

# **Module SC4**

## **Scotland Route Sectional Appendix Module 4**

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## LIST OF MODULE PAGES AND DATES

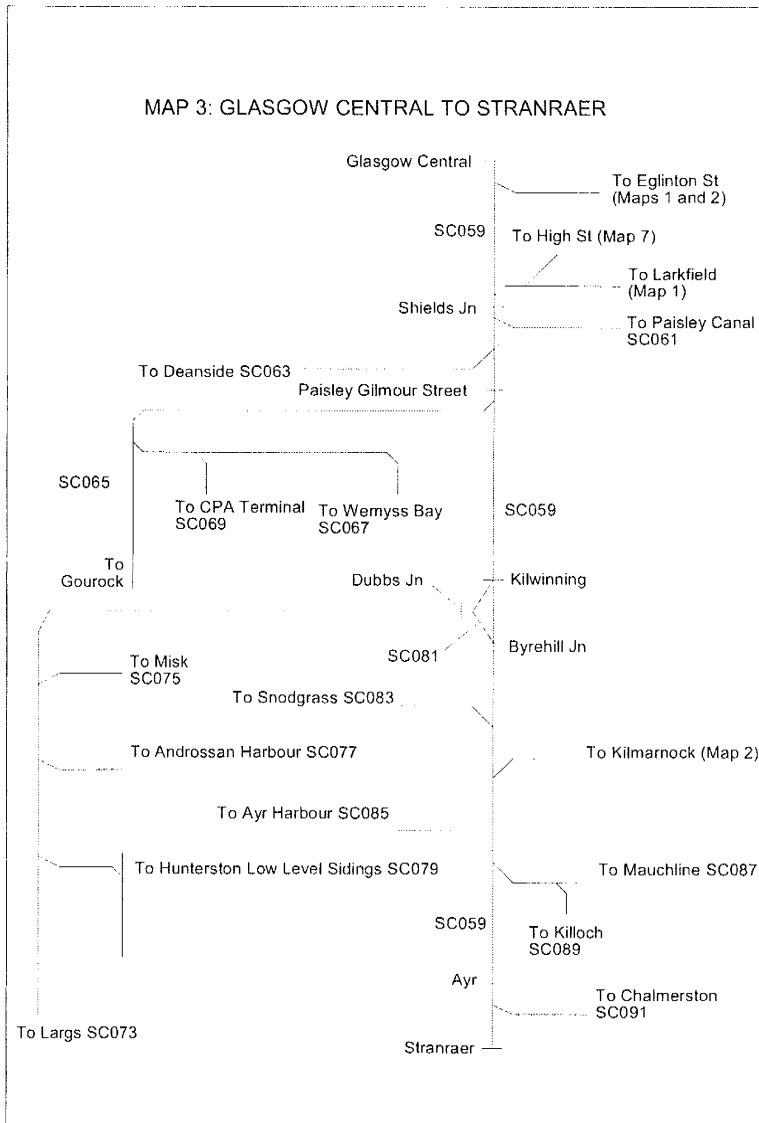
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## MAPS



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## EXCEPTIONALLY POOR RAIL ADHESION

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SC065 (PAISLEY TO GOUROCK)

Location	Line(s) Affected	Mileage (Between)
Port Glasgow to Bogston	Down	119 m 71 ch and 122 m 59 ch
	Up	123 m 9 ch and 121 m 55 ch

Dated: 02/12/06

SC073 (KILWINNING JN TO LARGS)

Location	Line(s) Affected	Mileage (Between)
Saltcoats	Down	28 m 0 ch and 30 m 0 ch
	Up	30 m 0 ch and 28 m 0 ch

Dated: 02/12/06



## TABLE A DIAGRAM

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC059	001	Glasgow Central to Stranraer	WCM2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<b>GLASGOW CENTRAL</b>		102 27			<div><div>TCB</div><div>Glasgow Central SC (G) AC: Cathcart ECR</div></div> <div><div>NRN</div><div>092</div></div> <div><div>CSR</div><div>61</div></div> <p>All lines are bi-directional unless otherwise shown</p> <p>NOTE this page is in the UP direction</p> <p>Additional AWS equipment at GLASGOW CENTRAL See General Instructions headed "Automatic Warning System"</p> <p>15mph over all lines and connections between the buffer stops and Gantry "A"</p> <p>20 mph over all lines and connections between Gantry "A" and the end of the page</p> <p>Abbreviations:- ES = Engine Siding C = Carriage D = Down L = Line U = Up</p>

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
SC059	002	Glasgow Central to Stranraer	WCM2 AYR1	Scotland	02/12/06				
Location		Mileage M    Ch	Running lines & speed restrictions		Signalling & Remarks				
Bridge St Jn (Change of ELR WCM2 to AYR1)		101   56			<table><tr><td>TCB</td><td>Glasgow Central SC (G) AC:Cathcart ECR</td><td>NRN 092</td><td>CSR 12</td></tr></table>	TCB	Glasgow Central SC (G) AC:Cathcart ECR	NRN 092	CSR 12
		TCB			Glasgow Central SC (G) AC:Cathcart ECR	NRN 092	CSR 12		
0   00   *	ES = Engine Sliding								
Glasgow Central SC		101   54   (1)	<p>Line Nos are followed by the abbreviations:- C = Carriage D = Down L = Line U = Up</p> <p>20 mph over all lines and connections between the top of the page and Bridge St Jn</p> <p>All lines are bi-directional unless otherwise shown</p> <p>NOTE this page is in the UP direction</p> <p>(1) = WCML mileage</p>						
0   13   *									
			SC001 seq 28 and SC031 seq 20		Br = Branch				

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated					
SC059	003	Glasgow Central to Stranraer		AYR1	Scotland	02/12/06					
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks					
OHNS		0 10				<table><tr><td>TCB</td><td>Glasgow Central SC (G) AC: Cathcart</td><td>NRN 092</td><td>CSR 12</td></tr></table> <p>BR = Branch</p> <p>Lines in the Down direction between the top of the page and signal G204/G206 are not AWS fitted</p> <p>① = Through jn</p>		TCB	Glasgow Central SC (G) AC: Cathcart	NRN 092	CSR 12
TCB	Glasgow Central SC (G) AC: Cathcart	NRN 092				CSR 12					
Smithy Lye		0 19	<table><tr><td>CSR</td><td>16</td></tr></table>		CSR	16					
CSR	16										
Shields Jn		1 00									




LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC059	004	Glasgow Central to Stranraer	AYR1	Scotland	02/12/06
Location	Mileage M    Ch	Running lines & speed restrictions	Signalling & Remarks		
		<p>Up Through Terminus</p> <p>Down</p> <p>Connecting Line</p> <p>To Larkfield Jn SC029 seq 1</p> <p>To Paisley Canal SC061 seq 2</p> <p>Shields ETD</p> <p>Speed restrictions: 45, 25, 40, 75</p> <p>Mileage markers: 1 02, 1 06, 1 12</p>	TCB	Glasgow Central SC (G) AC: Cathcart	NRN 092 CSR 016
			① = Through Jn  ② = Up Through Terminus mileage		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC059	005	Glasgow Central to Stranraer	AYR1	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>CARDONALD</b>	3 11		TCB Glasgow Central SC (G) AC: Cathcart ECR		
	3 31		NRN 092 CSR 18		
<b>HILLINGTON EAST</b>	3 62		Paisley SC (P)		
<b>HILLINGTON WEST</b>	4 29		CSR 41		

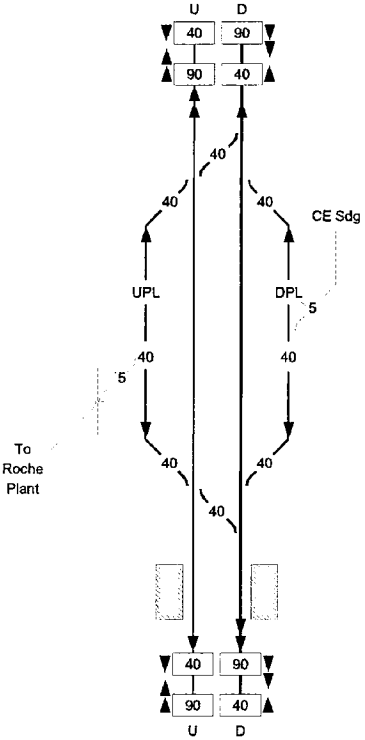
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated								
SC059	006	Glasgow Central to Stranraer	AYR1	Scotland	02/12/06								
Location		Mileage M      Ch	Running lines & speed restrictions		Signalling & Remarks								
Arkleston Jn		5    42			<table><tr><td>TCB</td><td>Paisley SC (P)</td><td>NRN</td><td>CSR</td></tr><tr><td></td><td>AC: Cathcart ECR</td><td>092</td><td>41</td></tr></table> <p>DGL (PF) 3300f (1005m) (157 SLU's)</p> <p>UGL (PF) 2710f (825m) (129 SLU's)</p>	TCB	Paisley SC (P)	NRN	CSR		AC: Cathcart ECR	092	41
TCB	Paisley SC (P)	NRN	CSR										
	AC: Cathcart ECR	092	41										
Paisley SC		6    21    * 6    24    * 6    30											
Wallneuk Jn		6    34											
PAISLEY GILMOUR STREET		6    46			<p>Additional AWS equipment at Paisley Gilmour St (Up Ayr) See General Instructions headed "Automatic Warning System"</p>								

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC059	008	Glasgow Central to Stranraer	AYR3	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
JOHNSTONE	10 09			TCB Paisley SC (PE) (PG) AC: Cathcart ECR  	
	10 28 *				
MILLIKEN PARK	11 40				
HOWWOOD	12 77				
Lochwinnoch Crossovers	15 24				
LOCHWINNOCH	15 57				

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC059	009	Glasgow Central to Stranraer		AYR3	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
OHNS		15 71			<div>TCB</div> <div>Paisley SC (PG) AC: Cathcart ECR</div> <div>NRN 092 CSR 42</div> <div>UGL (PF) 665f (260m) (41 SLU's)</div>	
GLENGARNOCK		19 63			<div>TCB</div> <div>Paisley SC (PG) AC: Cathcart ECR</div> <div>NRN 092 CSR 42</div> <div>UGL (PF) 665f (260m) (41 SLU's)</div>	

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
SC059	010	Glasgow Central to Stranraer	AYR3	AYR4	Scotland	02/12/06
Location		Mileage M      Ch	Running lines & speed restrictions		Signalling & Remarks	
CE Sdg GF		21   07			<div>TCB      Paisley SC (PG) (PK) AC: Cathcart ECR</div> <div>UPL 2290f (695m) (109 SLU's)</div> <div>DPL 2290f (695m) (109 SLU's)</div>	
Brownhill		21   28			<div>NRN      CSR</div> <div>092      42</div>	
DALRY		22   42				
(Change of ELR AYR3 to AYR4)		23   00				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC059	011	Glasgow Central to Stranraer	AYR4	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Kilwinning Jn		25 65			<div>TCB</div> <div>Paisley SC (PK): AC: Cathcart ECR.</div> <div>NRN CSR 092 42</div> <div>UGL (PF) 1365f (415m) (65 SLU's)</div> <div>DRS 1054f (320m) (50 SLU's)</div> <div>Additional AWS equipment at Kilwinning (Up Ayr). See General Instructions headed "Automatic Warning System".</div>
		26 00			

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
SC059	012	Glasgow Central to Stranraer	AYR4	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Byrehill Jn		26 75	<p>To Dubbs Jn SC081 seq 1</p>		<div>TCB</div> <div>Paisley SC (PK) (PB) AC: Cathcart ECR</div> <div>NRN 092 CSR 42</div> <div>CSR 43</div>
Bogside		27 71	<p>To Snodgrass SC083 seq 1 (oou)</p>		
IRVINE		29 28	<p>Sdgs (oou)</p>		
Galles (AHBC-X)		31 17	<p>Sdgs (oou)</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC059	013	Glasgow Central to Stranraer	AYR4 AYR5	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>BARASSIE</b>  Barassie Jn  (Change of ELR AYR4 to AYR5)	32 73 *		TCB		
	32 77		Paisley SC (PB) AC: Cathcart		
	33 06 *		NRN 092 CSR 043		
	33 08		DPL 1180f (359m) (56 SLU's)		
	0 00		UGL 1345f (410m) (64 SLU's)		
	0 17 *				
	0 43 *				

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated					
SC059	014	Glasgow Central to Stranraer		AYR5	AYR6	Scotland	02/12/06					
Location		Mileage M      Ch		Running lines & speed restrictions			Signalling & Remarks					
<b>TROON</b>		1    16					<table><tr><td>TCB</td><td>Paisley SC (PB) (PA) AC: Cathcart ECR</td><td>NRN 092</td><td>CSR 43</td></tr></table>		TCB	Paisley SC (PB) (PA) AC: Cathcart ECR	NRN 092	CSR 43
		TCB	Paisley SC (PB) (PA) AC: Cathcart ECR				NRN 092	CSR 43				
		1    22   *										
		1    26   *										
		(Change of ELR AYR5 to AYR6)										
2    15												
35   05												
35   16   *												
Monkton GF		36   28	S									
<b>PRESTWICK INTERNATIONAL AIRPORT</b>		36   76										
<b>PRESTWICK TOWN</b>		37   34										

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC059	016	Glasgow Central to Stranraer		AYR6	Scotland	02/12/06
Location		Mileage M      Ch	Running lines & speed restrictions		Signalling & Remarks	
AYR					<div>TCB</div> <div>Paisley SC (PA) AC: Cathcart ECR</div> <div><div>NRN</div><div>092</div><div>CSR</div><div>43</div></div>	
		40   13   *				
		40   40   *				
		40   42   *				
		40   49				
					PP(A) - detaching, for booked movements or during significant service disruption attaching only during significant service disruption	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC059	017	Glasgow Central to Stranraer	STR1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div>TCB Paisley SC (PA) NRN CSR 092 43</div> <div>Limit of OLE</div> <div>Kilkeran SB (KK)</div>
		40 79 *			
		41 45			
		43 53			
Belmont LC (CCTV)					
Dalrymple Jn					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC059	018	Glasgow Central to Stranraer	STR1	Scotland	02/12/06
Location		Mileage M    Ch	Running lines & speed restrictions		Signalling & Remarks
Myremill Farn LC (UWC)		46   66   *	<div>60</div> <div>*</div> <div>85</div>		<div>TCB</div> <div>Kilkerran SB (KK)</div> <div><div>NRN</div><div>092</div></div>
		48   32 <div>T</div>	<div>*</div> <div>60</div> <div><div></div></div>		
		49   25   *	<div>60</div>		
MAYBOLE		49   46 <div>T</div>	<div>60</div>		<div><div>↑</div> = over connections between single and Up and Down line</div> <div>CL 1110f (340m) (52 SLU's)</div>
		51   60 <div>T</div>	<div>25</div> <div>45</div> <div>45</div> <div>45</div>		
			<div>45</div> <div>45</div>		
Kilkerran SB & LC		53   76	<div>60</div>		

(T) = over connections between  
single and Up and Down line

CL 1110f (340m)  
(52 SLU's)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC059	019	Glasgow Central to Stranraer	STR1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
			<div>60</div> <div>*</div> <div>55</div> <div>*</div> <div>60</div> <div>*</div> <div>65</div> <div>*</div> <div>60</div> <div>60</div>	<div>TB</div> <div>Kilkeran SB (KK)</div> <div>NRN 092</div>	
		54 40 *			
		55 10 *			
		56 00 * T			
		57 40 T			
		59 29 *			
		59 40 T			



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC059	021	Glasgow Central to Stranraer	STR2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Pinmore Tunnel 440 yards		3 60		ET	Girvan SB (GV)
		4 07 to 4 27			
		4 60			
		5 49 *			
		5 57 *			
		5 67 *			
		6 35 *			
		7 23 *			
		7 26 *			

① = Applies to Class 15x trains only

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC059	022	Glasgow Central to Stranraer		STR2	Scotland	02/12/06
Location		Mileage M      Ch	Running lines & speed restrictions		Signalling & Remarks	
					<div>ET      Girvan SB (GV)      </div> <div>① = Entering, over and leaving crossing loops</div> <div>Barrhill SB (BR)</div> <div>CL 1260f (385m) (60 SLU's)</div>	
Cairnlea No1 LC (UWC)						
<b>BARRHILL SB</b>						
Cairnlea No2 LC (UWC)						

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC059	023	Glasgow Central to Stranraer		STR2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
					<div>ET</div> <div>Barrhill SB (BR)</div> <div>NRN 092</div> <div>(1) = Entering, over and leaving crossing loops CL 1033f (310m) (49 SLU's)</div> <div>Glenwhilly SB (GW)</div> <div>(2) = Loop to single line</div>	
		13 60 *				
		14 20 *				
		16 20				
Miltonise LC (UWC)		18 20				
Markdhu No1 LC (UWC)		18 79				
Marklach No1 LC (UWC)		19 74				
		20 02 *				
Marklach No3 LC (UWC)		20 07				
		20 70				
Glenwhilly SB		21 07 *				
		22 40 *				

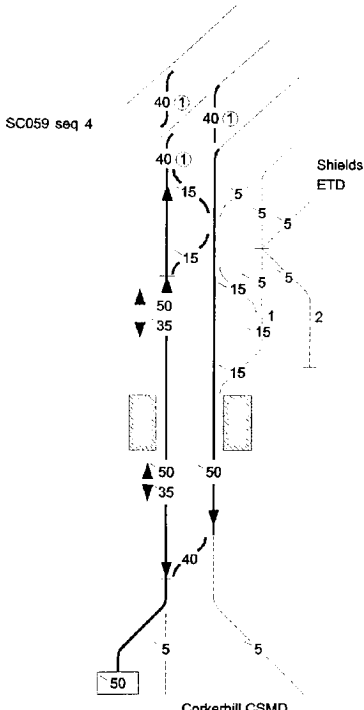
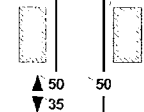
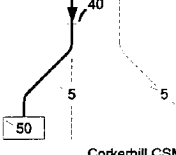


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
SC059	024	Glasgow Central to Stranraer	STR2	Scotland	02/12/06	
Location		Mileage M      Ch	Running lines & speed restrictions		Signalling & Remarks	
Milton of Larg No 1 LC (UWC)		23   40   *	40		ET      Glenwhilly SB (GW) <div>NRN 092</div>	
			* 			
			60			
		25   27   *	* 			
		25   68 <div>T</div>	65			
			-----			
		Milton of Larg No 2 LC (UWC)	25   73 <div>T</div>	-----		
			-----			
		Craig No 2 LC (UWC)	26   50 <div>T</div>	-----		
			-----			
Challoch LC (UWC)		28   10 <div>T</div>	-----			
			-----			
		29   61   *	* 			
			50			
		30   30   *	* 			
			55			
		30   60   *	* 			
			-----			
		30   63 <div>T</div>	-----			
			-----			
			▲ 80   55 ▼			

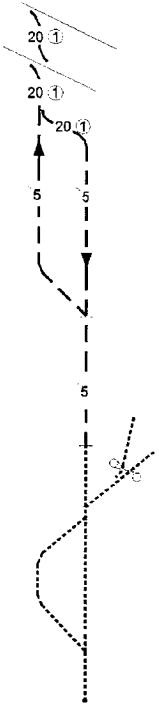

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
SC059	025	Glasgow Central to Stranraer		STR2	STR3	Scotland	02/12/06
Location		Mileage M Ch		Running lines & speed restrictions		Signalling & Remarks	
(Change of ELR STR2 to STR3)	30 67					<div>ET</div> <div>Glenwhilly SB (GW)</div> <div>NRN 092</div>	
	46 54						
	46 60	T					
Dunragit SB & LC	47 34 *					<div>CL 1640f (500m) (78 SLU's)</div> <div>Dunragit SB (DR)</div>	
	47 72						
Little Genoch No 1 LC (UWC)	48 48		T				
	48 55 *						
	48 70 *						

LOR	Seq.	Line of Route Description			ELR		Route	Last Updated		
SC059	026	Glasgow Central to Stranraer			STR3	STR4	Scotland	02/12/06		
Location		Mileage M      Ch		Running lines & speed restrictions			Signalling & Remarks			
Little Genoch No2 LC (UWC)		48	80	T	<div><div>80</div><div></div></div>			<div>ET</div> <div>Dunragit SB (DR)</div> <div><div>NRN</div><div>092</div></div>		
		50	10						T	
		52	30	*	<div><div>*</div><div></div></div>					
		Stranraer Yard GF (Change of ELR STR3 to STR4)		53	05	S	<div><div></div><div></div></div>			
				53	05					
		53	15	*	<div><div>*</div><div></div></div> <div>Stranraer Yard</div>					
					<div><div></div><div></div></div>			Subsidiary token instrument controlled from Dunragit and Stranraer Harbour SBs		
					<div><div></div><div></div></div>					

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC059	027	Glasgow Central to Stranraer		STR4	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Stranraer Harbour SB		53 74			ET Dunragit SB (DR)	
<b>STRANRAER</b>		53 77				
End of line		54 05				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC061	001	Shields Jn to Paisley Canal	CNL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Shields Jn				<div>TCB      Glasgow Central SC (G) AC: Cathcart ECR</div> <div>NRN      CSR 092      18</div> <p>(1) = Through jn. connections</p> <p>1= No 1 Line 2= No 2 Line</p>	
DUMBRECK					
					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated								
SC061	002	Shields Jn to Paisley Canal	CNL	Scotland	02/12/06								
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks									
				<table><tr><th>TCB</th><th>Glasgow Central SC (G)</th><th>NRN</th><th>CSR</th></tr><tr><td></td><td></td><td>092</td><td>18</td></tr></table>		TCB	Glasgow Central SC (G)	NRN	CSR			092	18
TCB	Glasgow Central SC (G)	NRN	CSR										
		092	18										
CORKERHILL	3 11			Limit of OLE									
MOSSPARK	3 57												
	3 74												
	4 32			Up line standage 1135f (347m) (54 SLU's)									
CROOKSTON	4 40			Down Line standage 1075f (329m) (51 SLU's)									
Hawkhead Oil Terminal GF	5 36	(S)											
HAWKHEAD	5 79			① = 20mph applies between Hawkhead Oil Terminal GF and PAISLEY CANAL for Class 4, 6, 7 and 8 trains									
	6 54 *												
PAISLEY CANAL	7 00	(T)											

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
SC063	001	Cardonald Jn to Deanside (Goods Line)		CND1	CND2	Scotland	02/12/06
Location		Mileage M      Ch	Running lines & speed restrictions			Signalling & Remarks	
Cardonald Jn		0   00	<div>SC059 seq 5</div> 			<div>TCB      Glasgow Central SC (G) </div> <div>① = Through jn</div> <div>OTS</div> <div>See Local Instructions</div> <div>YARD WORKING applies between Cardonald North Jn and Deanside. See Local Instructions</div>	
Cardonald North Jn (Change of ELR CND1 to CND2)		0   36 0   36					
Notice board		1   18					
Deanside		1   54					

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated		
SC065	001	Paisley to Gourrock	GOU1 GOU2		Scotland	02/12/06		
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
Wallneuk Jn		6 34	<p>SC059 seq 6</p> <p>35 35 ①</p> <p>40 40</p> <p>1 2 3 4</p> <p>To Stranraer SC059 seq 6</p> <p>* *</p> <p>Sdgs 5 15</p> <p>75 75</p> <p>U D</p>			TCB	Paisley SC (P) AC: Cathcart ECR	NRN 092 CSR 41
PAISLEY GILMOUR STREET		6 47						
(Change of ELR GOU1 to GOU2)		6 53 107 70						
		108 00 *						
PAISLEY ST. JAMES		108 46						



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
SC065	002	Paisley to Gourock	GOU2	Scotland	02/12/06		
Location		Mileage M      Ch	Running lines & speed restrictions		Signalling & Remarks		
					TCB Paisley SC (P) AC: Cathcart ECR	NRN 092	CSR 41
OHNS		112   30					
<b>BISHOPTON</b>		112   60					
Royal Ordnance Sdgs GSP		112   72	(S)				
Bishopton No1 Tunnel 330 yards		113   49 to 113   64					
Bishopton No2 Tunnel 350 yards		113   68 to 114   90					
Langbank GF <b>LANGBANK</b>		116   66					

40

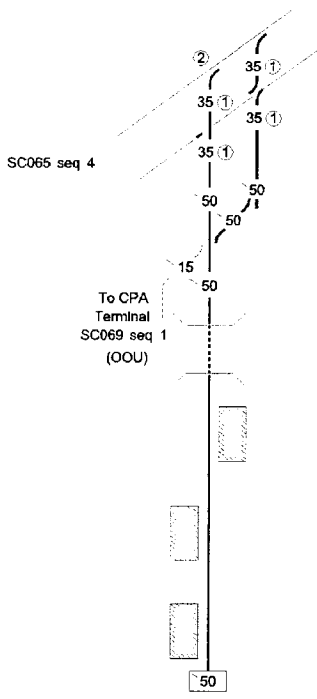
LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC065	004	Paisley to Gourrock		GOU2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Wemyss Bay Jn		121 28			<div>TCB</div> <div>Paisley SC (P) AC: Cathcart ECR</div> <div>NRN 092 CSR 41</div> <div>① Spring Points</div>	
<b>BOGSTON</b>		121 65				
Ladyburn		121 74				
		122 49 *				

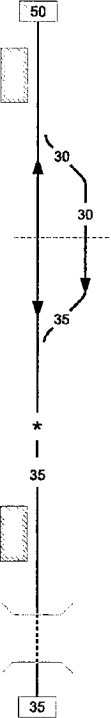
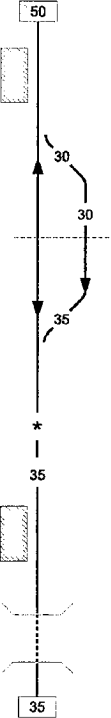
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC065	005	Paisley to Gourrock	GOU2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<b>CARTSDYKE</b>		122 52			
Greenock Central GF			(S)		TCB Paisley SC (P) AC: Cathcart ECR <div><div>NRN</div><div>092</div><div>CSR</div><div>41</div></div>
<b>GREENOCK CENTRAL</b>		123 38			
Wellpark Tunnel 280 yards		123 43 to 123 56			
Anne Street Tunnel 200 yards		123 67 to 123 76			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC065	006	Paisley to Gourrock	GOU2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Greenock West GF  <b>GREENOCK WEST</b>  <					

NRN	CSR
092	41









LOR	Seq.	Line of Route Description		ELR	Route	Last Updated								
SC065	007	Paisley to Gourock			GOU2	Scotland	02/12/06							
Location		Mileage M      Ch		Running lines & speed restrictions		Signalling & Remarks								
GOUROCK		126   20   *				<table><tr><td rowspan="3">TCB</td><td>Paisley SC (PU)</td><td>NRN</td><td>CSR</td></tr><tr><td>AC: Cathcart ECR</td><td>092</td><td>41</td></tr></table>		TCB	Paisley SC (PU)	NRN	CSR	AC: Cathcart ECR	092	41
		TCB	Paisley SC (PU)						NRN	CSR				
			AC: Cathcart ECR						092	41				
126   40   *														
		126   58												

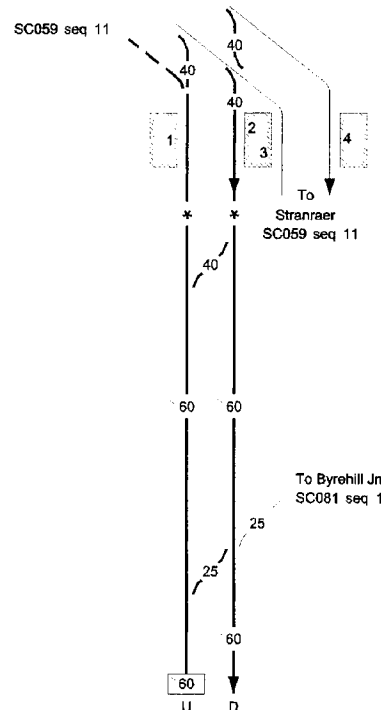
LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC067	001	Wemyss Bay Jn to Wemyss Bay		WYS	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Wemyss Bay Jn		0 00			<div>TCB</div> <div>Paisley SC (P) AC: Cathcart ECR</div> <div>NRN 092 CSR 41</div> <div>C Down 0m 03ch</div> <div>① = Through jn</div> <div>② Spring Points</div> <div>See local Instructions</div>	
Containerbase Jn		1 07				
Carlsburn Tunnel 310 yards		1 44 to 1 58				
WHINHILL		1 63				
DRUMFROCHAR		2 66				
BRANCHTON		4 08				

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC067	002	Wemyss Bay Jn to Wemyss Bay		WYS	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
<b>IBM</b>		5 22			<div>TCB</div> <div>Paisley SC (P) AC: Cathcart ECR</div> <div>CL 760f (230m) (36 SLU's)</div> <div> <div>NRN</div> <div>092</div> <div>CSR</div> <div>41</div> </div>	
Dunrod Loop East End		6 09				
Dunrod LC (UWC)		6 18				
Dunrod Loop West End		6 31				
		7 40 *				
<b>INVERKIP</b>		7 62				
Inverkip Tunnel 200 yards		7 71 to 8 00				

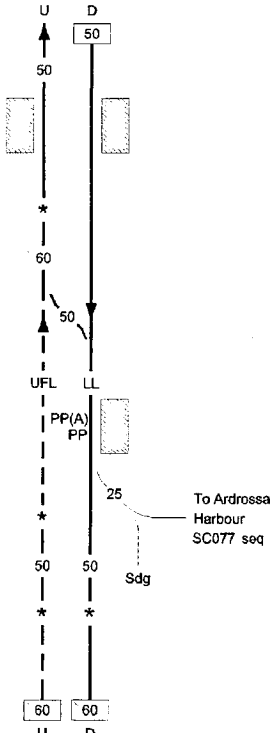


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC067	003	Wemyss Bay Jn to Wemyss Bay	WYS	Scotland	02/12/06
Location		Mileage M    Ch	Running lines & speed restrictions		Signalling & Remarks
			<div>35</div>		<div>TCB</div> <div>Paisley SC (P) AC:Cathcart ECR</div> <div><div>NRN</div><div>092</div><div>CSR</div><div>41</div></div>
		8   15   *	* 		
			50 		
		9   39   *	* 		
WEMYSS BAY			40 		
		9   55   *	* 		
			50 		
			<div>15</div> <div>15</div>		
		10   03	<div>15</div> <div></div>		

LOR	Seq.	Line of Route Description	ELR			Route	Last Updated
SC069	001	Containerbase Jn to Greenock CPA Terminal (Goods Line) (OOU)	CON1	CON2	CON3	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Containerbase Jn		0 19	SC067 seq 1			OT	NRN Paisley SC (P) 092
(Change of ELR CON1 to CON2)		0 00 23 17					
Balwhirley No 1 Tunnel 250 Yards		22 78 to 22 67					
(Change of ELR CON2 to CON3)		22 58 22 58					
Lynedoch Street Tunnel 40 yards		23 19 to 23 22					
Trafalgar Street Tunnel 420 yards		23 30 to 23 50					
Orangefield Tunnel 180 yards		23 57 to 23 65					
Union Street Tunnel 720 yards		23 78 to 24 31					
Containerbase Gate							

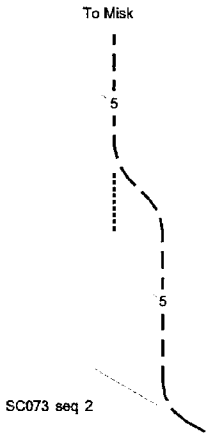
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
SC073	001	Kilwinning Jn to Largs	LGS1	Scotland	02/12/06				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
Kilwinning Jn		25 65			<table><tr><td>TCB</td><td>Paisley SC (FK) AC:Cathcart ECR</td><td>NRN 092</td><td>CSR 42</td></tr></table>	TCB	Paisley SC (FK) AC:Cathcart ECR	NRN 092	CSR 42
TCB	Paisley SC (FK) AC:Cathcart ECR	NRN 092				CSR 42			
<b>KILWINNING</b>		26 00							
		26 07 *							
Dubbs Jn		26 70							

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated								
SC073	002	Kilwinning Jn to Largs	LGS1	Scotland	02/12/06								
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks									
<b>STEVENSTON</b>		28 25		<table><tr><td>TCB</td><td>Paisley SC (PK) AC: Cathcart ECR</td><td>NRN 092</td><td>CSR 42</td></tr><tr><td colspan="4">DGL 990f (301m) (47 SLU's)</td></tr></table>		TCB	Paisley SC (PK) AC: Cathcart ECR	NRN 092	CSR 42	DGL 990f (301m) (47 SLU's)			
		TCB		Paisley SC (PK) AC: Cathcart ECR	NRN 092	CSR 42							
		DGL 990f (301m) (47 SLU's)											
		28 28											
29 33 *													


LOR	Seq.	Line of Route Description	ELR		Route	Last Updated												
SC073	003	Kilwinning Jn to Largs	LGS1	LGS2	Scotland	02/12/06												
Location		Mileage M      Ch	Running lines & speed restrictions		Signalling & Remarks													
SALTCOATS					<table><tr><td>TCB</td><td>Paisley SC (PK &amp; PH) AC: Cathcart ECR</td><td>NRN 092</td><td>CSR 42</td></tr><tr><td colspan="4">OLE on up and down largs line only</td></tr><tr><td colspan="4">UFL = Up Freight Line LL = Largs Line PP(A) - detaching, for booked movements only *PP(A) - attaching during significant service disruption only *PP - during significant service disruption only * Second train must only be admitted to occupied platform in Up direction</td></tr></table>		TCB	Paisley SC (PK & PH) AC: Cathcart ECR	NRN 092	CSR 42	OLE on up and down largs line only				UFL = Up Freight Line LL = Largs Line PP(A) - detaching, for booked movements only *PP(A) - attaching during significant service disruption only *PP - during significant service disruption only * Second train must only be admitted to occupied platform in Up direction			
	TCB	Paisley SC (PK & PH) AC: Cathcart ECR	NRN 092	CSR 42														
	OLE on up and down largs line only																	
UFL = Up Freight Line LL = Largs Line PP(A) - detaching, for booked movements only *PP(A) - attaching during significant service disruption only *PP - during significant service disruption only * Second train must only be admitted to occupied platform in Up direction																		
	29 55																	
	29 77 *																	
	30 00																	
ARDROSSAN SOUTH BEACH																		
	30 38																	
	30 49 *																	
(Change of ELR LGS1 to LGS2)																		
	31 00 *																	

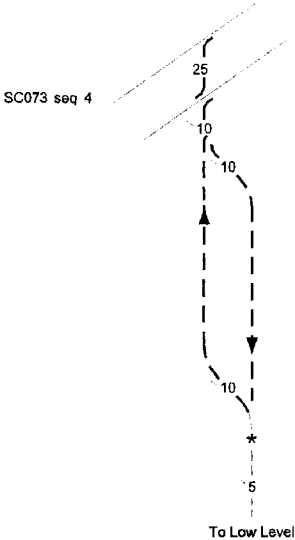
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC073	004	Kilwinning Jn to Largs	LGS2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>WEST KILBRIDE</b>	35 10		<div>TCB</div> <div>Paisley SC (PH)</div> <div>AC: Cathcart ECR</div> <div>NRN 092</div> <div>CSR 42</div>		
Hunterston	36 41		OLE on Up and Down largs line only		
Fairlie High Sdg GF	38 69		<div>UFL = Up Freight Line</div> <div>LL = Largs Line</div>		
<b>FAIRLIE</b>	39 01				

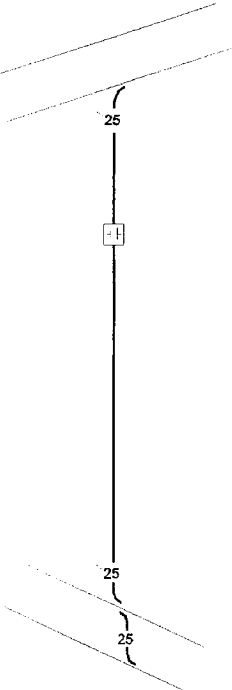
LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
SC073	005	Kilwinning Jn to Largs		LGS2	Scotland	02/12/06	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
Fairlie Tunnel 990 yards		39 12 to			TCB Paisley SC (PH) AC: Cathcart ECR <div>NRN 092 CSR 42</div>		
		39 57					
		Admiralty Sdg GF					39 58
		40 30 *					
		40 70 *					
41 30 *		40					
42 07		15 15					
LARGS		42 07					

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC075	001	Misk to Stevenston (Goods Line) (OOU)		MSK	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Misk branch GF and notice board		0 08			<div><div>NRN</div><div>Paisley SC (PH)</div><div>092</div></div> <div>YARD WORKING applies between top of this page and the notice board</div>	
Stevenston		0 00			<div>TCB</div> <div>Paisley SC (PK)</div>	

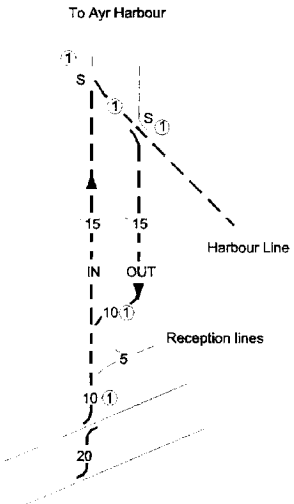


LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC077	001	Ardrossan South Beach to Ardrossan Hbr		ARH	Scotland	02/12/06
Location		Mileage M      Ch	Running lines & speed restrictions		Signalling & Remarks	
Ardrossan South Beach (Jn with Largs line)		30   44	SC073 seq 3		OT      Paisley SC (PK) AC: Cathcart ECR	
					NRN   CSR	
ARDROSSAN TOWN		31   00			092   42	
Princes St LC (AOCL)		31   06				
Ardrossan Harbour LC (AOCL)		31   25				
ARDROSSAN HARBOUR		31   35				

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC079	001	Hunterston to Hunterston Low Level Sdgs (Goods Line)		HUN	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Hunterston		0 00 0 07	SC073 seq 4		<div>TCB</div> <div>Paisley SC (PH)</div> <div>NRN 092</div>	
Notice Board		0 32 0 36 *			YARD WORKING applies on single line to Hunterston Low Level but only one train is permitted on the line and at a time between the notice board on the Down Hunterston line and the first set of handpoints at Hunterston Low Level. See Local Instructions	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC081	001	Byrehill Jn to Dubbs Jn	BYL	Scotland	02/12/06
Location		Mileage M      Ch	Running lines & speed restrictions		Signalling & Remarks
Byrehill Jn		0   60	SC059 seq 12		<div>TCB</div> <div>Paisley SC (PK) AC: Cathcart ECR</div> <div>NRN   CSR</div> <div>092   42</div>
OHNS		0   42			
Dubbs Jn		0   00	SC073 seq 1		

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC083	001	Snodgrass to Bogside (Goods Line) (OOU)		SDG	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Bogside		0 00	SC059 seq 12		Paisley SC (PK)	
					YARD WORKING applies on this line	
			To Snodgrass		NRN	
			10		092	
			10			
			40			

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC085	001	Ayr Harbour to Newton Jn (Goods Line)		AYH1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Ayr Harbour GF		0 00 0 17	<p>To Ayr Harbour</p> 		<div><div>Paisley SC (PA)</div><div>NRN 082</div></div> <p>YARD WORKING applies on this page but only one train is permitted on the Ingoing Line at a time</p> <p>S = spring points</p> <p>① = 10 mph through connections all directions</p> <p>IN = Ingoing Line OUT = Outgoing Line</p>	
Newton Jn		0 00	SC059 seq 15			

LOR	Seq	Line of Route Description		ELR	Route	Last Updated
SC087	001	Newton Jn to Mauchline (Goods Line)		ANN	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Newton Jn		39 42			TCB Paisley SC (PA) NRN 092	
Down Direction Signal PA335		39 69 *			"No Signaller" Key Token instrument at Signal PA 335 See local instructions	
Auchencruive GF		40 34			ET	
Annbank GF		41 41				
Mauchline SB		43 51 *			DB = Down branch	
Mauchline		46 14			Mauchline SB	
		50 08			UB = Up branch	
		50 16			(1) 20mph between Up & Down branches and main line	

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
SC089	001	Annbank to Killoch Colliery (Goods Line)		KCH1	KCH2	Scotland	02/12/06
Location		Mileage M      Ch	Running lines & speed restrictions			Signalling & Remarks	
Annbank GF		43   52	<div>SC087 seq 1</div> <div><div></div><div>20</div><div>*</div><div>15</div><div>*</div><div>20</div><div></div></div>			<div>OT(S)      Mauchline SB      <div>NRN 092</div></div> <div>Train staff kept in Annbank GF</div>	
		48   71   *				Controlled by section token. Intermediate instrument controlled by Mauchline SB	
(Change of ELR KCH1 to KCH2)		48   73   *				See local instructions	
		0   00					
Killoch Colliery		3   43					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC091	001	Dalrymple Jn to Chalmerston (Goods Line)	WAT	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Dalrymple Jn	43 53	SC059 seq 17	<div>OT(S)</div> <div>Paisley SC (PA)</div> <div>NRN 092</div> <div>GF secured by padlock. Key held by person in charge at Falkland Yard</div>		
	45 40 *				
	45 50 *				
Holehouse Jn GF	48 27				
Waterside (Network Rail Boundary)	52 70 *				
		<p>To Chalmerston</p>			



## **SPECIAL WORKING ARRANGEMENT**

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SC087- NEWTON JN TO MAUCHLINE (GOODS LINE)	64

**SC059 (GLASGOW CENTRAL TO STRANRAER)**

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
Falkland Up Yard	Ayr TMD	Freight	Up and Down Ayr	Trains not exceeding 126ft (39m) may be propelled.
Ayr TMD	Falkland Up Yard	Freight	Up and Down Ayr	Trains not exceeding 126ft (39m) may be propelled.

Dated: 02/12/06

**SC087 (NEWTON JN TO MAUCHLINE (GOODS LINE))**

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
Newton Jn	Mauchline	Freight	Single	May be assisted in rear

Dated: 02/12/06

**ROUTE CLEARANCE**  
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TABLE D1 - ROUTE CLEARANCE OF DIESEL MULTIPLE UNIT TRAINS	66
TABLE D2 - ROUTE CLEARANCE OF ELECTRIC MULTIPLE UNIT TRAINS	67

**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
SC059	Glasgow Central to Stranraer	Y	R1	Y	Y	Y	Y	R2	R2	R1 Between Shields Jn and Ayr only. PROHIBITED BETWEEN GLASGOW CENTRAL AND SHIELDS JN AND BETWEEN AYR AND STRANRAER.  R2 ECS only between Shields Jn and Barassie. Johnstone Down platform 20mph. ECS only between Glasgow C & Shields Jn. (direct or via Down Thro' Siding) PROHIBITED Shields Jn. And Stranraer
SC061	Shields Jn. to Paisley Canal	Y	N	Y	Y	Y	Y	R1	R1	R1 ECS only between Shields Jn and Cokerhill CSMD (incl). PROHIBITED Cokerhill CSMD (excl) and Paisley Canal.
SC065	Paisley to Gourock	Y	N	Y	Y	Y	Y	N	N	
SC067	Wemyss Bay Jn. to Wemyss Bay	Y	N	Y	Y	Y	Y	N	N	
SC073	Kilwinning to Largs	Y	N	Y	Y	Y	Y	N	N	
SC077	Ardrossan South Beach to Ardrossan Hbr.	Y	N	Y	Y	Y	Y	N	N	
SC081	Byrehill Jn. to Dubbs 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
SC059	Glasgow Central to Stranraer	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1 Between Glasgow Central and Ayr and may only work under power between Glasgow Central & Shields Jn.
SC061	Shields Jn. to Paisley Canal	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1 ECS only between Shields Jn. & Corderhill CSMD
SC065	Paisley to Gourock	Y	Y	Y	Y	Y	Y	Y	N	Y	
SC067	Wemyss Bay Jn. to Wemyss Bay	Y	Y	Y	Y	Y	Y	Y	N	Y	
SC073	Kilwinning to Largs	Y	Y	Y	Y	Y	Y	Y	N	Y	
SC077	Ardrossan South Beach to Ardrossan Hbr.	Y	Y	Y	Y	Y	Y	Y	N	Y	
SC081	Byrehill Jn. to Dubbs Jn.	Y	Y	Y	Y	Y	Y	Y	N	Y	

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## SC059 - GLASGOW CENTRAL TO STRANRAER

### 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 must speak directly to the signaller using the cab radio of the train stopped on the other line.

If a 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** - The hydraulic buffers in Nos. 1, and 6 to 11 platform lines must not be compressed in the ordinary course of working. They may, for testing purposes, require to be compressed, and this must be done by the locomotive in the platform line at the time the test is required. Drivers will be instructed as necessary by the person in charge.

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

**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.

**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.



**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 OB 74 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

<u>Between</u>	<u>Lines</u>	<u>Special Conditions</u>
Station platforms and Bridge Street Jn	All lines, loops and carriage sidings	-
Bridge Street Jn and Smithy Lye	Nos 1&2 Branch	In clear weather, for ECS and parcels trains only. Trains to Smithy Lye in excess of 3 vehicles must have a brake van leading and the locomotive must be double manned.
Bridge Street Jn and Smithy Lye (cont'd)	Nos 1&2 Branch (cont'd)	Trains from Smithy Lye must not exceed 15 vehicles. Not more than 3 vehicles must be outside the leading brake vehicle.
Smithy Lye and Shields Jn	Through siding and Down/Up City Union	In clear weather only, trains over the Through siding restricted to not more than 8 bogie vehicles in length, and not more than 3 vehicles outside the leading brake vehicle. Authority to propel over the Through siding within the terms of the foregoing does not, however, extend to trains from Smithy Lye for the Clydesdale lines or Electric Traction Depot. Such trains must be drawn over the Through siding and, when hauled by train locomotive, rounded on the DownCity Union line.

<u>Between</u>	<u>Lines</u>	<u>Special Conditions</u>
<b>Shields Jn and Electric Traction Depot and Down Corkerhill line signal G593</b>	<b>Up Main, Down/Up City Union, Up Clydesdale and Up/Down Corkerhill</b>	-

Through propelling is not permitted between the station platforms or Bridge Street Jn (inclusive of intermediate locations) and the City Union lines.

Multiple unit diesel and electric trains

<u>Between</u>	<u>Lines</u>	<u>Special Conditions</u>
<b>Station area (platform to platform)</b>	<b>All</b>	<b>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.</b>
Bridge Street Jn and Carriage Sidings	No.1 Up Line to No.2 and 3 Carriage Sidings	-
Shields Jn and Corkerhill CSMD	Up and Down Corkerhill	-

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**

## **SC059 - GLASGOW CENTRAL TO STRANRAER**

### **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**

## **SC059 - GLASGOW CENTRAL TO STRANRAER**

**Smithy Lye**

**Sidings No.4 and 6** - Only multiple unit trains must be permitted within these sidings and only one train at a time is permitted in each siding. Splitting and joining of multiple units within these sidings is prohibited, except in an emergency, and then only after a clear understanding has been reached between the driver and the signaller at Glasgow Central signalling centre as to what is required.

Departing trains

If the driver of a departing train requires to move forward towards the exit signal of the siding concerned before the signal has been cleared, the movement must **not** commence until the permission of the signaller at Glasgow Central signalling centre has been obtained.

**THE OVERHEAD LINE EQUIPMENT ABOVE SIDINGS NOS.1 TO 9 (INCLUSIVE) (INCL FORMER SIDING NO.5) REMAINS ALIVE AT HIGH VOLTAGE (25,000 VOLTS) AND MUST BE REGARDED AS BEING ALIVE AT ALL TIMES EVEN ALTHOUGH ONLY SIDINGS NO.4 AND NO.6 REMAIN ACCESSIBLE TO RAIL MOVEMENTS.**

**THE PROVISIONS OF THE RULE BOOK, MODULE AC1, (PART A) APPLY.**

**Dated: 02/12/06**

## **SC059 - GLASGOW CENTRAL TO STRANRAER**

**Paisley SC**

**Up goods loop** - A set back movement must not be carried out on this line towards signal P28 unless the person in charge of the movement has obtained permission from the signaller at Paisley signalling centre for the movement.

**Gallowhill sdgs** - Should a train, after completing shunting operations, require to be set back on the Down goods loop the person in charge of the movement must first obtain the permission of the signaller at Paisley signalling centre.

**Dated: 02/12/06**

## **SC059 - GLASGOW CENTRAL TO STRANRAER**

**Elderslie**

**W H Malcolm siding** – Between 0600 hours and midnight the siding is for the sole use of W H Malcolm services.

Outwith these hours, the siding may be used for engineers' on-track machines etc.

**Dated: 02/12/06**

## **SC059 - GLASGOW CENTRAL TO STRANRAER**

**Brownhill To DALRY**

**Roche sidings** - Before a freight locomotive is admitted to the sidings, the firm's chargeman will ensure that Messrs Roche's private locomotive will remain on the Factory Branch line until a verbal assurance is given by the person in charge of the freight movement that the freight locomotive is at a stand and no further movements will take place. Messrs Roche's private locomotive may then leave the Factory Branch line and proceed to the sidings.

When shunting is completed and the firm's private locomotive is again at a stand on the Factory Branch line, the firm's chargeman will give a verbal assurance to the person in charge of the freight movement that no further movements will be made. Messrs Roche's private locomotive will remain on the Factory Branch line until shunting is completed and the siding exit points have been restored to normal.

**Dated: 02/12/06**

## **SC059 - GLASGOW CENTRAL TO STRANRAER**

### **TROON To PRESTWICK INTERNATIONAL AIRPORT**

**Prestwick Airport - Trip wire at approach to runway** - A trip wire commencing approximately 130 yards on the approach to Down line signal PA313 and extending for a distance of 800 yards beyond that signal is provided on the Down side of the railway, 18 feet above rail level running parallel with the Down line.

If a breakage of the wire occurs, Down line signals PB291 and PA313 and Up line signals PA316 and PA314 will be placed to or maintained at danger.

**Dated: DD/MM/YY**

## **SC059 - GLASGOW CENTRAL TO STRANRAER**

### **Newton Jn To AYR**

#### **AYR MAINTENANCE DEPOT**

**Movements to and from Shed sidings** - Where reference is made in the following instructions to "designated person" this means the person responsible for protection inside the Shed, who is identified by an orange armband bearing the letters "DP" in black.

1. When required to make a movement into the Shed on any of Nos.1 to 6 (inclusive) sidings, the driver must stop at the Stop Board.
2. Movements past a Stop Board and movements out of the shed on any of Nos.1 to 6 (inclusive) sidings must not be made until the designed person has personally given the person in charge of the movement an assurance that it is safe for the movement to commence.

**Securing of vehicles** - Vehicles must not be left on the siding adjacent to the Newton Jn to Mauchline (Goods Line) unless they have been secured and scotched.

**Dated: 02/12/06**

## **SC059 - GLASGOW CENTRAL TO STRANRAER**

### **AYR**

When it is necessary for two trains to occupy either platform 3 or platform 4 simultaneously for connectional/combining purposes, the driver must be prepared to stop at the point indicated by the handsignaller on the platform.

**Dated: 02/12/06**

## **SC059 - GLASGOW CENTRAL TO STRANRAER**

### **AYR To Dalrymple Jn**

#### **AYR TOWNHEAD**

**Washing Plant** - A movement through the washing plant, from the Ayr station end of the Washing Plant Road, must proceed to the washing point shunt spur and must not be withdrawn at the station end.

**Washing Plant Shunt Spur** - Vehicles must not be stabled in the washing plant shunt spur. A movement from the Carriage Sidings or Bypass Loop must only be permitted to occupy the washing plant shunt spur in an emergency.

**Dated: 02/12/06**

## **SC059 - GLASGOW CENTRAL TO STRANRAER**

### **Kilkerran SB & LC**

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

**Dated: 02/12/06**

## **SC059 - GLASGOW CENTRAL TO STRANRAER**

### **Dunragit SB & LC To STRANRAER**

#### **MODIFICATION OF ELECTRIC TOKEN BLOCK REGULATION 10 AND THE RULE BOOK, MODULE M2, SECTION 3**

**Trains requiring assistance between Stranraer and Dunragit** - When a train becomes disabled and requires assistance, the driver must, after ensuring that his train has been protected, proceed to the nearest means of communication taking with him the section token. If it is decided that assistance will be provided by a locomotive from Stranraer Town Yard, then the driver must convey the token to Stranraer Harbour signal box, Dunragit signal box or Stranraer Town Yard ground frame, whichever is the nearest, and act in accordance with the signaller's instructions.

Should it be decided that assistance will be provided from either Stranraer Harbour or Dunragit signal box, the driver must return the section token to the driving cab of the disabled train.

**Dated: 02/12/06**

## **SC059 - GLASGOW CENTRAL TO STRANRAER**

### **Stranraer Yard GF**

The yard connection is worked from a ground frame controlled by the section token. A subsidiary token instrument is provided in a hut at the ground frame and the instrument must be operated in accordance with instructions exhibited in the hut.

In order to minimise blockage of the level crossing over the access road to Messrs Stockton Haulage Ltd's railhead by trains when departing from the rounding loop, such trains must, when the length inclusive of locomotive(s) exceeds 340f (100m), be held back clear of the level crossing and not allowed forward to the ground frame until the person in charge of the movement has obtained the necessary authority from the signaller at Stranraer Harbour for the train to be worked on the main line.

When it is necessary to make a train movement over the level crossing, the person in charge of the movement must appoint a person at or near the level crossing such that any vehicle or person approaching can be seen and prevented from using the crossing until the movement has been completed. When shunting radios are in use, it will not be necessary to appoint an additional person in the vicinity of the crossing.

Empty wagons removed from Stockton's sidings will be placed in the Cattlebank or Ewings siding by the firm's locomotive. On completion of this, the firm's locomotive will be stabled in McCormack's siding prior to the arrival of the loaded train.

Loaded wagons must be placed in Stockton's sidings by the freight company on arrival at Stranraer. Thereafter, the freight locomotive must be stabled in Ewings siding. The person in charge of the movement must then give Stockton's staff in charge of the firm's locomotive an assurance that no movement will be made by the freight locomotive while the firm's locomotive is returning to Stockton's sidings.

Should a movement enter the yard while the firm's locomotive is in the yard, such movement must be brought to a stand and the person in charge of the movement must reach a clear understanding with Stockton's staff in charge of the firm's locomotive before any further movement is made.

Where it is necessary to make a movement with an engineer's machine/trolley from the Shed road, the operator must ensure that the firm's locomotive is at a stand and will remain at a stand until such movement is completed. The person in charge of the firm's locomotive will, similarly, request an assurance from the machine/trolley operator that no movement will be made whilst the firm's locomotive is working within the yard.

The Cattlebank, Ewings and McCormacks sidings must be kept free of traffic and used only for stabling of Stockton's raffic (except where the freight locomotive is stabled in Ewings siding as above).

**Dated: 02/12/06**

## SC061 - SHIELDS JN TO PAISLEY CANAL

### Shields Jn To DUMBRECK

#### SHIELDS ELECTRIC TRACTION DEPOT

**Wheelslide Protection Testing** - A speed limit of **8 mph** will apply within the depot for Wheelslide Protection Testing only.

**Depot Sidings 7 to 11** - Movements to and from Maintenance Shed and Underframe cleaning / Wheel Lathe Shed road - Where reference is made in the following instructions to 'designated person', this means the person responsible for protection inside the Shed or on the siding concerned and who is identified by an orange armband bearing the letters 'DP' in black.

Where reference is made in the following instructions to a movement to the Shed this must also be understood to mean a movement towards the underframe cleaning pit.

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 or on the siding concerned.
2. The shunter must depress the plunger mounted on the signal. The plunger must not be operated until the train is at a stand at the signal. If the designated person has removed all the protection inside the Shed, opened the Shed doors and lowered the wheel stops, the signal will show a proceed aspect. The driver may then proceed with the movement as far as the line is clear, keeping a good lookout at all times for persons or obstructions.
3. If after the plunger has been depressed the Shed doors remain closed and the signal continues to display a stop aspect, the shunter must request the designated person to remove the protection. When this has been done, the shunter must again depress the plunger on the signal to change it to a proceed aspect. The movement may then proceed as far as the line is clear.
4. A movement out of a Shed must not be started unless the exit signal concerned at the Shed door is showing a proceed aspect or the conditions detailed in Clause 7 have been met. A movement must only proceed as far as the line is clear. These instructions also apply when the whole of the train is not within the Shed in which case the shunter is responsible for advising the driver when the Shed exit signal concerned is showing a proceed aspect.
5. No vehicle or part of a vehicle must be allowed to pass a signal showing a stop aspect except during failure and then only under direct supervision of the designated person.
6. The passing of a red signal will be treated in the same way as a signal passed at danger except in the circumstances detailed in Clause 7.
7. If the signals into or out of a Shed fail when a movement is required, then the vehicle must stop at the signal and must only proceed as far as the line is clear after the designated person has personally advised the driver and shunter that protection has been removed and the stop aspect signal may be passed.

**Dated: 02/12/06**

## SC061 - SHIELDS JN TO PAISLEY CANAL

### DUMBRECK To CORKERHILL

#### CORKERHILL CSMD

**Reception Sidings** - A train on Nos.2 or 3 Reception sidings must not be allowed to set back towards the Down Corkerhill line.

**Trains to the Depot from the Up/Down Corkerhill line** - The signaller at Glasgow Central signalling centre will advise the person in charge at Corkerhill CSMD Shunter's Bothy of the approach of trains on the Up / Down Corkerhill line requiring to proceed to the depot, and request a release on signal G599 for the train to enter the depot.

In the event of failure of this signal the signaller will not authorise a driver to pass this signal at danger to enter the depot until he has obtained the permission of the person in charge at the Shunter's Bothy.

Such a release, or permission, must not be given unless the person in charge at the Shunter's Bothy is satisfied that it is safe to do so and no conflicting movement has been authorised.

**Departing trains** - Drivers of locomotives and multiple units leaving the Depot must inform the signaller at Glasgow Central signalling centre from the notice boards at the Depot exit, the destination and train to be worked. In addition, locomotives and multiple units must not be moved forward beyond the appropriate notice board until the permission of the signaller at Glasgow Central signalling centre has been obtained or, with the exception of radio equipped multiple units, outlet signal G598 is cleared. The set-up procedure for multiple units with cab secure radio must be carried out at outlet signal G598 before that signal is cleared.

**Carriage cleaning** - The instructions in the Rule Book, Module T10 apply.

Exterior cleaning in accordance with the provisions of the Rule Book, Module AC1, Section 3.8 may be carried out on DMU and EMU trains as follows:-

The cleaning of sides and ends up to the warning line (including the destination board) may be carried out from platform level using short handled brushes not exceeding 6 feet 6 inches in length.

The cleaning of the exteriors of power cars may only be permitted if the pantograph is lowered.

The use of ladders is prohibited.

**Electrical Isolation of Overhead Line Equipment** - When it is necessary to block lines within the Depot, protection must be afforded by either clipping and padlocking points for an alternative route or by the placing and securing of gates across each line on the approach to the isolated section as specified in the electrical isolation instructions. Each gate must carry a red flag by day and a red light after sunset or during fog or falling snow. Except in the case of movements along the Reception roads, the person in charge at the Shunter's Bothy must be present when any movement towards a gate is made.

**Washing Plant** - Isolation of the overhead line equipment must be in accordance with the instructions contained in RT/E/S/29987 (Local Isolation and Earthing of 25 kV AC Overhead Line Equipment).

In the case of the Washing Plant Road, the infrastructure maintainer's nominated person has instructions that the permission of the person in charge at the Shunter's Bothy must be obtained before an isolation is imposed.

The person in charge at the Shunter's Bothy must record details of each electrical blockage, entering the name of the nominated person, the date and time involved and sign the entry.

When an electrically isolated section of line is re-energised, the nominated person will inform the person in charge at the Shunter's Bothy who must cancel the entry concerned, inserting the name of the nominated person concerned and the date and time.

#### Maintenance Sheds : Movements to and from Sheds

The following instructions apply to :-

##### Maintenance Sheds - Sidings Nos.1 to 3

Where reference is made in the following instructions to "Designated Person", this means the person responsible for protection inside the shed concerned (normally the Maintenance Supervisor), who is identified by an orange armband bearing the letters "DP" in black.

1. When required to move vehicles into the maintenance shed concerned the driver must stop at the signal situated on the approach to the shed doors.

2. The driver or 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 concerned, opened the shed doors and lowered the de-railers, the signal will show a proceed aspect. The driver may then proceed with the movement as far as the line is clear, keeping a good lookout at all times for persons or obstructions.
3. If after the plunger has been depressed the shed doors remain closed and the signal continues to show a stop aspect, the driver or shunter must request the designated person to remove the protection. When this has been done, the driver or shunter must again depress the plunger on the signal to change it to a proceed aspect. The movement may then proceed as far as the line is clear.
4. A movement out of the shed concerned must not be started unless the exit signal at the shed door is showing a proceed aspect or the conditions of 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 vehicle is not within the shed in which case the shunter, where provided, 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 a failure, and then only under direct supervision of the designated person.
6. If the signals into or out of a shed fail when a movement is required, then the vehicle must stop at the signal and must only proceed as far as the line is clear after the designated person has personally advised the driver, and shunter, where provided, protection has been removed and the stop signal may be passed.

#### **Minor maintenance work within the depot**

Where reference is made in the following instructions to "designated person", this means the person responsible for protection on the siding concerned who is identified by an orange armband bearing the letters "DP" in black.

To enable minor maintenance work to be carried out other than in the Maintenance Shed, special hinged "STOP" boards and manually operated derailleurs are provided on the following sidings, at both ends unless stated otherwise :-

Nos.1 and 2 sidings

Loco Fuel siding

Fuel Tank siding (Glasgow end only)

Old Fitting Shop siding (Paisley end only)

Nos.1 and 2 Departure sidings

Nos.1-4 Cleaning Shed sidings

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

When maintenance work is being carried out, the special "STOP" boards will be secured in the upright position and the derailleurs will be placed over the rails on the siding concerned. Rail movements are prohibited on sidings protected in this manner.

It is necessary for a movement to be made to, or from, a siding protected as above, such movement must not be made until the designated person has personally given the person in charge of the movement an assurance that it is safe for the movement to commence, after the appropriate boards and derailleurs have been lowered / moved clear of the rails.

Where repair work requires to be carried out in the Cleaning Shed sidings or Departure sidings, where there are platforms, the vehicle parking brake must be used instead of scotches (the Rule Book, Module T10, Section 3.1 is modified accordingly). At all other locations, scotches must be used.

**Dated: 02/12/06**



## SC061 - SHIELDS JN TO PAISLEY CANAL

### Entire Line Of Route

**Between commencement of Canal Line (Corkerhill CSMD) and Paisley Canal Station** - If a failure of the electronic link between Glasgow Central signalling centre and the Canal interlocking occurs such that it is necessary to institute Working by Pilotman, the requirement for the pilotman to inform the signaller when he arrives at Paisley Canal station is exempt. The Rule Book, Module P2 is modified accordingly.

### BETWEEN SHIELDS JN AND CORKERHILL CSMD

**When single line working is introduced over the Down Corkerhill line, and it is necessary for trains to depart from Corkerhill CSMD from the Reception Sidings, the provisions of the Rule Book, Module P1, apply together with the undernoted arrangements:-**

1. No.3 Reception siding must be used only for outgoing movements from the depot. A handsignaller will be positioned on the No.3 Reception siding to control movements from the depot.
2. The Local Instruction on page 3.73 headed "CORKERHILL CSMD - Reception sidings" will not apply in respect of No.3 Reception siding during this period.
3. The Pilotman must instruct the handsignaller on No.3 Reception siding and the person in charge at Corkerhill CSMD Shunter's Bothy as necessary as to what is required during this period.

**Dated: 02/12/06**

## SC063 - CARDONALD JN TO DEANSIDE (GOODS LINE)

### Cardonald North Jn To Deanside

The train staff is kept in a lockfast cabinet at the Down direction notice board at Cardonald North Jn. A lockfast cabinet is also provided on the Up direction notice board at Deanside and the train staff must be deposited in, and obtained from, this cabinet when a train is at Deanside.

Drivers of trains proceeding to Deanside must be aware that the private locomotive may be working within the yard at Deanside and must exercise care when entering the yard area.

Drivers of trains proceeding from Deanside must bring their train to a stand on the Deanside side of the hand points at Cardonald North Jn. and check that the points are in the correct position before proceeding. The driver must, before proceeding, return the train staff to the lockfast cabinet at Cardonald North Jn. If a train is waiting at Cardonald North Jn to proceed onto the single line towards Deanside, the driver must not obtain the train staff from the cabinet until satisfied that the train which has arrived from Deanside has passed completely clear of the single line and no portion of that train is standing foul of the line on which his train will proceed.

**(Note - the train staff must not be passed from driver to driver and must, in all cases, be returned to the lockfast cabinet)**

If the train staff is not in the lockfast cabinet when a movement requires to be made beyond the notice board concerned, the driver must telephone the signaller at Glasgow Central to find out the circumstances.

**Dated: 02/12/06**

## SC065 - PAISLEY TO GOUROCK

### PAISLEY ST. JAMES To BISHOPTON

Both Up and Down cess walkways on Underbridge 61 (River Gryffe, at 110 miles 570 yards) are closed and access on foot is prohibited. If, in emergency, a driver requires to alight at this location, **extreme caution must be exercised.**

**Dated: 02/12/06**

## SC065 - PAISLEY TO GOUROCK

### BISHOPTON

**Royal Ordnance Sidings** - The siding connection and associated main line trailing crossover are controlled from a switch panel located in a lockfast cabinet at the Gourrock end of the Down platform adjacent to the points. The panel is electrically released from Paisley signalling centre. The person in charge of the movement must operate the panel in accordance with the instructions exhibited there.

Incoming trains must arrive in No.4 or No.5 siding. Departure traffic will be placed by the ROF locomotive in No.2 or No.3 siding.

A notice board, worded '**BR locomotives must not pass this point**' is provided on a lighting standard, on the right of drivers, 10 yards before reaching the level crossing, and locomotives requiring to round trains within the sidings must not use No.6 siding for this purpose.

**Dated: 02/12/06**

## SC073 - KILWINNING JN TO LARGS

### Fairlie High Sdg GF

The permission of the signaller at Paisley signalling centre must be obtained before a train, which has not 'shut-in' at either of the ground frames, proceeds from the siding towards Hunterston.

**Dated: 02/12/06**

## SC073 - KILWINNING JN TO LARGS

### Admiralty Sdg GF

The permission of the signaller at Paisley signalling centre must be obtained before a train, which has not 'shut-in' at either of the ground frames, proceeds from the siding towards Hunterston.

**Dated: 02/12/06**

## SC079 - HUNTERSTON TO HUNTERSTON LOW LEVEL SDGS (GOODS LINE)

### Hunterston

Trains proceeding towards the Low level yard must not proceed beyond the STOP board on the Down Hunterston line unless authorised, and accompanied, by the Freight Operating Company representative in attendance.

Only on train at a time must be permitted between the STOP board and the first set of hand points at the Low Level, except in the event of train failure or other exceptional circumstance.

The Freight Operating Company representative must, when the train is at a stand at, and before authorising a movement to proceed beyond, the STOP board, obtain an assurance from the signaller at Paisley signalling centre that the double to single points on the Ardrossan side of yard exit signal PH524 are in the correct position for the movement.

If the double to single points fail, the following arrangements apply :-

**Movement to yard** - the Freight Operating Company representative will be given an assurance when the points are secured in the correct position. The Freight Operating Company representative may then authorise the movement to proceed beyond the STOP board. The provisions of the Rule Book, Section D are otherwise exempt.

**Departure from yard** - The Freight Operating Company representative must, when requested, give an assurance to the signaller that no movement will be permitted to proceed beyond the STOP board towards the yard.

**Dated: 02/12/06**

## **SC085 - AYR HARBOUR TO NEWTON JN (GOODS LINE)**

### **Ayr Harbour GF**

#### **Coal discharge hopper**

Radio equipment supplied by EW&S is used to control the movement of trains during unloading.

The person in charge on duty must uplift the radios when booking on duty at Falkland yard. On arrival at the discharge point the person in charge will hand over one radio to the Associated British Ports Operator and the other radio to the driver. The ABP Operator, on receipt of the radio, will make an initial test transmission with the driver, which must be preceded with the words **"ABP OPERATOR TO EW&S DRIVER"** which must be acknowledged. The ABP Operator will then advise the driver that he will be responsible for all movements within the discharge hopper road. **STRICT RADIO DISCIPLINE MUST BE MAINTAINED.**

A standard Network Rail type position light signal is provided at the entrance to the hopper and will normally exhibit a red and white light horizontally displayed as a stop aspect and two white lights at a angle of 45 degrees as a proceed aspect.

The ABP Operator will ensure that the lineside equipment at the hopper is in the correct position, and will control the position light signal to the proceed position prior to advising the driver to commence the movement towards the hopper for unloading.

If the position light signal fails, the ABP Operator will ensure that the lineside equipment at the hopper is in the correct position for the train to approach before verbally advising the EW&S driver to pass the signal at danger.

All trains must be drawn during unloading.

The radio equipment has a continuous bleep facility which will be used by the ABP Operator. The ABP Operator will transmit a continuous bleep signal. If, however, there is any break in the transmission the driver must stop the movement immediately. A movement must not start or restart until the appropriate instruction is given verbally.

The maximum speed of trains during unloading must not exceed ½ mph.

If there is a complete radio failure, arrangements must be made for movements to be controlled by hand signals.

During unloading the person in charge must be in attendance at the discharge hopper, at the opposite side from the ABP Operator, in order to monitor the unloading and so that he can advise the ABP Operator should a door fail to open.

On completion of unloading, the ABP Operator will hand over his radio to the person in charge and give him an assurance that the lineside hopper equipment is in the correct position for the train to depart.

On receipt of the radio, the person in charge must make a test transmission to the driver which must be preceded by the correct call sign and be acknowledged by the driver. The person in charge will then instruct the driver that he has taken charge of the movements.

The person in charge must return the radios on arrival back at Falkland Yard.

If a Class 08 locomotive is not available for unloading coal trains at Ayr Harbour, it will be necessary to use a Class 37 locomotive fitted with slow speed control.

If a Class 37 locomotive fitted with slow speed control is not available, any Class 37 locomotive may be used, but, every wagon must be stopped over the discharge hopper for unloading.

The Ayr Harbour representative must be advised by the person in charge when a Class 37 is to be used and whether or not it is fitted with slow speed controls.

When a Class 37 locomotive is used to discharge wagons at Ayr Harbour, no more than 10 wagons may be drawn over the discharge hopper.

**Dated: 02/12/06**

## **SC087 - NEWTON JN TO MAUCHLINE (GOODS LINE)**

### **Newton Jn To Annbank GF**

**Auchencruive MOD Siding** - The ground frame is controlled by the section token. Trains do not shut in.

**Dated: 02/12/06**

## **SC087 - NEWTON JN TO MAUCHLINE (GOODS LINE)**

### **Newton Jn**

**"No Signalman" key token working** – A "No Signalman" key token instrument is provided in a lockfast box adjacent to signal PA335 and this instrument must be operated by the competent person in accordance with the instructions exhibited there. The single line electric token block section extends from Newton Jn (PA335 signal) to Mauchline. The signaller at Mauchline is responsible for authorising all movements on the single line. Should, owing to equipment failure, it not be possible to place the token in the instrument at Newton Jn, the signaller at Mauchline must be informed of the circumstances.

When requesting the signaller at Mauchline to release a token, the competent person must advise the destination of the train.

The signaller at Mauchline must be advised when a token has been obtained from, and replaced in, the instrument.

**Dated: 02/12/06**

## **SC087 - NEWTON JN TO MAUCHLINE (GOODS LINE)**

### **Mauchline**

When a train is allowed forward to the Up Branch section signal and the driver is not in possession of the token, the Guard must, immediately the train comes to a stand at the signal, return to the signal box and remain there until the token is handed to him by the signaller, then he must at once return to his train and hand the token to the driver.

**Dated: 02/12/06**

## **SC087 - NEWTON JN TO MAUCHLINE (GOODS LINE)**

### **Entire Line Of Route**

When the Engineer requires to take possession of the line and the section token is to be used for this purpose, the token must only be obtained at the Mauchline end. The Rule Book, Modules T2 or T3 is modified accordingly.

When the possession is no longer required, the token may be restored at either end of the section or at Annbank intermediate instrument.

**Dated: 02/12/06**

## SC089 - ANNBANK TO KILLOCH COLLIERY (GOODS LINE)

### Annbank GF

The connection leading from the Newton Jn / Mauchline single line to the Killoch Colliery branch is worked from a ground frame controlled by the section token.

An intermediate key token instrument is provided in a lockfast box at the ground frame and when it is necessary to allow a train to enter or leave the Killoch branch, the instrument must be operated in accordance with the instructions exhibited there.

The signaller at Mauchline must be advised when a token has been replaced in the instrument.

**Between Annbank and Killoch Colliery** - If a train fails on the branch line and assistance is required, the train staff must be returned to Annbank. The driver of the failed train is authorised to deliver the train staff to the Area Production Manager's representative. The Rule Book, Module TW6, Section 1 and the Rule Book, Module M2, Section 3 are modified accordingly.

**Protection arrangements** – Emergency detonator protection must be carried out before the train staff of the failed train is delivered to the Area Production Manager's representative.

**Underbridge 18, Coalhall (over A70 east of Coyton) at 48mp.** – In view of significant bridge strikes at the bridge, the following modified procedure must be observed for any incident involving this Underbridge :-

The Zone Structures Engineer must be directly informed.

The designated **Infrastructure Maintenance Contractor's representative must attend**. The structure must **not** be cleared for traffic, even to 5 mph by a competent person, until further notice.

The Rule Book, Module TW1, Section 16.6 is modified accordingly.

**Dated: 02/12/06**

## SC089 - ANNBANK TO KILLOCH COLLIERY (GOODS LINE)

### Killoch Colliery

Arriving trains must stop at the ground frame controlled catch points. Before operating the ground frame for the passage of the train to the sidings, the person in charge of the movement must telephone the security office for permission to enter the sidings. If there is no reply from the security office, the person in charge of the movement must endeavour to contact British Coal staff on any of the other numbers listed at the telephone.

**Trains must not enter Killoch without permission from Killoch staff.**

Rail lines within the Colliery are numbered 1 to 6 reading from right to left from the weighbridge.

When the last vehicle has passed clear of the ground frame the person in charge of the movement must normalise the ground frame and remove the train staff before returning to the train.

A British Coal representative will be in attendance at the weighbridge and will advise the driver which points have been set for the passage of the train.

Whenever possible, loaded trains arriving from Chalmerston will be stabled in No.1 or No.2 road at Killoch. The person in charge of the movement must leave his copy of the train list under the clip on the side of the leading wagon.

The person in charge of the movement must apply, **as a minimum, the handbrakes on the last 6 wagons** at the lower end of the gradient on all trains stabled at Killoch.

The weighbridge at the entrance to Killoch operates automatically and drivers must ensure that the speed of their train does not exceed **4 mph** when travelling over the weighbridge in either direction.

Flashing yellow lights, normally unlit, are provided within the yard (3) beyond the weighbridge for arriving trains and in the vicinity of the ground frame (1) for departing trains. Should a train exceed the weighing speed, or if the weighbridge has failed to operate, the light(s) will commence to flash ahead of the train. In this event, the train must be reweighed. Should this occur while a train is entering Killoch, the person in charge of the movement must operate the ground frame controlled points before authorising the train to set back. The British Coal representative in attendance at the weighbridge will assist with this movement. The light(s) should extinguish when the train has set back. If the light(s) continue to flash, the person in charge of the movement must contact British Coal staff, via the telephone at the ground frame where appropriate, for further instructions.

The loading of slurry trains will take place at the loading bank at the east end of the sidings. A British Coal representative will issue a radio to the driver so that the British Coal shovel operator can control the movements of the train while it is being loaded. The driver must make an initial test transmission with the British Coal shovel operator at the loading pad which must be preceded by the words "EW&S driver to British Coal shovel operator" and which will be acknowledged.

**STRICT RADIO DISCIPLINE MUST BE MAINTAINED.** The British Coal shovel operator will instruct the driver to STOP, START or REVERSE as required and this will not require to be acknowledged by the driver. This instruction allows for British Coal shovel operators to instruct the driver to STOP, START or REVERSE as required. **The provisions of the Rule Book, Module SS2, must still be observed before any movement is made over points in the facing direction.**

All rail staff must wear personal protective clothing (hard hats, safety footwear and high visibility clothing) when working on the ground within the Colliery in compliance with British Coal requirements.

Departing trains must stop at the ground frame controlled points at the exit from the Colliery and the person in charge of the movement must operate the ground frame to permit access onto the single line to Annbank.

The person in charge of the movement must telephone the security office from the ground frame telephone to advise when the train is departing from Killoch.

**Dated: 02/12/06**

## **SC091 - DALRYMPLE JN TO CHALMERSTON (GOODS LINE)**

### **Chalmerston**

The loading of trains at Chalmerston is undertaken from a concrete LOADING PAD by mechanical shovel and up to seven wagons at a time can be accommodated during loading. Wagons must only be loaded when they are at a stand.

Radio equipment supplied by British Coal is used to control movements of trains during loading and drivers of trains arriving at Chalmerston must stop before the weighbridge and obtain a radio handset from the Weighbridge Operator.

The Weighbridge Operator and the Loading Pad Operator will be responsible for all aspects of train loading and movements on behalf of British Coal.

The driver must make TWO test transmissions. One with the Weighbridge Operator and one with the Loading Plant Operator which must be preceded by the words "EW&S DRIVER TO WEIGHBRIDGE OPERATOR" and "EW&S DRIVER TO LOADING PAD OPERATOR" and which must be acknowledged by both parties. STRICT RADIO DISCIPLINE MUST BE MAINTAINED.

On arrival at the weighbridge, the Weighbridge Operator will advise the person in charge of the movement whether he wishes the train to be loaded on the way into or out of the loading area.

The person in charge of the movement must observe the requirements of the Rule Book, Module SS2, Section 3.2.

The instructions for loading the train are as follows :-

Loading on the way into the loading pad

The Loading Pad Operator will advise the driver when the movement may commence from the weighbridge and the driver must not pass over the Depot Access level crossing until he has received a verbal assurance from the Loading Pad Operator that the gates are closed to road traffic.

Movement of the train over the loading pad will require the Loading Pad Operator to instruct the driver to STOP or START as required and will not require to be acknowledged by the driver. However, the Loading Pad Operator, after he has advised the driver to start, must remain in constant communication with the driver by radio until he instructs the driver to stop. Should the transmission cease for any reason the driver must stop the train immediately.

When loading has been completed, the person in charge of the movement must operate the derailer at the rear of the train and apply half of the wagon handbrakes to secure the train prior to uncoupling the locomotive/s for rounding. When the locomotive/s has/have run round via the rounding loop and prior to being recoupled to the train, the person in charge of the movement must remove the derailer and thereafter, after the locomotive/s has/have been recoupled, release the wagon handbrakes and carry out a brake test. He must then advise the Weighbridge Operator that this operation has been completed prior to rejoining the locomotive.

The Weighbridge Operator will then advise the driver to draw forward over the weighbridge for gross weighing and when this has been satisfactorily completed, the person in charge of the movement must return the radio to the Weighbridge Operator.

Loading on the way out of the loading pad

The Loading Pad Operator will advise the driver when the movement may commence from the weighbridge and at the time must give the driver an assurance that the Depot Access level crossing gates have been closed to road traffic. He will then inform the driver when to stop.

After the weighing has been completed, the person in charge of the movement must operate the derailer at the rear of the train and apply half of the wagon handbrakes to secure the train at the trailing end of the train, prior to uncoupling the locomotive/s for rounding.

The person in charge of the movement must advise the Weighbridge Operator when he has applied the handbrakes on the first seven wagons adjacent to the loading pad. (The Weighbridge Operator will accompany the person in charge of the movement while he applies the first seven handbrakes).

When the locomotive/s is/are running round the train via the rounding loop, the driver must stop short of the loading pad and request the permission of the Loading Pad Operator to travel beyond the loading pad.

The Loading Pad Operator will stop loading before giving the driver permission to proceed beyond the loading pad.

Prior to recoupling the locomotive/s to the train, the person in charge of the movement must remove the Derailer and after the locomotive/s has/have been recoupled, remove the wagon handbrakes and carry out a brake test. During this operation NO LOADING MUST TAKE PLACE. The person in charge of the movement must then advise the Loading Plant Operator that this operation has been completed prior to rejoining the locomotive.

In order to complete the loading of the remaining wagons and the gross weighing of the train, the Loading Plant Operator will instruct the driver to STOP or START as required and this will not require to be acknowledged by the driver. However, the Loading Pad Operator, after instructing the driver to start, must remain in constant communication with the driver by radio until he instructs the driver to stop. Should the transmission cease for any reason, the driver must stop the train immediately.

When the loading and gross weighing has been completed satisfactorily, the person in charge of the movement must return the radio handset to the Weighbridge Operator.

**Chalmerston Coal Terminal is a designated hard hat area.**

**Dated: 02/12/06**