

# **Module SC3**

## **Scotland Route Sectional Appendix Module 3**

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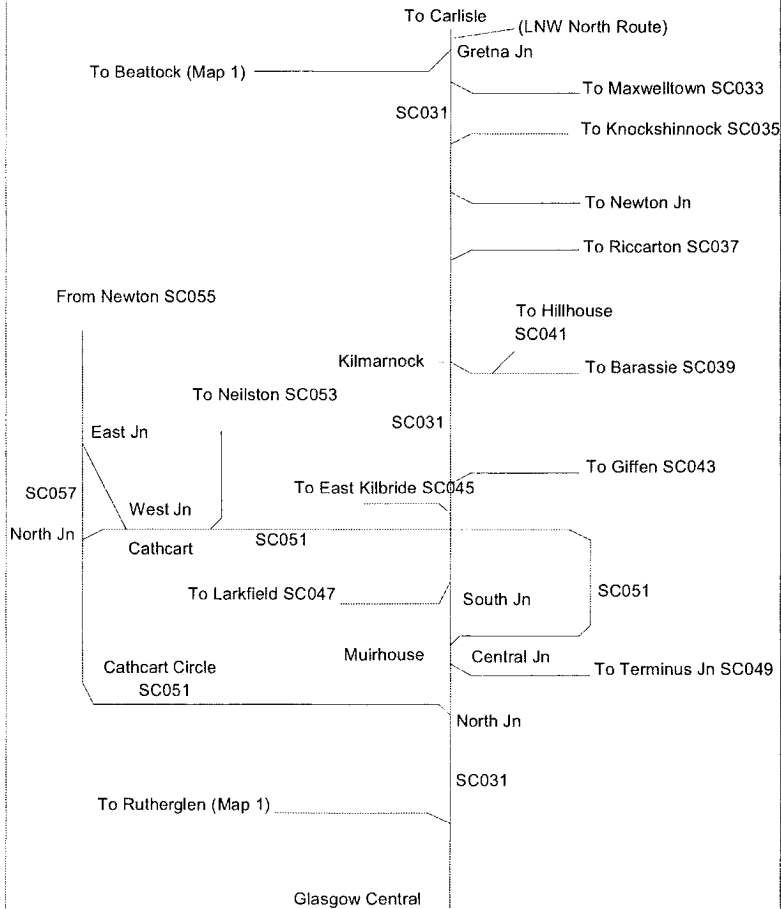
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# MAPS

MAP 2: GRETNA JN TO GLASGOW CENTRAL (VIA KILMARNOCK)



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## TABLE A DIAGRAM

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC031	001	Gretna Jn. to Glasgow Central (Via Kilmarnock)	GSW	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Gretna Jn	116 13	<p>U 100</p> <p>D 105</p> <p>40</p> <p>100</p> <p>To Beattock SC001 seq 1</p> <p>105</p> <p>40</p> <p>50</p> <p>40</p> <p>50</p> <p>40</p> <p>U D</p>	<div>TCB</div> <div>Carlisle SB (CE)</div> <div>NRN 092</div> <p>C. Down line, 116m 5ch, 37ch before reaching signal CE526</p>		



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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC031	002	Gretna Jn to Glasgow Central (Via Kilmarnock)	GSW	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
<b>GREтна GREEN</b>		115 43 *		<div>TCB</div> <div>Carlisle SB (CE)</div> <div>NRN 092</div>	
				C Down Dumfries, 37ch before reaching signal CE526	
		113 60 *			
		Rigg LC (UWC) 113 09		Telephones at Rigg, Stanfield Farm, and Muirhouse Farm level crossings go to CARLISLE box	
		Stanfield Farm LC (UWC) 111 05			
		Muirhouse Farm LC (UWC) 110 73			
		Eastriggs GF 109 75			
		Territory Boundary 109 00			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC031	003	Gretna Jn. to Glasgow Central (Via Kilmarnock)	GSW	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>ANNAN</b>  Annan SB			<div>TCB Carlisle SB (CE) </div>		
	107 37 *		Additional AWS equipment at ANNAN (Up Line). See General Instructions headed "Automatic Warning System"		
	107 21				
	107 04				
			AB Annan SB (AN)		
	106 55 *				
	102 64 *				

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC031	004	Gretna Jn. to Glasgow Central (Via Kilmarnock)		GSW	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
			<div> <div>U</div> <div>↑</div> <div>70</div> <div>↓</div> <div>*</div> <div>↓</div> <div>80</div> <div>↓</div> <div>*</div> <div>↓</div> <div>70</div> <div>↓</div> <div>*</div> <div>↓</div> <div>80</div> <div>↓</div> <div>*</div> <div>↓</div> <div>80</div> <div>↓</div> <div>*</div> <div>↓</div> <div>70</div> <div>↓</div> <div>*</div> <div>↓</div> <div>70</div> <div>↓</div> <div>60</div> <div>↓</div> <div>U</div> </div> <div> <div>D</div> <div>70</div> <div>↓</div> <div>*</div> <div>↓</div> <div>80</div> <div>↓</div> <div>*</div> <div>↓</div> <div>70</div> <div>↓</div> <div>*</div> <div>↓</div> <div>80</div> <div>↓</div> <div>*</div> <div>↓</div> <div>70</div> <div>↓</div> <div>*</div> <div>↓</div> <div>70</div> <div>↓</div> <div>60</div> <div>↓</div> <div>D</div> </div>		<div> <div>AB</div> <div>Annan SB (AN)</div> <div>NRN</div> <div>092</div> </div>	
		102 04 *				
		101 20 *				
		100 40 T				
		99 50 *				
Wath LC (UWC)		96 44 T				
Warrenhill LC (UWC)		95 14 T				
		95 00 *				
Dancingknowe LC (UWC)		93 69 T				
Brasswell LC (AHBC)		93 48 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
SC031	005	Gretna Jn. to Glasgow Central (Via Kilmarnock)	GSW	Scotland	02/12/06	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
<b>DUMFRIES</b>  Dumfries Station SB					<div>AB      Annan SB (AN) </div>	
		92 32 *				
		92 00 *				
		91 63				
		91 59				
91 55 *		<div>TCB      Dumfries Station SB (DS)</div> <p>Dumfries Station box colour light area (station limits) only</p>				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC031	006	Gretna Jn. to Glasgow Central (Via Kilmarnock)	GSW	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Gullyhill LC (UWC)		90 29			<div> <div>AB Dumfries Station SB (DS)</div> <div>NRN 092</div> </div> <div>Holywood SB (HW)</div>
Holywood SB & LC		88 33			
		84 20			
		82 50 *			
		81 00 *			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC031	008	Gretna Jn. to Glasgow Central (Via Kilmarnock)	GSW	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<b>SANQUHAR</b>		68 00			<div>AB</div> <div>Thornhill SB (TH)</div> <div>NRN 092</div> <div>Telephone communication from Knockenjig LC is to New Cumnock box only, even when Kirkconnel box is open</div> <div>DRS 885f (270m) (42 SLU's)</div> <div>Kirkconnel SB (KC)</div>
		66 50 *			
		65 77 *			
		65 53			
		65 40			
		63 50			
		62 31			
		62 20			
		62 16			
		Knockenjig LC (UWC)			
<b>KIRKCONNEL</b>		62 31			
Kirkconnel SB		62 16			
Garclaugh No. 3 LC (UWC)		57 15			
Garclaugh No. 2 LC (UWC)		56 78			
Garclaugh No. 1 LC (UWC)		56 54			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC031	009	Gretna Jn. to Glasgow Central (Via Kilmarnock)	GSW	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>NEW CUMNOCK</b>	55 00		<div> <div>AB</div> <div>Kirkconnel SB (KC)</div> <div>NRN 092</div> </div>		
New Cumnock SB	54 75		<div> <div>Spring handpoints UGL to siding (normal tie for siding)</div> <div>UGL 1075f (325m)</div> <div>(51 SLU's)</div> <div>New Cumnock SB (NC)</div> </div>		
Bank Jn	54 05		Controlled by New Cumnock		



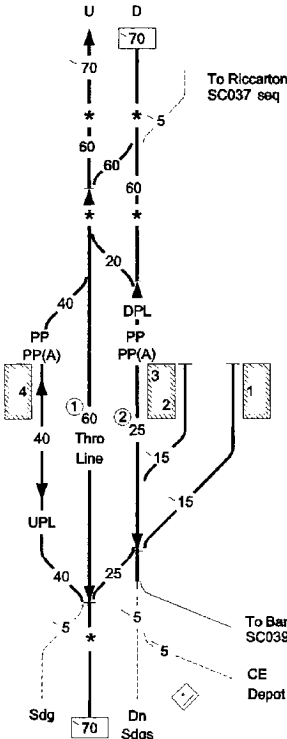
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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC031	010	Gretna Jn. to Glasgow Central (Via Kilmarnock)	GSW	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
AUCHINLECK			<div><div>U</div><div>70</div><div>70</div><div>*</div><div>65</div><div>*</div><div>70</div><div>70</div><div>*</div><div>65</div><div>*</div><div>70</div><div>U</div></div> <div><div>D</div><div>70</div><div>70</div><div>*</div><div>65</div><div>*</div><div>70</div><div>70</div><div>*</div><div>65</div><div>*</div><div>70</div><div>D</div></div>		<div>AB</div> <div>New Cumnock SB (NC)</div> <div><div>NRN</div><div>092</div></div>
		51 00	<div>T</div>		
		50 30	*		
		49 25	*		
		47 46			
		47 40	<div>T</div>		
		44 40	*		
		43 40	*		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC031	011	Gretna Jn. to Glasgow Central (Via Kilmarnock)	GSW	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Mauchline SB		43 02			AB New Cumnock SB (NC)
Mossgiel Tunnel 680 yards		41 51 to 41 20			Mauchline SB (MA)
		38 34 *			
		38 07 *			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC031	012	Gretna Jn. to Glasgow Central (Via Kilmarnock)	GSW	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Hurford SB			<div><div>U</div><div>↑</div><div>65</div><div>↓</div><div>70</div><div>U</div></div>		<div>AB</div> <div>Mauchline SB (MA)</div> <div><div>NRN</div><div>092</div></div>
		37 70 *	<div><div>↓</div><div>*</div><div>65</div><div>↓</div><div>*</div><div>40</div><div>↓</div><div>*</div><div>65</div><div>↓</div><div>*</div><div>70</div></div>		<div>Mossblair Up Intermediate Block</div> <div>Section between Hurford and</div> <div>38m 35ch</div>
		36 49 *	<div><div>↓</div><div>*</div><div>40</div><div>↓</div><div>*</div><div>65</div><div>↓</div><div>*</div><div>70</div></div>		
		36 40 *	<div><div>↓</div><div>*</div><div>40</div><div>↓</div><div>*</div><div>65</div><div>↓</div><div>*</div><div>70</div></div>		
		35 74 *	<div><div>↓</div><div>*</div><div>40</div><div>↓</div><div>*</div><div>65</div><div>↓</div><div>*</div><div>70</div></div>		
		35 50	<div><div>↓</div><div>5</div><div>①</div><div>①</div><div>15</div><div>①</div><div>70</div><div>↓</div><div>70</div><div>D</div></div>		<div>Hurford SB (HF)</div> <div>① = connections OOU</div>

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC031	013	Gretna Jn. to Glasgow Central (Via Kilmarnock)	GSW GBK	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Kay Park Jn GF		35 00 *  34 41 (S)  34 00 *			<div>AB      Hurford SB (HF)</div>  <div>DPL - Down Platform Line 1095f (330m) (52 SLU's)</div> <div>PP, PP(A) for booked movements only or during periods of significant service disruption</div> <div>① = Over Through Line ② = Over Down Platform Line</div> <div>UPL = Up Platform Line 800f (240m) (38 SLU's)</div>
KILMARNOCK		33 59			
Kilmarnock SB		33 48 *			<div>TB (SC)      Kilmarnock SB (K)</div>
Change of ELR GSW to GBK		33 44 23 44			<div>CW Single line 23m 42ch (facing to Up trains)</div>

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LOR	Seq.	Line of Route Description		ELR	Route		Last Updated
SC031	014	Gretna Jn. to Glasgow Central (Via Kilmarnock)			GBK	Scotland	02/12/06
Location		Mileage M    Ch		Running lines & speed restrictions		Signalling & Remarks	
KILMAURS		21   37	T	70		TB (SC)	Kilmarnock SB (K)
							
				*			
				65			
							
STEWARTON		18   20		65			
				70			
DUNLOP		16   02		70			
				70			
				70			

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC031	015	Gretna Jn. to Glasgow Central (Via Kilmarnock)		GBK	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Lugton SB					<div> <div>TB (SC)</div> <div>Kilmarnock SB (K)</div> <div>NRN 092</div> </div> <div>Lugton SB (LU)</div> <div>CL 1915f (580m) (91 SLU's)</div>	
		16 00				
		14 03 *				
		13 60				
		13 55 *				
		13 51				
		11 00				
		9 60 *				
		9 00				

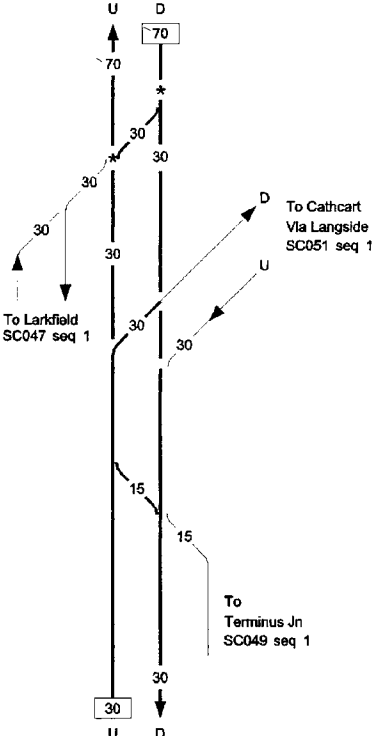

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC031	016	Gretna Jn. to Glasgow Central (Via Kilmamock)	GBK	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>BARRHEAD</b>	8 00 *		<div> <div>TB (SC)</div> <div>Lugton SB (LU)</div> <div> <div>NRN</div> <div>092</div> </div> </div>	CW Single line 7m 570y (facing to Down trains)	
Barrhead SB (BD)	6 77		TCB	Barrhead SB (BD)	
<b>NITSHILL</b>	5 31 *			Glasgow Central SC (G)	
<b>PRIESTHILL AND DARNLEY</b>	4 56				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC031	017	Gretna Jn. to Glasgow Central (Via Kilmarnock)	GBK	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>KENNISHEAD</b>	3 70		<div>TCB Glasgow Central SC (G)</div> <div>NRN 092</div>		
Busby Jn	3 18				
<b>POLLOKSHAW WEST</b>	2 60				
<b>CROSSMYLOOF</b>	1 60				



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LOR	Seq.	Line of Route Description	ELR			Route	Last Updated
SC031	018	Gretna Jn. to Glasgow Central (Via Kilmarnock)	GBK	MEN2	MEN1	Scotland	02/12/06
Location		Mileage M    Ch	Running lines & speed restrictions			Signalling & Remarks	
Muirhouse South Jn. (Change of ELR GBK to MEN2)		1   23   *				<div>TCB      Glasgow Central SC (G)      </div>	
		1   19 0   00   *					
Muirhouse Central Jn. (Change of ELR MEN2 to MEN1)		0   15	<div>AC: Cathcart ECR</div>				
		0   19					

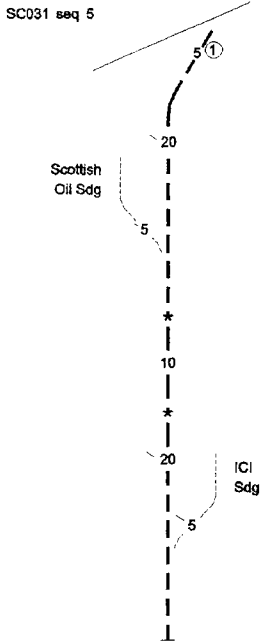

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC031	019	Gretna Jn. to Glasgow Central (Via Kilmarnock)	MEN1	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Muirhouse North Jn.	0 32	<p>To Cathcart Via Queens Park SC051 seq 3</p> <p>To Rutherglen SC001 seq 27</p> <p>U 30</p> <p>D 30</p> <p>U 30</p> <p>D 30</p> <p>15</p> <p>25</p> <p>25</p> <p>No1U No1D No3 No4</p>	<div>TCB</div> <div>Glasgow Central SC (G) AC: Cathcart ECR</div> <div>NRN 092</div>		
Eglington St Jn	0 65 *				
	0 70				

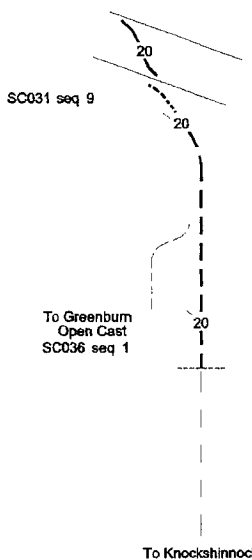

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC031	020	Gretna Jn. to Glasgow Central (Via Kilmarnock)	WCM2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Glasgow Central SC	101 54		<p>TCB Glasgow Central SC (G) AC: Cathcart ECR</p> <p>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 *		<p>NRN 092 CSR 12</p>		


LOR	Seq.	Line of Route Description		ELR	Route	Last Updated				
SC031	021	Gretna Jn. to Glasgow Central (Via Kilmarnock)		WCM2	Scotland	02/12/06				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks					
Gantry "A"		102 27			<table><tr><td>TCB</td><td>Glasgow Central SC (G)</td><td>NRN 092</td><td>CSR 61</td></tr></table> <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>		TCB	Glasgow Central SC (G)	NRN 092	CSR 61
					TCB	Glasgow Central SC (G)	NRN 092	CSR 61		
GLASGOW CENTRAL										

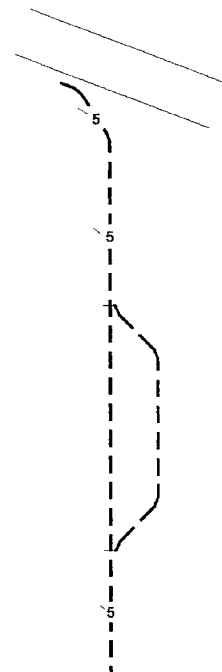
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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC033	001	Dumfries to Maxwelltown (Goods Line) (OOU)		MAX	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Dumfries		91 63			<div>OT(S) Dumfries Stn SB (D) </div>	
		91 53 0 00			① Through jn	
Scottish Oil Sdg GF		1 79				
		2 25 *				
		2 27 *				
ICI Sdg GF		2 71				
End Of Branch		3 01				

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC035	001	Bank Jn to Knockshinnoch (Goods Line)		KSH	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Bank Jn		54 05			<div>TCB      New Cumnock SB (NC)      </div>	
Greenburn Jn		54 58			<div>OT</div>	
Connel Park LC (TMO) (Network Rail Boundary)		55 28				

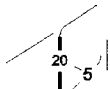








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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC036	001	Greenburn Junction to Greenburn Open Cast (Goods Line)	GNN	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Greenburn Jn		54 58			OT New Cumnock SB (NC)   Key for the level crossing is held by Kelt person in charge who is responsible for the operation of the crossing
Boig Road LC (TMO) (Network Rail Boundary)		0 55			

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
SC037	001	Kay Park Jn. to Riccarton (Goods Line)	RIC1	RIC2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Kay Park Jn GF		0 00			<div>TCB</div> <div>Kilmarnock SB (K)</div> <div>NRN 092</div>	
Bellfield (Change of ELR RIC1 to RIC2)		1 06 2 20			YARD WORKING one train must be allowed on the line at a time	
Riccarton		1 75				

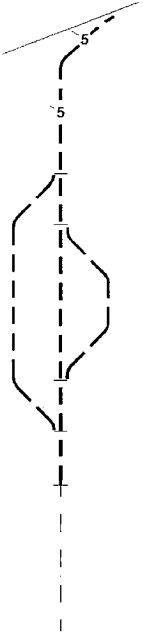


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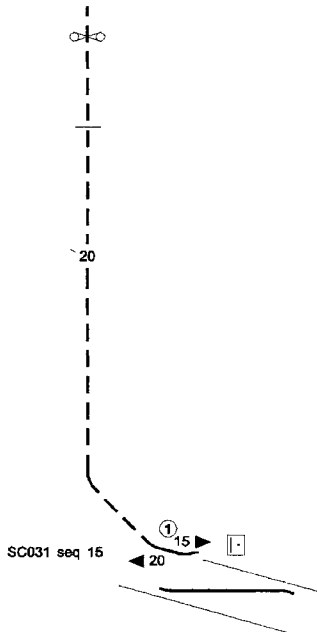
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC039	001	Kilmamock to Barassie	BAK	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Kilmamock	-0 05		SC031 seq 13		TCB Kilmamock SB (K) NRN 092
	0 13 *				
	0 30 *				
	2 20 *				
	2 51				
	3 25 *				
	4 20	T			
	4 68 *				
	5 66 *				
	5 66 *				
Gatehead LC (AHBC)					

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC041	001	Shewalton Moss to Hillhouse (Goods Line) (OOU)		HIL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Shewalton Moss GF (OOU)		0 00	<p>SC039 seq 2</p> 		<p>Paisley SC (PB)</p> <p>YARD WORKING applies but only one train may be allowed on the line between Shewalton Moss GF and Hillhouse at a time. Line must only be worked during daylight hours</p>	
Network Rail Boundary		0 46				
To Hillhouse						



LOR	Seq.	Line of Route Description	ELR				Route	Last Updated
SC043	001	Giffen to Lugton (Goods Line)	GIF4	GIF3	GIF2	GIF1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks	
Giffen (RNAD Gates)		0 27					<div> <div>Lugton SB (LU)</div> <div> <div>NRN</div> <div>092</div> </div> </div> <p>YARD WORKING applies between top of page and the noticeboard</p>	
Notice Board		0 03						
(Change of ELR GIF4 to GIF3)		0 00 0 79						
(Change of ELR GIF3 to GIF2)		0 00 2 70						
(Change of ELR GIF2 to GIF1)		0 00 0 19						
Lugton		0 00					① = Through jn	

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC045	001	East Kilbride to Busby Jn.	EKE	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>EAST KILBRIDE</b>	7 60		<div>TCB Glasgow Central SC (G)</div> <div>NRN 092</div>		
Hairmyres Loop	6 64		CL 984f (300m) (46 SLU's)		
<b>HAIRMYRES</b>	6 14				
<b>THORNTONHALL</b>	4 54				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC045	002	East Kilbride to Busby Jn.	EKE	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<b>BUSBY</b>		4 09 *			<div>TCB</div> <div>Glasgow Central SC (G)</div> <div> <div>NRN</div> <div>092</div> </div>
		3 54			Additional AWS equipment at BUSBY (Up Line)
		3 38 *			See General Instructions headed "Automatic Warning System"
		2 69			
		1 45			
<b>CLARKSTON</b>		0 53			
<b>GIFFNOCK</b>		0 09 *			
<b>THORNLIBANK</b>		0 40			
Busby Jn		0 40			

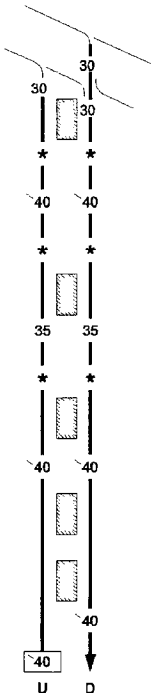
Scotland Route Sectional Appendix Module SC3

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
SC047	001	Muirhouse South Jn. to Larkfield Jn.	LFS2	LFS1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Muirhouse South Jn		1 19			<div>TCB Glasgow Central SC (G) </div> <p>① = Through Jn</p>	
(Change of ELR LFS2 to LFS1)		0 61 101 17 *				
Larkfield Jn		101 01				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC049	001	Muirhouse Central Jn. to Terminus Jn.	TSS	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Muirhouse Central Jn		0 04	SC031 seq 18		<div>TCB</div> <div>Glasgow Central SC (G) AC: Cathcart ECR</div> <div>NRN 092 CSR 13</div> <div>CW Single line 0m 37ch facing to Up trains</div>
Mulhouse Sdgs GF (OOU)		0 07	<div>(S)</div> <div>5</div> <div>(OOU)</div> <div>15</div>		
OHNS		0 24	<div>Tr</div> <div>15</div>		
Terminus Jn		0 40	SC029 seq 1		



Scotland Route Sectional Appendix Module SC3

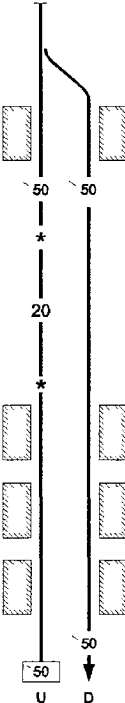
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC051	001	Muirhouse Central Jn. to Muirhouse North Jn. (Via Cathcart) (Cathcart Circle)	CTC	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Muirhouse Central Jn		5 19	SC031 seq 18		<div>TCB</div> <div>Glasgow Central SC (G) AC: Cathcart ECR</div> <div><div>NRN</div><div>092</div><div>CSR</div><div>17</div></div> <div>Up line is Outer Down Line is Inner</div> <div>Down (Inner) line between POLLOKSHIELDS WEST and the end of the page is controlled by Cathcart SB (C)</div> <div>Up (Outer) line between the end of the page and POLLOKSHIELDS WEST is controlled by Glasgow Central SC (G)</div> <div><div>CSR</div><div>13</div></div>
<b>POLLOKSHIELDS WEST</b>		4 76			
		4 66 *			
		4 44 *			
<b>MAXWELL PARK</b>		4 36			
		4 29 *			
<b>SHAWLANDS</b>		3 63			
<b>POLLOKSHAWES EAST</b>		3 33			
<b>LANGSIDE</b>		2 71			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated								
SC051	002	Muirhouse Central Jn. to Muirhouse North Jn. (Via Cathcart) (Cathcart Circle)	CTC	Scotland	02/12/06								
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks								
					<table><tr><th>TCB</th><th>Cathcart SB (C) AC: Cathcart ECR</th><th>NRN 092</th><th>CSR 17</th></tr><tr><td colspan="4">Up line is Outer Down Line is Inner</td></tr></table>	TCB	Cathcart SB (C) AC: Cathcart ECR	NRN 092	CSR 17	Up line is Outer Down Line is Inner			
TCB	Cathcart SB (C) AC: Cathcart ECR	NRN 092	CSR 17										
Up line is Outer Down Line is Inner													
Cathcart West Jn.		2 37 *											
		2 21											
<b>CATHCART</b>		2 15 *											
		2 13											
Cathcart SB		1 75											
Cathcart North Jn		1 63											
		1 55 *											
<b>MOUNT FLORIDA</b>		1 41											

Scotland Route Sectional Appendix Module SC3

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC051	003	Muirhouse Central Jn. to Muirhouse North Jn. (Via Cathcart) (Cathcart Circle)		CTC	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
<b>CROSSHILL</b>			<div> <div>U</div> <div>D</div> <div>35</div> <div>35</div> <div>30</div> <div>30</div> <div>40</div> <div>40</div> <div>35</div> <div>35</div> <div>30</div> <div>30</div> </div>		<div> <div>TCB</div> <div>Cathcart SB (C) AC: Cathcart ECR</div> <div> <div>NRN</div> <div>092</div> <div>CSR</div> <div>13</div> </div> <div> Up line is Outer  Down Line is Inner  Down (Inner) line between the top  of the page and POLLOKSHIELDS  EAST is controlled by Glasgow  Central SC (G) </div> </div>	
		1 20 *				
		0 78				
		0 70 *				
<b>QUEENS PARK</b>		0 52 *				
		0 43				
<b>POLLOKSHIELDS EAST</b>		0 10				
		0 04 *				
Muirhouse North Jn.		0 00	<div> <div>SC031 seq 19</div> </div>		<div> <div>Glasgow Central SC (G)</div> </div>	

CSR  
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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC053	001	Neilston to Cathcart West Jn.	NNH	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
NEILSTON	108	45		TCB	
	107	20 *		Cathcart SB (C) AC: Cathcart ECR	
	106	40 *		NRN 092 CSR 17	
PATTERTON	104	58			
WHITECRAIGS	103	61			
WILLIAMWOOD	102	73			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
SC053	002	Neilston to Cathcart West Jn.	NNH	Scotland	02/12/06				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
Muirend GF		101 55			<table><tr><td>TCB</td><td>Cathcart SB (C) AC: Cathcart ECR</td><td>NRN 092</td><td>CSR 17</td></tr></table>	TCB	Cathcart SB (C) AC: Cathcart ECR	NRN 092	CSR 17
TCB	Cathcart SB (C) AC: Cathcart ECR	NRN 092				CSR 17			
<b>MUIREND</b>		101 53							
		101 03 *							
Cathcart West Jn.		100 77	SC051 seq 2						

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC055	001	Newton, Hamilton Jn. to Cathcart West Jn.	WCM2 KHL	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Newton East Jn	95 14		<div> <div>Motherwell SC (MC) AC: Cathcart ECR</div> <div> <div>NRN</div> <div>092</div> <div>CSR</div> <div>21</div> </div> </div>		
	(0 07)		Mileages in brackets ( ) are Hamilton line mileages		
Newton, Hamilton Jn	95 47		TS = Tumbuck Sdg SCL = South Connecting Line		
(Change of ELR WCM2 to KHL)	(0 01)		NCL = North Connecting Line		
<b>NEWTON</b>	95 52		Note : WCM2 mileage also applies over North and South Connecting lines and through Newton station		
	95 57				
	95 76 *				
Newton, Kirkhill Jn	95 77				
	96 09 *				
	96 10 *				
Newton West Jn	96 23				

Scotland Route Sectional Appendix Module SC3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC055	002	Newton, Hamilton Jn. to Cathcart West Jn.	KHL	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Kirkhill Tunnel 290 Yards	96 61		<div>TCB</div> <div>Motherwell SC (M) AC: Cathcart ECR</div> <div> <div>NRN</div> <div>092</div> <div>CSR</div> <div>17</div> </div>		
	96 74				
<b>KIRKHILL</b>	97 15		<div>Cathcart SB (C)</div>		
<b>BURNSIDE</b>	98 43				
<b>CROFTFOOT</b>	99 45				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC055	003	Newton, Hamilton Jn. to Cathcart West Jn.	KHL	Scotland	02/12/08
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>KING'S PARK</b>	100 21	<p>U D</p> <p>50</p> <p>25</p> <p>25</p> <p>25</p> <p>25</p> <p>To Cathcart North Jn SC057 seq 1</p> <p>100 67 *</p> <p>OHNS</p> <p>100 68</p> <p>20</p> <p>20</p> <p>Cathcart West Jn.</p> <p>100 77</p> <p>SC051 seq 2</p>	<div>TCB</div> <div>Cathcart SB (C) AC: Cathcart ECR</div> <div>NRN CSR</div> <div>092 17</div>		
Cathcart East Jn	100 37				
	100 67 *				
OHNS	100 68				
Cathcart West Jn.	100 77				



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC057	001	Cathcart East Jn to Cathcart North Jn	CNC	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Cathcart East Jn		0 45			<div>TCB</div> <div>Cathcart SB (C) AC: Cathcart ECR</div> <div>NRN 092</div> <div>CSR 17</div>
OHNS		0 31			
OHNS		0 10			
Cathcart North Jn		0 00			

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## **SPECIAL WORKING ARRANGEMENT**

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**SC031 (GRETNNA JN. TO GLASGOW CENTRAL (VIA KILMARNOCK))**

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.

Trains may be assisted in rear between the places listed below in accordance with the Rule Book, Module TW3, Section 12. The assisting locomotive must be coupled to the train. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where indicated.

From	To	Type of Train	Line(s)	Remarks
Muirhouse South Jn	Glasgow Central	ECS Freight	Down lines	May be assisted in rear.

Dated: 02/12/06

**SC047 (MUIRHOUSE SOUTH JN. TO LARKFIELD JN.)**

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.

Trains may be assisted in rear between the places listed below in accordance with the Rule Book, Module TW3, Section 12. The assisting locomotive must be coupled to the train. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where indicated.

From	To	Type of Train	Line(s)	Remarks
Muirhouse South Jn	Larkfield Jn	ECS	Down	May be assisted in rear.
Larkfield Jn	Muirhouse South Jn	ECS	Up	May be assisted in rear.

Dated: 02/12/06

**SC049 (MUIRHOUSE CENTRAL JN. TO TERMINUS JN.)**

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.

Trains may be assisted in rear between the places listed below in accordance with the Rule Book, Module TW3, Section 12. The assisting locomotive must be coupled to the train. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where indicated.

From	To	Type of Train	Line(s)	Remarks
Muirhouse sdgs	Terminus Jn	Freight	Single	Trains not exceeding 235f (70m) may be propelled.

Dated: 02/12/06

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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
SC031	Gretna Jn to Glasgow Central (via Kilmarnock)	Y	R1	Y	Y	Y	Y	R2	N	R1 PROHIBITED Kilmarnock to Glasgow Central R2 ECS only
SC039	Kilmarnock to Barassie	Y	Y	Y	Y	Y	Y	R1	N	R1 ECS only
SC045	East Kilbride to Busby Jn	Y	N	Y	Y	Y	Y	R1	N	R1 ECS only
SC047	Muirhouse South Jn to Larkfield Jn	Y	N	Y	Y	Y	Y	R1	N	R1 ECS only
SC049	Muirhouse Central Jn to Terminus Jn	Y	N	Y	Y	Y	Y	R1	N	R1 ECS only
SC051	Muirhouse Central Jn to Muirhouse North Jn (via Cathcart) (Cathcart Circle)	Y	N	Y	Y	Y	Y	N	N	
SC053	Neilston to Cathcart West Jn	Y	N	Y	Y	Y	Y	N	N	
SC055	Newton, Hamilton Jn to Cathcart West Jn	Y	N	Y	Y	Y	Y	N	N	
SC057	Cathcart East Jn to Cathcart North Jn	Y	N	Y	Y	Y	Y	N	N	

**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
SC031	Gretna Jn to Glasgow Central (via Kilmarnock)			Y	Y	Y	Y	Y	Y	Y	Between Muirhouse Central Jn and Glasgow Central <b>only</b>
SC049	Muirhouse Central Jn to Terminus Jn			Y	Y	Y	Y	Y	N	Y	
SC051	Muirhouse Central Jn to Muirhouse North Jn (via Cathcart) (Cathcart Circle)			Y	Y	Y	Y	Y	N	Y	
SC053	Neilston to Cathcart West Jn			Y	Y	Y	Y	Y	N	Y	
SC055	Newton, Hamilton Jn to Cathcart West Jn			Y	Y	Y	Y	Y	N	Y	
SC057	Cathcart East Jn to Cathcart North Jn			Y	Y	Y	Y	Y	N	Y	

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## LOCAL INSTRUCTIONS

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### **SC031 - GREтна JN. TO GLASGOW CENTRAL (VIA KILMARNOCK) DUMFRIES**

Drivers of Down trains terminating at Dumfries must, on arrival at the Down platform, advise the signaller at Dumfries Station box immediately that the train has arrived complete with tail lamp, using the telephone located at Dumfries Down platform, (outside the Chargeman's office).

**Dated: 02/12/06**

### **SC031 - GREтна JN. TO GLASGOW CENTRAL (VIA KILMARNOCK) NEW CUMNOCK**

**Up goods loop** - No vehicle must be left between the buffer stop and the trailing points of the connection from the Up main line to the Up goods loop.

**Dated: 02/12/06**

### **SC031 - GREтна JN. TO GLASGOW CENTRAL (VIA KILMARNOCK) KILMARNOCK**

**CE machine siding** - The normal position of the connection to the CE machine siding is clipped and padlocked in position for movements to and from the headshunt. The padlock key is kept in Kilmarnock signal box. A movement must not be made through this connection except when authorised by the CE person in charge who must, before authorising the movement, ensure that no conflict will be made. After the movement through the connection has been made, the CE person in charge must ensure that the connection is restored and the padlock key returned to the signaller.

**Failure of signalling equipment** - If a failure between Kilmarnock and Lugton requires the introduction of modified working arrangements, the driver will be instructed by the signaller to pass the appropriate signal at Kilmarnock station at danger and draw forward to the box. The driver must not proceed beyond the box until the written order has been received from the signaller (the Sectional Appendix, General Instructions headed "**SCOTLAND REGION TOKENLESS BLOCK REGULATIONS - INSTRUCTIONS TO TRAINCREW AND OTHERS CONCERNED**", are modified accordingly).

**Dated: 02/12/06**

### **SC031 - GREтна JN. TO GLASGOW CENTRAL (VIA KILMARNOCK) BARRHEAD**

When a Down train arrives at the Down platform and is not booked to depart immediately, or, when a Down train is brought to a stand at Down main line signal BD21, the driver must immediately advise the signaller that the train is complete.

**Dated: 02/12/06**

### **SC031 - GREтна JN. TO GLASGOW CENTRAL (VIA KILMARNOCK) PRIESTHILL AND DARNLEY To KENNISHEAD**

Both Up and Down cess walkways on Underbridge 24 (Kennishhead Viaduct - 4 miles 570 yards to 4 miles 440 yards) are closed and access on foot is prohibited. If, in emergency, a driver requires to alight at this location, **extreme caution must be exercised**.

**Dated: 02/12/06**

## **SC031 - GREтна JN. TO GLASGOW CENTRAL (VIA KILMARNOCK)**

### **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.

Drivers 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**

## SC031 - GREтна JN. TO GLASGOW CENTRAL (VIA KILMARNOCK) 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.

**Signals not equipped with a telephone** - The signal post telephones at certain main and position light signals within the Glasgow Central signalling centre area of control have been removed due to limited clearance with the adjacent running line. Special reflective plates incorporating a white diamond sign and PABX number of the appropriate signalling panel are provided at these signals. When a train is brought to a stand at such a signal, the driver must immediately use the cab radio to contact the signaller. The Rule Book, Module TW1, Section 3.5(c) and Rule Book, 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.

**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.

**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** - In the event of a parcels railman not being 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.

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

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

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

The placing of detonators as required by the Rule Book, Module G1, Section 6.2 is exempt within the undernoted limits  
From signals 227/232/229 at OB74 at Eglinton Street and signals 184/185 on the Bridge Street lines inwards to the station,

**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**

Between	Lines	Special Conditions
Station platforms and Bridge Street Jn	All lines, loops and carriage sidings	-

**Multiple unit diesel and electric trains**

Station area (platform to platform)	All	Outward movement from platforms not to proceed beyond a point which brings the rear driving cab in which the 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.
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Other than as described in the Rule Book, Module TW1, Section 13, the propelling of trains outwith the above is not permitted.

**Whitelining of platform edges / maintenance work on hydraulic buffers** - When work in connection with the whitelining 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 whitelining 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.

**Dated: 02/12/06**

**SC035 - BANK JN TO KNOCKSHINNOCH (GOODS LINE)**

**Greenburn Jn**

If a train is detained at signal number NG51/53 awaiting authority to proceed, the driver must **Immediately** contact the signaller. Section 2.1 of Rule Book, Module S4, *Trains or shunting movements detained, or vehicles left, on running lines* is modified accordingly.

**Dated: 02/12/06**

## SC035 - BANK JN TO KNOCKSHINNOCH (GOODS LINE)

### Entire Line Of Route

#### KNOCKSHINNOCH

##### Working Arrangements

1. When a train for the disposal point has arrived at the stop board at Connel Park Level Crossing, the person in charge of the movement must telephone the BC bunker plant operator and request permission to enter the disposal point. On receiving permission, the person in charge of the movement must then proceed on foot to signal No.10, set the points for the loading bunker, check that the derailer is clear of the rail and signal No.10 is exhibiting a proceed aspect. He must then proceed back to the level crossing and open the gates.
2. The driver, on receipt of the proceed signal from the person in charge of the movement must move the train forward at 3mph into the disposal point past No.10 signal and bring his train to a stand at the notice board worded STOP ENGAGE SLOW SPEED CONTROL located at the approach to the rail weight sensor. The person in charge of the movement must close the level crossing gates when the last wagon has passed clear of the level crossing into the disposal point.
3. When the driver receives the appropriate aspect to draw forward he must ensure that the barriers at the level crossing at the loading bunker are across the road before proceeding. The train must then be moved to the loading position at 3mph.
4. When loading operations are to commence, the MGR signals will be illuminated by the bunker operating personnel who will thereafter control the signals according to the movement required.
5. The leading 4 wagons are loaded in a stationary position while the remaining wagons are loaded on the move at 3mph. When the last wagon has been loaded the train will be stopped clear of the bunker.
6. If during loading, it is necessary for the train to set-back, the necessary aspect will be displayed. On no account must the locomotives be allowed to re-enter the bunker during the loading operation.
7. The person in charge of the movement must then reverse the points at No.10 signal for a movement from the rounding line and operate the derailer by means of the lever handle provided. He must then proceed along the train examining the wagon discharge doors and apply half of the wagon brakes on the train. The locomotives must be uncoupled by the person in charge of the movement who must instruct the driver to move to the headshunt. The facing points lever at the headshunt end of the rounding line must be held over by the person in charge of the movement before allowing the locomotives to proceed from the headshunt to the rounding line.
8. On receiving instructions from the person in charge of the movement, the driver must move the locomotives from the headshunt and proceed at 3mph along the rounding line bringing the locomotives to a stand on the Bank Jn side of signal No.10.
9. When the locomotives are at a stand at signal No.10 the person in charge of the movement must set the handpoints at the departure end of the bunker line to give access to the bunker and also remove the derailer.
10. When signal No.10 displays a proceed aspect the locomotives must proceed on to the end of the train at the south side of the bunker and be recoupled by the person in charge of the movement.
11. The person in charge of the movement must proceed along the train releasing the wagon hand brakes and an air brake continuity test must be carried out.
12. The person in charge of the movement must then advise the bunker operator when this has been carried out and must then proceed on foot to Connel Park Level Crossing.
13. The driver, on receiving a proceed aspect must move the train forward towards Connel Park Level Crossing at a speed not exceeding 3mph and be prepared to stop short of the gates. If it is necessary to set back the train during this movement, the appropriate aspects will be displayed.
14. The person in charge of the movement must open the level crossing gates when the train is approaching No.8 signal. The train must not exceed 3 mph down the branch line and must come to a stand at the board worded CLEAR OF LEVEL CROSSING.
15. The person in charge of the movement must then close the level crossing gates and phone the railweight bunker operator to confirm that the train is clear of the disposal point and obtain confirmation the weighing has been successfully completed before rejoining the train.

Dated: 02/12/06

## **SC039 - KILMARNOCK TO BARASSIE**

### **Shewalton Moss GF (OOU)**

Trains being worked to and from Shewalton Moss must not exceed 800f (240m).

**Dated: 02/12/06**

## **SC039 - KILMARNOCK TO BARASSIE**

### **Caledonian Paper Mill Sdg**

**Exchange sidings** - The sidings are designated Loop 1, Loop 2 and Loop 3, arranged from left to right, respectively, to drivers of trains arriving from the main line. The person in charge of the movement must ensure that the siding to which the train is to run is clear throughout. No vehicle must be left on the single line between the exchange sidings and the main line connection.

**Paper Mill sidings** - When it is necessary for a train to enter the Mill sidings, the driver must bring the train to a stand at the colour light signal, which is capable of exhibiting a red or green aspect, on the main line side of the access gate. The driver must not enter the sidings until the gate has been opened, the signal is exhibiting a green aspect and a member of the Mill staff is accompanying the movement. If this person is not in attendance at the signal on the arrival of the train, the person in charge of the movement must use the telephone adjacent to the signal to advise the Mill gatehouse that a movement requires to enter the Mill sidings.

A member of the Mill staff will accompany all movements entering the Mill from the access gate to the China Clay discharge/Warehouse sidings and on the return from the Mill to the access gate. This person will be responsible for the operation of hand points within the Mill (the Rule Book, Module SS2, is modified accordingly). The driver must ensure that the colour light signal located adjacent to the access gate, on the Mill side of the gate, is exhibiting a green aspect before departing from the Mill sidings towards the exchange sidings. The opening and closing of the access gate is the responsibility of the firm's staff.

The speed of trains operating within the Mill must not exceed **5mph**. In the event of a signal exhibiting a red aspect when the access gate is opened, the driver must not proceed beyond the signal towards either the Mill sidings or the exchange sidings, as appropriate, unless authorised to do so by a member of the Mill staff accompanying the movement.

The clearance of the signals is an indication only that the access gate has been fully opened and the provisions of the Rule Book, Module S1, do not apply in respect of these signals.

**Dated: 02/12/06**

## **SC041 - SHEWALTON MOSS TO HILLHOUSE (GOODS LINE) (OOU)**

### **Entire Line Of Route**

The propelling of trains is prohibited.

**No.1 loop** - The loop must not be used for the stabling of vehicles.

**Hillhouse quarry** - Trains must be propelled from the main line sidings towards the Quarry, with a maximum length limit of 294 feet = 14 SLUs per movement. The person in charge of the movement must control the propelling movement from the leading cab until the foremost vehicle reaches the semaphore signal. The person in charge of the movement must precede all other propelling movements on foot. The semaphore signal is situated near the junction of the single line with the quarry sidings and is operated by quarry staff. A train must not enter the siding until the signal has been cleared. On arrival of a train at the signal, the person in charge of the movement must go forward on foot and contact the quarry representative in charge of rail movements.

Trains must be drawn from the quarry sidings to the main line sidings.

**Dated: 02/12/06**

## **SC045 - EAST KILBRIDE TO BUSBY JN.**

### **Entire Line Of Route**

If the electronic link between Glasgow Central signalling centre and Busby station interlocking fails such that it is necessary to institute Working by pilotman, the requirements for the pilotman to inform the signaller when he arrives at East Kilbride station is exempt. The Rule Book, Module P2 is modified accordingly.

**Hairmyres loop** - If a failure requires signal G664 (Busby station) or G667 to be passed at danger and the movement to proceed via the wrong direction loop line at Hairmyres, instructions issued to the signaller at Glasgow Central signalling centre exempt Working by Pilotman.

The provisions of the Rule Book, Module S5 must otherwise be observed.

**Dated: 02/12/06**

## **SC053 - NEILSTON TO CATHCART WEST JN.**

### **NEILSTON**

The Up line headshunt must not be used for the stabling of vehicles or trains.

**Dated: 02/12/06**