lockout and the removal of the key prevents signal routes to or from the area concerned being cleared by the signaller. The lockout key is locked within the cabinet containing the control unit and the lockout key can only be released with the co-operation of the signaller.

Taking a blockage

The person requiring the blockage must:

- unlock the cabinet, and
- telephone the signaller giving his name, grade and employing organisation
- tell the signaller the nature of the work and for how long the blockage is required.

When the signaller is able to grant the blockage, and tells the person to withdraw the key, a green indication in the cabinet will illuminate and the person requiring the blockage must:

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

The signaller will then read back the entry that he has made to record the use of the lockout. If the person requesting the blockage is satisfied that the entry is correct, he must repeat his name, grade and employing organisation to the signaller. The lockout cabinet must then be relocked.

The person requesting the blockage must retain the lockout key until the work is complete and it is necessary to return the key to the cabinet except where it is necessary to hand over to a relief. If it is necessary to hand over to a relief, the person being relieved must tell the signaller the name, grade and employing organisation of his relief and confirm to the signaller that this person now has possession of the lockout key.

Lifting a blockage

The person giving up the blockage must tell the signaller when the work has been completed and the lines are clear, giving his name, grade and employing organisation. The signaller will instruct this person to replace the lockout key in the control unit. The person giving up the blockage must insert the key and turn it in the direction indicated. The person giving up the blockage must then ask the signaller for permission to relock the cabinet.

Dated: 02/12/06

SC024 - LARKHALL TO HAUGHHEAD JN

ALLANTON LOOP

Lineside Lockout - This lockout must only be used in conjunction with Rule Book, Module T2 arrangements. Protection procedure T2-D will apply, modified as follows :-

- clause 9.1 - there is no requirement for a competency in disconnecting / reconnecting signalling equipment
- clause 9.2 - the requirements of RT/E/S/10064 do not apply.

The lockout cabinet is located on the Down side of the Larkhall single line, adjacent to the loop connection at the Larkhall end of the loop. When operated, the lockout will block the Larkhall single line between the loop connections and the loop line. A diagram of the area afforded lockout protection is contained within the cabinet. The operation of the lockout and the removal of the key prevents signal routes to or from the area concerned being cleared by the signaller. The lockout key is locked within the cabinet containing the control unit and the lockout key can only be released with the co-operation of the signaller

Taking a blockage

The COSS must unlock the cabinet and telephone the signaller in order to obtain the lockout key.

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

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

Part D of Form RT3181 must then be completed. When this has been done the COSS must relock the cabinet.

The COSS must retain the lockout key until the work is complete and it is necessary to return the key to the cabinet except where there is a change of COSS during the work. In addition to the requirements of the Rule Book, Module T2, Section 4.2(b), the new COSS must give the signaller an assurance that he is in possession of the lockout key.

Lifting a blockage

When advised that the work is complete and the lines are clear, the signaller will instruct the COSS to replace the lockout key in the control unit. The COSS must insert the key and turn it in the direction indicated. The COSS must then ask the signaller for permission to relock the cabinet. When the signaller's permission is obtained, Part G of Form RT3181 must then be completed.

Dated: 02/12/06

SC025 - RUTHERGLEN CENTRAL JN TO FINNIESTON INCL TO BRIDGETON YARD (VIA ARRIVAL LINE)(GOODS LINE)

RUTHERGLEN STATION

Trains standing in the Down platform must not be left unattended.

Dated: 02/12/06

SC025 - RUTHERGLEN CENTRAL JN TO FINNIESTON INCL TO BRIDGETON YARD (VIA ARRIVAL LINE)(GOODS LINE)

ARGYLE STREET

Completion of station work during peak periods - During peak periods, a member of station staff will, where possible, be made available to assist drivers by indicating when station work is complete and that the doors are ready to be closed in accordance with the Rule Book, Module SS1, Section 7.8. Station staff will **not** however give the driver a READY TO START signal in accordance with the Rule Book, Module SS1, Section 7.8.

Drivers are responsible for observing the provisions of the Rule Book, Module SS1, Section 8.5 and must understand that it is not practicable for station staff who indicate that station work is complete to check whether the platform starting signal has been cleared.

Scottish Power supply - Should the electrical power supply to the above stations be interrupted, the person in charge at the station concerned must immediately inform the shift manager at Yoker signalling centre by telephone on extension 57552.

Tunnel lighting - In the sections of Anderson tunnel between Argyle Street station and Anderston station, lights are provided on the tunnel walls at intervals of 25 yards. 1 in 4 of these lights are continuously lit. In an emergency and during the time it is necessary for staff to be in either of the tunnel sections, all lights will be illuminated. Should drivers become aware at any time that all lights are out in the tunnel they must immediately inform the signaller at Yoker signalling centre.

In other than an emergency, the permission of the Shift Manager at Yoker signalling centre must be obtained before the lights are switched on from either of the switch panels located at the Glasgow Central end of each tunnel section.

Dated: 02/12/06

SC025 - RUTHERGLEN CENTRAL JN TO FINNIESTON INCL TO BRIDGETON YARD (VIA ARRIVAL LINE)(GOODS LINE)

GLASGOW CENTRAL

Completion of station work during peak periods - During peak periods, a member of station staff will, where possible, be made available to assist drivers by indicating when station work is complete and that the doors are ready to be closed in accordance with the Rule Book, Module SS1, Section 7.8. Station staff will **not** however give the driver a READY TO START signal in accordance with the Rule Book, Module SS1, Section 7.8.

Drivers are responsible for observing the provisions of the Rule Book, Module SS1, Section 8.5 and must understand that it is not practicable for station staff who indicate that station work is complete to check whether the platform starting signal has been cleared.

Scottish Power supply - Should the electrical power supply to the above stations be interrupted, the person in charge at the station concerned must immediately inform the shift manager at Yoker signalling centre by telephone on extension 57552.

Tunnel lighting - In the sections of Anderson tunnel between Argyle Street station and Anderston station, lights are provided on the tunnel walls at intervals of 25 yards. 1 in 4 of these lights are continuously lit. In an emergency and during the time it is necessary for staff to be in either of the tunnel sections, all lights will be illuminated. Should drivers become aware at any time that all lights are out in the tunnel they must immediately inform the signaller at Yoker signalling centre.

In other than an emergency, the permission of the Shift Manager at Yoker signalling centre must be obtained before the lights are switched on from either of the switch panels located at the Glasgow Central end of each tunnel section.

Dated: 02/12/06

SC025 - RUTHERGLEN CENTRAL JN TO FINNIESTON INCL TO BRIDGETON YARD (VIA ARRIVAL LINE)(GOODS LINE) ANDERSTON

Scottish Power supply - Should the electrical power supply to the above stations be interrupted, the person in charge at the station concerned must immediately inform the shift manager at Yoker signalling centre by telephone on extension 57552.

Tunnel lighting - In the sections of Anderson tunnel between Argyle Street station and Anderston station, lights are provided on the tunnel walls at intervals of 25 yards. 1 in 4 of these lights are continuously lit. In an emergency and during the time it is necessary for staff to be in either of the tunnel sections, all lights will be illuminated. Should drivers become aware at any time that all lights are out in the tunnel they must immediately inform the signaller at Yoker signalling centre.

In other than an emergency, the permission of the Shift Manager at Yoker signalling centre must be obtained before the lights are switched on from either of the switch panels located at the Glasgow Central end of each tunnel section.

Dated: 02/12/06

SC025 - RUTHERGLEN CENTRAL JN TO FINNIESTON INCL TO BRIDGETON YARD (VIA ARRIVAL LINE)(GOODS LINE) EXHIBITION CENTRE

Down sdg - Trains which require to be stabled must be run to the buffer stop. After a train has been stabled, the driver must operate the switch to illuminate the white 'Siding Occupation' light which is situated midway along the siding. When a stabled train is ready to depart from the siding, the driver must extinguish the white light.

Trains which require to be run to the siding for the purpose of changing direction must draw to the appropriate 3 or 6 car marker board to await their next booked working.

Dated: 02/12/06

SC025 - RUTHERGLEN CENTRAL JN TO FINNIESTON INCL TO BRIDGETON YARD (VIA ARRIVAL LINE)(GOODS LINE)

Entire Line Of Route

Electrification telephones - Telephones, giving communication with Cathcart Electrical Control, are provided at intervals in the tunnel sections of the Argyle lines.

Dated: 02/12/06

SC027 - RUTHERGLEN WEST JN TO RUTHERGLEN NORTH JN (WEST CURVE)

Entire Line Of Route

The movement of vehicles onto the over-run for signal G889 beyond the ground frame controlled connection to the Training Centre is prohibited.

Dated: 02/12/06