

Module SC5

Scotland Route Sectional Appendix Module 5

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LIST OF MODULE PAGES AND DATES

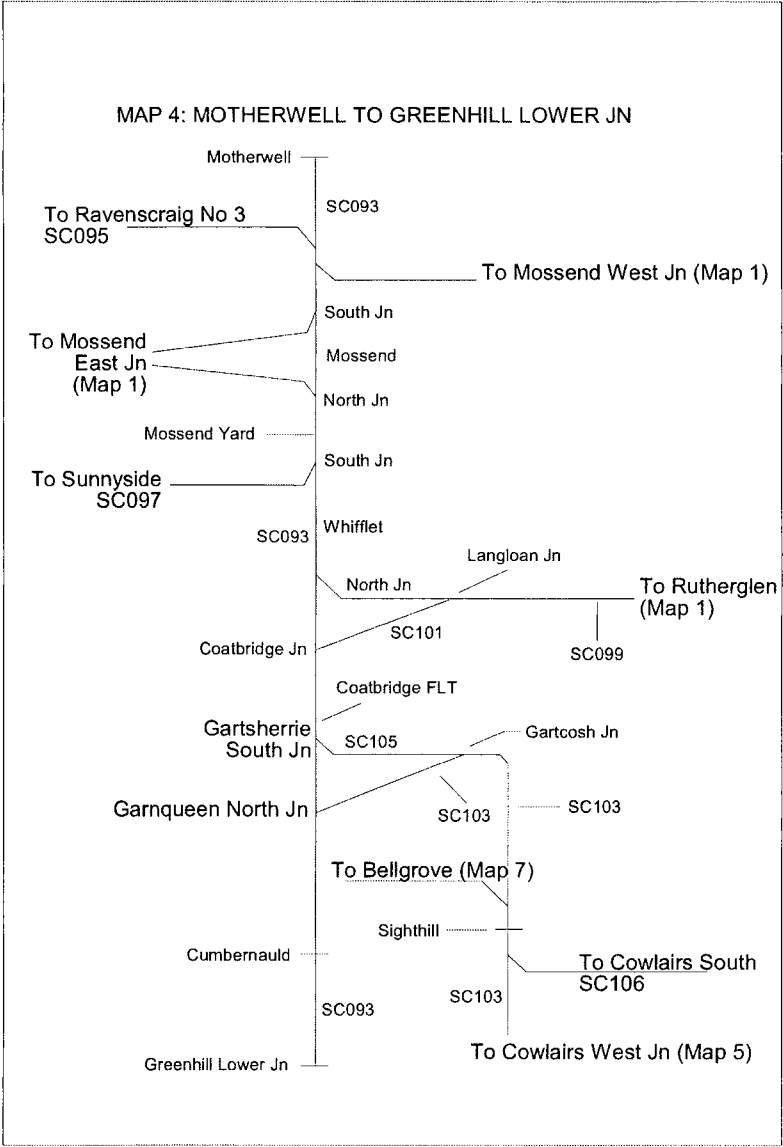
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2	02 December 2006
3	02 December 2006
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5	02 December 2006
6	02 December 2006
7	02 December 2006
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9	02 December 2006
10	02 December 2006
11	02 December 2006
12	02 December 2006
13	02 December 2006
14	02 December 2006
15	02 December 2006
16	02 December 2006

Page	Date Last Changed
17	02 December 2006
18	02 December 2006
19	02 December 2006
20	02 December 2006
21	02 December 2006
22	02 December 2006
23	02 December 2006
24	02 December 2006
25	02 December 2006
26	02 December 2006
27	02 December 2006
28	02 December 2006
29	02 December 2006
30	02 December 2006
31	02 December 2006
32	02 December 2006

TABLE OF CONTENTS

	<u>Page</u>
Maps	3
Table A Diagrams	5
Route Clearance	25
Local Instructions	29

MAPS



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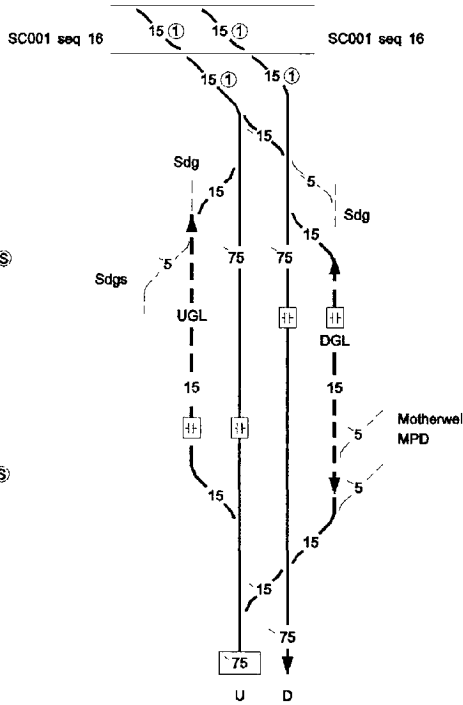
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TABLE A DIAGRAM
Table of Contents

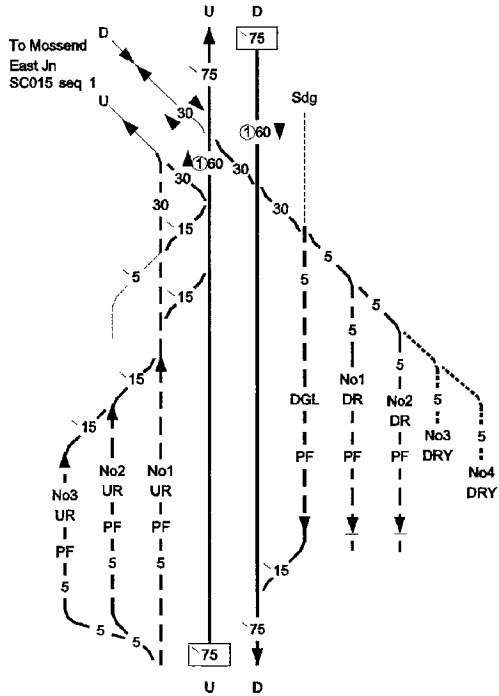
	<u>Page</u>
SC093- MOTHERWELL TO GREENHILL LOWER JUNCTION	6
SC097- WHIFFLET SOUTH JUNCTION TO SUNNYSIDE JUNCTION (GOODS LINE)	14
SC099- WHIFFLET NORTH JUNCTION TO RUTHERGLEN EAST JUNCTION	15
SC101- COATBRIDGE JN TO LANGLOAN JN	18
SC103- GARNQUEEN NORTH JN TO COWLAIRS WEST JN	19
SC105- GARTSHERRIE SOUTH JN TO GARTCOSH JN	22
SC106- SIGHTHILL WEST JN TO COWLAIRS SOUTH JN (CHORD LINE)	23

Scotland Route Sectional Appendix Module SC5

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC093	001	Motherwell to Greenhill Lower Junction	SCM1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Motherwell	89 51			<div>TCB</div> <div>Motherwell SC (M) AC: Cathcart ECR</div> <div>NRN 092</div> <div>CSR 24</div>	
DGL entry points	89 63			<p>① Through all connections between main lines and Coatbridge lines</p> <p>UGL (PF) 1810f (550m) (86 SLU's)</p> <p>DGL (PF) 1410f (430m) (67 SLU's)</p>	
Findlay's GF (Up side)					
OHNS	89 77				
Braidhurst Loops					
OHNS	90 06				
Braidhurst No.1 GF (Down side)					
UGL entry points	90 17				

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
SC093	002	Motherwell to Greenhill Lower Junction	SCM1	SCM2	Scotland	02/12/08
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
(Change of ELR SCM1 to SCM2)					<div>TCB</div> <div>Motherwell SC (M,MS)</div> <div>AC: Cathcart ECR</div> <div> <div>NRN</div> <div>092</div> <div>CSR</div> <div>23</div> </div> <div>RS=Ravenscraig siding</div>	
		91 08				
Mossend South Jn		91 12				

Scotland Route Sectional Appendix Module SC5

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
SC093	003	Motherwell to Greenhill Lower Junction	SCM2	Scotland	02/12/06				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
Mossend North Jn		91 42			<table><tr><td>TCB</td><td>Motherwell SC (MS,MY) AC:Cathcart ECR</td><td>NRN 092</td><td>CSR 23</td></tr></table> <p>① = Through Jn UR = Up Reception DR = Down Reception DRY = Down Reception Yard</p> <p>DGL 1900f (576m) (90 SLU's)</p> <p>No 1 DR 1815f (550m) (86 SLU's)</p> <p>No 2 DR 1815f (550m) (86 SLU's)</p> <p>No 1 UR 1791f (543m) (85 SLU's)</p> <p>No 2 UR 1692f (513m) (80 SLU's)</p> <p>No 3 UR 1692f (513m) (80 SLU's)</p>	TCB	Motherwell SC (MS,MY) AC:Cathcart ECR	NRN 092	CSR 23
TCB	Motherwell SC (MS,MY) AC:Cathcart ECR	NRN 092	CSR 23						
Mossend Yard									

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC093	004	Motherwell to Greenhill Lower Junction	SCM2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Burnhouse		92 12			<div>TCB</div> <div>Motherwell SC (M,MB) AC: Cathcart ECR</div> <div>NRN 092</div> <div>CSR 23</div>
		93 20 *			
		93 40 *			
		93 48 *			
Whifflet South Jn		93 65			<div>DD = Down Departure</div> <div>DA=Down Arrival</div> <div>CSR 22</div>

Scotland Route Sectional Appendix Module SC5

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
SC093	005	Motherwell to Greenhill Lower Junction	SCM2 SCM3	Scotland	02/12/06	
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks			
WHIFFLET	94 02	<p>U D</p> <p>75 75</p> <p>15 15</p> <p>To Rutherglen East Jn SC098 seq 1</p> <p>To Langloan Jn SC101 seq 1</p> <p>30 30</p> <p>30 40 40</p> <p>30 75</p> <p>US UF DM</p>	TCB Motherwell SC (M) AC: Cathcart ECR			
	Whifflet North Jn (Change of ELR SCM2 to SCM3)		94 05 94 05	NRN 092 CSR 22		
	Coatbridge Jn		94 49 *			
COATBRIDGE CENTRAL	94 63					
	94 70 *					
		UF = Up Fast DM = Down Main US = Up Slow				

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
SC093	006	Motherwell to Greenhill Lower Junction	SCM3	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div>TCB</div> <div>Motherwell SC (M) (MG)</div> <div>AC: Cathcart ECR</div> <div> <div>NRN</div> <div>092</div> </div> <div> <div>CSR</div> <div>22</div> </div>		
Gartsherrie South Jn	95 64 *				
Heatherbell LC (CCTV)	96 17				

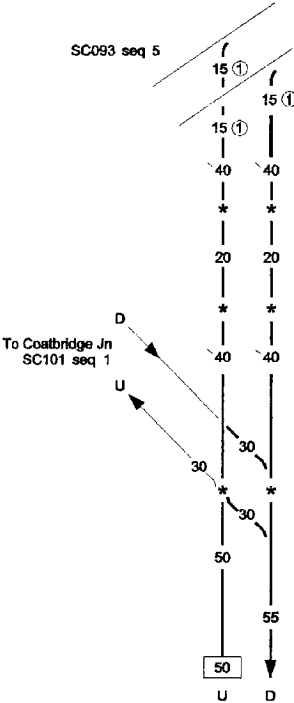

Scotland Route Sectional Appendix Module SC5

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC093	007	Motherwell to Greenhill Lower Junction	SCM3	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Garnqueen North Jn	97 05		<div>TCB</div> <div>Cowlares SC (CN)</div> <div> </div>		
Greenfoot LC (CCTV)	97 60		<div>(1)= Through Jn to/from Cowlares West Jn</div> <div>DGL 2130f (650m) (101 SLU's)</div>		







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SC093	008	Motherwell to Greenhill Lower Junction		SCM3	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
GREENFAULDS		100 43	<p>To Greenhill Upper Jn SC107 seq 13</p>		TCB Cowlairs SC (CN)	
CUMBERNAULD		101 18			DRS 800f (240m) (38 SLU's)	
	102 34 *					
	103 00 *					
	106 20 *					
	106 47 *					
Greenhill Lower Jn	106 63	SC119 seq 1			Greenhill Jn (GJ)	

Scotland Route Sectional Appendix Module SC5

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
SC097	001	Whifflet South Junction to Sunnyside Junction (Goods line)	SYE	Scotland	02/12/06	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Whifflet South Jn	9 63			TCB Motherwell SC (M) AC: Cathcart	NRN 092	CSR 22
Whifflet GF	9 45					
Signals M243/M245	9 14					
OHNS	8 78					
	8 77 *					
Sunnyside Jn	8 43	SC123 seq 2		Yoker SC (YS)	CSR 72	

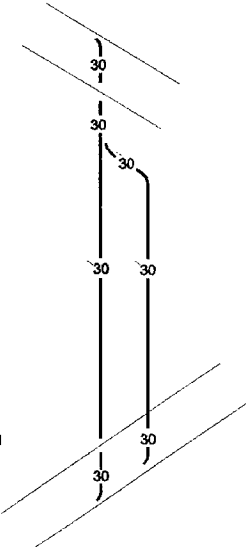
LOR	Seq.	Line of Route Description	ELR			Route	Last Updated
SC099	001	Whifflet North Junction to Rutherglen East Junction	RSL2	RSL1	RCB	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Whifflet North Jn		0 00				TCB Motherwell SC (M) 	
		0 25 *				① = Through Jn S Down 0m 3ch	
(Change of ELR RSL2 to RSL1)		0 34 * 6 59					
Langloan Jn (Change of ELR RSL1 to RCB)		6 34 * 6 34				CW Up 6m 38ch	

Scotland Route Sectional Appendix Module SC5

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC099	002	Whifflet North Junction to Rutherglen East Junction	RCB	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
KIRKWOOD	6 04	<div> <div>U</div> <div>50</div> <div></div> </div>	<div> <div> <div>D</div> <div>55</div> <div></div> </div> </div>		
	6 00 *	<div> <div>*</div> <div>20</div> </div>			
	5 40 *	<div> <div>*</div> <div>30</div> </div>			
	5 20 *	<div> <div>*</div> <div>55</div> </div>			
BARGEDDIE	5 02	<div> <div></div> </div>	<div> <div> <div>55</div> <div></div> </div> </div>		
	4 20 *	<div> <div>*</div> </div>			
BAILLIESTON	3 29	<div> <div></div> </div>	<div> <div> <div>35</div> <div>70</div> <div>U</div> </div> </div>		
		<div> <div></div> </div>			
		<div> <div>35</div> <div>70</div> <div>D</div> </div>	<div> <div>TCB</div> <div>Motherwell SC (M)</div> <div> <div>NRN</div> <div>092</div> </div> </div>		

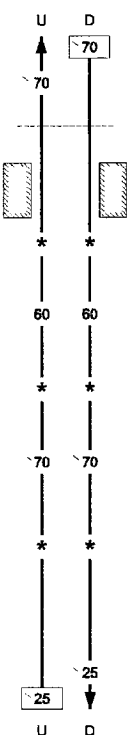
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SC099	003	Whifflet North Junction to Rutherglen East Junction	RCB	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
MOUNT VERNON	2 48	<p>U D</p> <p>35 70 35 70</p> <p>30 50 55</p> <p>SC001 seq 22</p> <p>75 15 75</p> <p>US DS</p>	TCB	Motherwell SC (M)	NRN 092
CARMYLE	1 42		Glasgow Central SC (G)		
Rutherglen East Jn	- 0 04		<p>US = Up Slow DS = Down Slow</p>		

Scotland Route Sectional Appendix Module SC5

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
SC101	001	Coatbridge Jn to Langloan Jn			RCB	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
Coatbridge Jn		7 03	SC093 seq 5		TCB		
Langloan Jn		6 34	SC099 seq 1		Motherwell SC (M)		
					NRN 092		

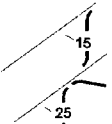

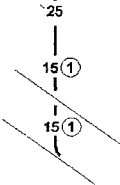
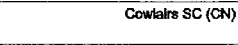
LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
SC103	001	Garnqueen North Jn to Cowlairs West Jn	CBD1	CBD2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Garnqueen North Jn		1 33	<p>SC093 seq 7</p> <p>To Gartsherrie South Jn SC105 seq 1</p>		<p>TCB Cowlairs SC (CN) </p> <p>① = Thro' jn at Garnqueen North</p> <p>② = Through junction from Garnqueen North Jn</p> <p>③ = Through junction to/from Gartsherrie South Jn</p>	
Gartcosh Jn (Change of ELR CBD1 to CBD2)		0 00 0 00 97 09 *				
Gartcosh GF			<p>⑤</p> <p>Sidings (OOU)</p>			
GARTCOSH		97 31				
		97 40 *				

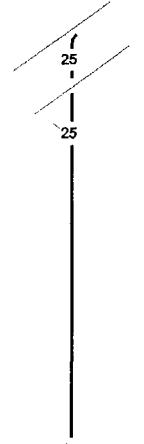
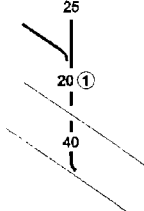
Scotland Route Sectional Appendix Module SC5

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC103	002	Garnqueen North Jn to Cowlairs West Jn		CBD2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Heathfield LC (UWC)		98 31			<div>TCB</div> <div>Cowlairs SC (CN&CC)</div> <div> <div>NRN</div> <div>092</div> </div>	
		99 64				
		101 74 *				
		102 14 *				
		103 00 *				
STEPPS						

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC103	003	Garnqueen North Jn to Cowlares West Jn	CBD2 SGN	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Change of ELR CBD2 to SGN)		103 41 0 61			<p>TCB Cowlares SC (CC) </p> <p>N - Notice board (780 yards from Sighthill East Jn)</p> <p>NOTE CHANGE OF DIRECTION at Sighthill East Jn</p> <p>Additional AWS equipment at SPRINGBURN (Up and Down lines, Up Direction) See General Instructions headed 'Automatic Warning System'</p> <p>① = Through Jn</p>
Sighthill East Jn		0 56			
SPRINGBURN		0 42			
		0 40 *			
Sighthill West Jn		0 32			
Cowlares West Jn		-0 01 -0 20			

Scotland Route Sectional Appendix Module SC5

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC105	001	Gartsherrie South Jn to Gartcosh Jn		GHE	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Gartsherrie South Jn		95 64	SC083 seq 6 		TCB Motherwell SC (MG) 	
Gartcosh Jn		97 06	SC103 seq 1 		 ① = Through jn	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC106	001	Sighthill West Jn to Cowlairs South Jn (Chord line)	PNS	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Sighthill West Jn		0 30			<div>TCB Cowlairs SC (CC,CQ)</div> <div>NRN 092</div>
Cowlairs South Jn		0 00			(1) = Thro' connections to / from Chord line

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ROUTE CLEARANCE
Table of Contents

	<u>Page</u>
TABLE D1 - ROUTE CLEARANCE OF DIESEL MULTIPLE UNIT TRAINS	26
TABLE D2 - ROUTE CLEARANCE OF ELECTRIC MULTIPLE UNIT TRAINS	27

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
SC093	Motherwell to Greenhill Lower Jn.	Y	N	Y	Y	Y	Y	R1	Y	R1 PROHIBITED Motherwell to Coatbridge Jn. (excl) Doors must not be opened at Coatbridge Central stn. (Down platform)
SC097	Whifflet South Jn. to Sunnyside Jn. (Goods Line)	R1	N	R1	R1	R1	R1	N	N	R1 SPECIAL ARRANGEMENTS APPLY. SEE GENERAL INSTRUCTION HEADED "WORKING OF PASSENGER TRAINS OVER GOODS LINES OR GOODS LOOPS"
SC099	Whifflet North Jn. to Rutherglen East Jn.	Y	N	Y	Y	Y	Y	R1	Y	R1 PROHIBITED Whifflet N Jn. to Langloan Jn. (excl)
SC101	Coatbridge Jn. to Langloan Jn.	Y	N	Y	Y	Y	Y	Y	Y	
SC103	Garnqueen North Jn. to Cowlairst West Jn.	Y	N	Y	Y	Y	Y	Y	Y	
SC105	Gartsherrie South Jn. to Gartcosh Jn.	Y	N	Y	Y	Y	Y	Y	Y	
SC106	Sighthill West Jn. to Cowlairst South Jn. (Chord Line)	Y	N	Y	Y	Y	Y	Y	Y	

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
SC093	Motherwell to Greenhill Lower Jn.	R1	R1	R1	R1	R1	R1	R1	R2	R1	<p>R1 Between Motherwell & limit of electrification at Gartsherrie South</p> <p>R2 Between Motherwell and Mossend South Jn (incl). PROHIBITED between Mossend South Jn (excl). and limit of electrification at Gartsherrie South.</p>
SC097	Whifflet South Jn. to Sunnyside Jn. (Goods Line)	R1	R1	R1	R1	R1	R1	R1	N	R1	<p>R1 SPECIAL ARRANGEMENTS APPLY. SEE GENERAL INSTRUCTION HEADED "WORKING OF PASSENGER TRAINS OVER GOODS LINES OR GOODS LOOPS"</p>

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LOCAL INSTRUCTIONS

Table of Contents

	<u>Page</u>
SC093- MOTHERWELL TO GREENHILL LOWER JUNCTION	
MOTHERWELL TO MOSSEND SOUTH JN	30
MOTHERWELL	30
MOSSEND YARD	30
COATBRIDGE JN TO GARTSHERRIE SOUTH JN	31
CUMBERNAULD	31
SC103- GARNQUEEN NORTH JN TO COWLAIRS WEST JN	
STEPHS TO SIGHTHILL EAST JN	31
SIGHTHILL EAST JN TO RAILCARE (SPRINGBURN SIDINGS)	32

SC093 - MOTHERWELL TO GREENHILL LOWER JUNCTION

Motherwell To Mossend South Jn

Motherwell TMD

Traction Maintenance and Wagon Repair Depot - Movements to and from Shed siding - 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 No.1, 2, 4, 5, 6, 7 and 8 or Fitting Shop siding, the driver must stop at the Stop Board.
2. Movements past a Stop Board and movements out of the Shed on No.1, 2, 4, 5, 6, 7 and 8 or Fitting Shop siding must not be made until the designated person has personally given the shunter or driver an assurance that it is safe for the movement to commence.

Motherwell TMD Level Crossing - Drivers must not bring their locomotives to a stand on the level crossing.

When operating handpoints in the vicinity of the level crossing, drivers must bring their locomotives to a stand clear of the crossing in such a position that will enable them to observe that the crossing is clear before proceeding.

Fuel point - Locomotives arriving at the fuel point must stop at the stop board. Movements past the stop board and movements out of the fuelling building must not be made until a member of the maintenance staff located at the fuel point has personally given the driver an assurance that it is safe for the movement to commence.

Movements in the wrong direction towards the fuel point must not be made unless agreement has been reached between the traincrew supervisor (person in charge) and the maintenance shift manager. When agreement has been reached, the driver will then be instructed by the traincrew supervisor (person in charge) to proceed with the movement. In the event that the shift manager is not on duty, the traincrew supervisor (person in charge) will liaise directly with the fuel point staff before the movement is authorised.

Dated: 02/12/06

SC093 - MOTHERWELL TO GREENHILL LOWER JUNCTION

Motherwell

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

At or between	Lines	Remarks
Down Braidhurst loop/ sidings signal M361, M371, M373, M375, M377, M379 and Up Coatbridge Limit of shunt indicator including Down shunt spur.	Up Coatbridge	445f (135m), or 235f (70m) without brake van.

Up Braidhurst goods loop - Movements to Findlay's sidings must, where practicable, be made to No. 1 siding. All movements to the sidings must be positioned as near to the buffer stops as possible.

Down Braidhurst goods loop - Locomotives, and locomotives with brake vans, must not stop on the Down Braidhurst goods loop for traincrew relief purposes but must proceed to the loco depot.

Dated: 02/12/06

SC093 - MOTHERWELL TO GREENHILL LOWER JUNCTION

Mossend Yard

Blockage of lines to electric trains

Mossend Yard is specially nominated in accordance with the Rule Book Module AC2, Section 6.2(b).

Up Yard headshunt - The signaller will obtain the permission of the Euroterminal supervisor before a movement is made from the Reception lines to the headshunt.

Dated: 02/12/06

SC093 - MOTHERWELL TO GREENHILL LOWER JUNCTION

Coatbridge Jn To Gartsherrie South Jn

COATBRIDGE FREIGHTLINER TERMINAL

The clearing of the inlet signal for a train to proceed into the terminal will indicate to the person in charge of the movement that all crane working has ceased and the relative hand points are properly set. The Rule Book, Module SS2 is modified accordingly.

The speed of trains entering and leaving the terminal must not exceed 5 m.p.h., and great care must be exercised when passing under the crane structures.

After an incoming train has been brought to a stand in the respective siding, the person in charge of the movement must, before uncoupling the locomotive, apply one handbrake at the Northern most end of the terminal.

When a train arrives at the Gartsherrie end of the terminal, a member of the terminal staff will meet the train at the North Gate rail entrance, and issue the driver with a radio. The propelling movement of the train into the terminal will be controlled by radio in accordance with Module SS2 of the Rule Book.

The locomotive of a Down arriving freightliner train must be brought to a stand at a point opposite the North end entrance to the terminal in order that a radio can be issued to the driver by the shunter.

When an Up direction train requires to detach vehicles at the terminal, a member of the terminal staff will issue a radio to the driver at signal M238 (Up fast) and the propelling movement into the terminal will be controlled by Radio in accordance with Module SS2 of the Rule Book.

The person in charge of a movement requiring to enter these sidings must, before authorising the train to commence the movement from the main line to the sidings, obtain an assurance from the firm's representative that the sidings are clear of obstructions, shunting operations using the road vehicle have ceased and the road vehicle has been set aside clear of the sidings, and all hand points are correctly set. The firm's representative will take up a suitable position inside the terminal to assist in controlling the movement by handsignal. The Rule Book, Module SS2 is modified accordingly.

When a departing train has come to a stand on the Down line and the ground frame has been restored, the person in charge of the movement may, after observing the provisions of the Rule Book, Module SS2, handsignal the driver to commence a set back movement whilst remaining at the ground frame. The locomotive must be stopped at the ground frame to enable the person in charge of the movement to join the train. The Rule Book, Module SS2 is modified accordingly. Staff in the vicinity of Russell's sidings must exercise care and be aware that departing trains will set back on the Down line.

Dated: 02/12/06

SC093 - MOTHERWELL TO GREENHILL LOWER JUNCTION

CUMBERNAULD

Down siding - Trains proceeding to the siding must run to the buffer stop when the siding is clear throughout.

Drivers of trains within the siding must advise the signaller when the train is ready to depart from the siding. A train must not draw forward towards exit signal CN652 unless that signal is exhibiting a proceed aspect or permission has been obtained from the signaller for the movement to be made.

Dated: 02/12/06

SC103 - GARNQUEEN NORTH JN TO COWLAIRS WEST JN

STEPPS To Sighthill East Jn

Underbridge No. 70A - The provisions of the Rule Book, Module T3 must be observed before any use is made of the bridge maintenance cradles.

Dated: 02/12/06

SC103 - GARNQUEEN NORTH JN TO COWLAIRS WEST JN

Sighthill East Jn To Railcare (Springburn Sidings)

Movements between Sighthill East Jn. and the Arrival / Departure headshunt must be drawn in each direction.

If a track circuit fails on the Arrival / Departure line, the person in charge of each movement proceeding to the Works must advise the signaller at Cowlairs SC when the train has passed beyond the notice board on the single line, into the yard area, complete with tail lamp. The telephone at signal CC621 must be used for this purpose.

Dated: 02/12/06