

# **Module SC8**

## **Scotland Route**

### **Sectional Appendix Module 8**

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## LIST OF MODULE PAGES AND DATES

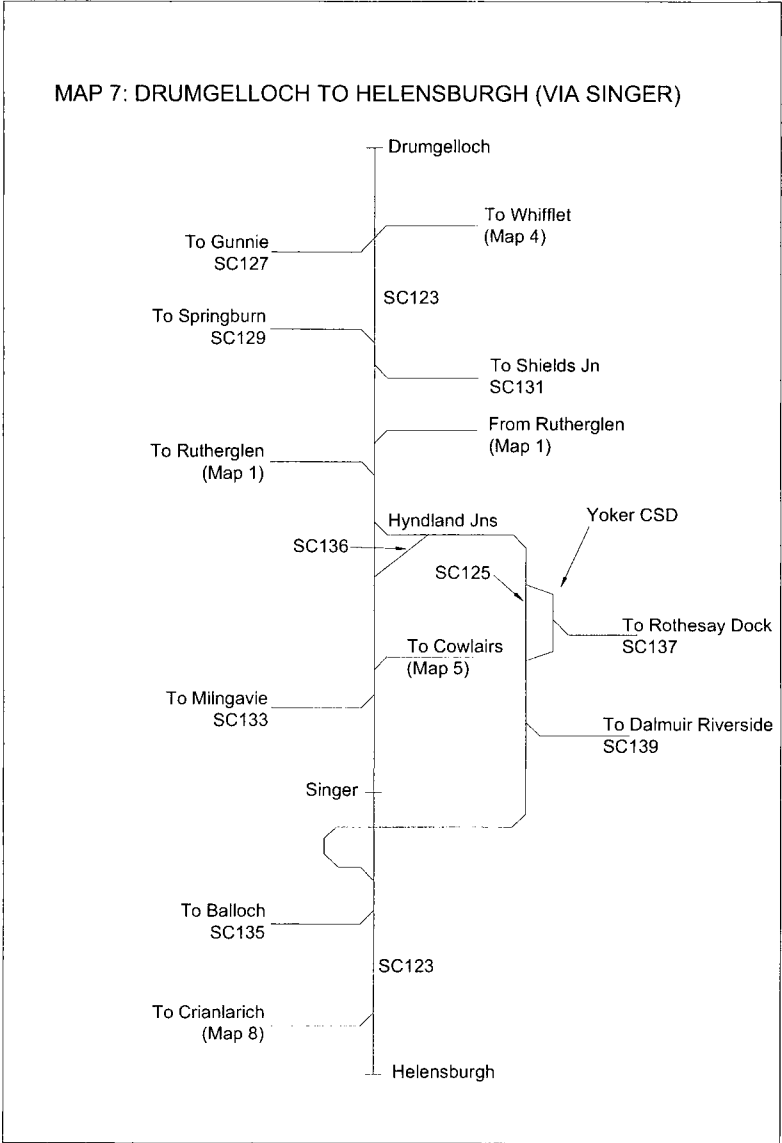
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MAPS

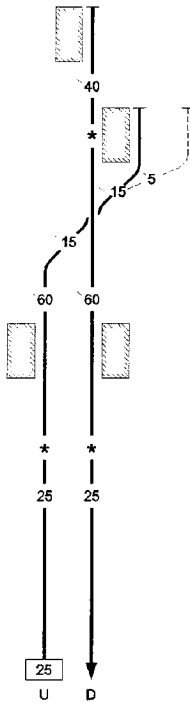


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**TABLE A DIAGRAM**  
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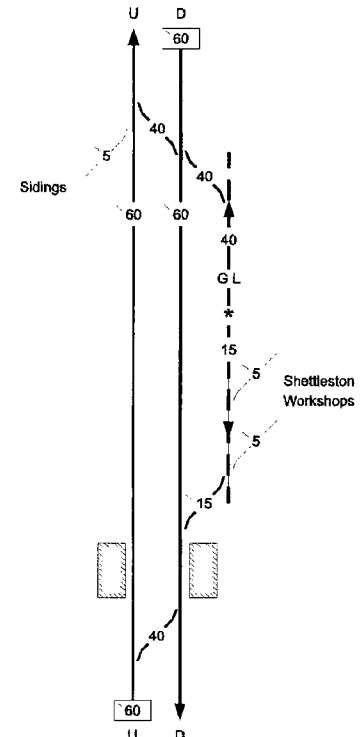
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Scotland Route Sectional Appendix Module SC8

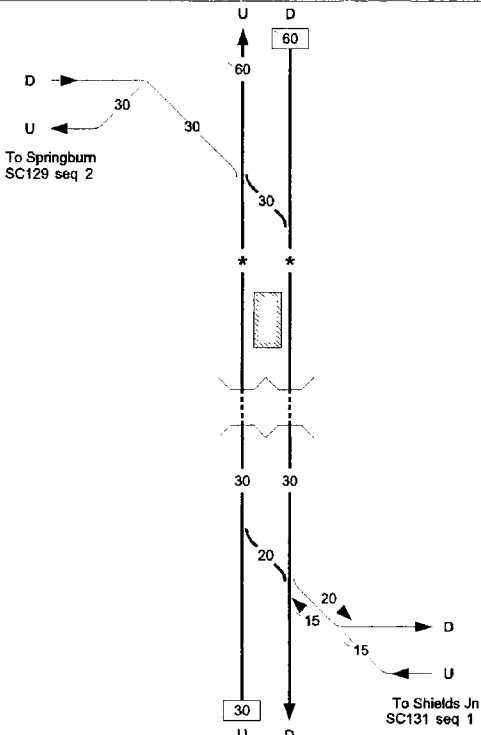
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated			
SC123	001	Drumgelloch to Helensburgh (Via Singer)	NEM2	Scotland	02/12/06			
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
DRUMGELLOCH	11	65			OT	Yoker SC (YS) AC: Cathcart ECR	NRN 092	CSR 72
	10	38 *			<div>TCB</div>  Additional AWS equipment at Airdrie (Down single line from Drumgelloch) See General Instructions headed "Automatic Warning System"			
	9	50						
	8	65 *						
AIRDRIE								
COATDYKE								

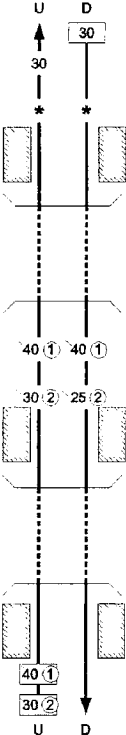


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC123	002	Drumgelloch to Helensburgh (Via Singer)	NEM2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<b>COATBRIDGE SUNNYSIDE</b>		8 51			<div>TCB</div> <div>Yoker SC (YS) AC: Cathcart ECR</div> <div> <div>NRN</div> <div>092</div> <div>CSR</div> <div>72</div> </div>
Sunnyside Jn		8 43			
<b>BLAIRHILL</b>		8 25 *			
<b>EASTERHOUSE</b>		7 75			
<b>GARROWHILL</b>		5 30			
		4 30			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
SC123	003	Drumgelloch to Helensburgh (Via Singer)	NEM2	Scotland	02/12/06		
Location		Mileage M    Ch	Running lines & speed restrictions		Signalling & Remarks		
SHETTLESTON		3   35   *			TCB Yoker SC (YS) AC: Cathcart ECR	NRN 092	CSR 72
		GL 2030f (620m) (96 SLU's)					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC123	004	Drumgelloch to Helensburgh (Via Singer)	NEM2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
CARNTYNE	2 36		<div>TCB</div> <div>Yoker SC (YS) AC: Cathcart ECR</div> <div> <div>NRN</div> <div>092</div> <div>CSR</div> <div>72</div> </div>		
OHNS	1 63				
	1 40 *				
	1 20 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
SC123	005	Drumgelloch to Helensburgh (Via Singer)	NEM2	Scotland	02/12/06				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
Bellgrove Jn		0 69			<table><tr><td>TCB</td><td>Yoker SC (YS &amp; YF) AC: Cathcart ECR</td><td>NRN 092</td><td>CSR 72</td></tr></table>	TCB	Yoker SC (YS & YF) AC: Cathcart ECR	NRN 092	CSR 72
TCB	Yoker SC (YS & YF) AC: Cathcart ECR	NRN 092	CSR 72						
<b>BELGROVE</b>		0 60 *			Additional AWS equipment at Bellgrove (Up). See General Instructions "Automatic Warning System"				
		0 55							
Bellgrove Tunnel 200 yards		0 49 to 0 40				SPAD indicator at Bellgrove (Up). See General Instructions "Rule Book Module S1, Section 4.5 - Spad Indicators"			
High St Jn		0 28							

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
SC123	006	Drumgelloch to Helensburgh (Via Singer)	NEM2 NEM3	Scotland	02/12/06	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
<b>HIGH ST</b> (Change of ELR NEM2 to NEM3) High St Tunnel 680 yards		0 19 *			TCB Yoker SC (YF) AC: Cathcart ECR	<div>NRN 092 CSR 72</div> <div>① = Applies to Class 1 to 6 trains</div> <div>② = Applies to Class 7 to 0 trains</div>
		0 05				
		0 00				
		0 00				
		0 00				
		to				
		0 31				
		0 40				
		0 47				
		to				
<b>QUEEN STREET (Low Level)</b>  Charing Cross Tunnel 1100 yards		1 17				
		1 20				
<b>CHARING CROSS</b>						

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
SC123	007	Drumgelloch to Helensburgh (Via Singer)	NEM3	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Finnieston Tunnel 750 yards	1 27		<div>TCB</div> <div>Yoker SC (YF) AC: Cathcart ECR</div> <div>NRN 092 CSR 72</div> <div>① = Applies to Class 1 to 6 trains</div> <div>② = Applies to Class 7 to 0 trains</div>		
	1 61				
OHNS	2 16		<div>TCB</div> <div>Yoker SC (YF) AC: Cathcart ECR</div> <div>NRN 092 CSR 72</div> <div>① = Applies to Class 1 to 6 trains</div> <div>② = Applies to Class 7 to 0 trains</div>		
Finnieston East Jn	2 19 2 32 *				
Finnieston West Jn	2 53		<div>TCB</div> <div>Yoker SC (YF) AC: Cathcart ECR</div> <div>NRN 092 CSR 72</div> <div>① = Applies to Class 1 to 6 trains</div> <div>② = Applies to Class 7 to 0 trains</div>		
	2 60 *				

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
SC123	008	Drumgelloch to Helensburgh (Via Singer)	NEM3	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>PARTICK</b>	2 79		<div>TCB</div> <div>Yoker SC (YF &amp; YH)</div> <div>AC: Cathcart ECR</div> <div> <div>NRN</div> <div>092</div> <div>CSR</div> <div>72</div> </div>		
<b>HYNDLAND</b>	3 55		<div>GL (PF) 1870f (570m)</div> <div>(89 SLU's)</div>		

① = Applies to Class 1 to 6 trains

② = Applies to Class 7 to 0 trains

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC123	009	Drumgelloch to Helensburgh (Via Singer)	NEM3	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Hyndland East Jn	4 02 *		<div>TCB</div> <div>Yoker SC (YH) AC: Cathcart ECR</div> <div>GL (PF) 1870f (570m) (89 SLU's)</div> <div>① = Applies to Class 1 to 6 trains</div> <div>② = Applies to Class 7 to 0 trains</div>		
Hyndland North Jn	4 26 *		<div>NRN</div> <div>CSR</div> <div>092</div> <div>72</div>		



LOR	Seq.	Line of Route Description	ELR			Route	Last Updated		
SC123	010	Drumgelloch to Helensburgh (Via Singer)	NEM3 NEM4 NEM5			Scotland	02/12/06		
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks			
<b>ANNIESLAND</b>		4 50				TCB Yoker SC (YH) AC: Cathcart ECR		NRN 092	CSR 72
(Change of ELR NEM3 to NEM4)		4 63							
Knightswood Tunnel 270 yards		0 00							
		0 22							
		0 34							
(Change of ELR NEM4 to NEM5)		0 74							
Knightswood North Jn		0 74							
		5 67							
		5 68 *							
<b>WESTERTON</b>		6 10							
Westerton Jn		6 19							
		6 23 *	To Milngavie SC133 seq 1						

① = Applies to Class 1 to 6 trains

② = Applies to Class 7 to 0 trains

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated				
SC123	011	Drumgelloch to Helensburgh (Via Singer)		NEM5	Scotland	02/12/06				
Location		Mileage M Ch		Running lines & speed restrictions		Signalling & Remarks				
DRUMCHAPEL		7 20				<table><tr><td>TCB</td><td>Yoker SC (YH &amp; YY) AC: Cathcart ECR</td><td>NRN 092</td><td>CSR 72</td></tr></table>	TCB	Yoker SC (YH & YY) AC: Cathcart ECR	NRN 092	CSR 72
		TCB	Yoker SC (YH & YY) AC: Cathcart ECR				NRN 092	CSR 72		
		8 02					T			
8 10										
DRUMRY		8 10								
SINGER		8 75				<table><tr><td>CSR 71</td></tr></table>	CSR 71			
		CSR 71								
		9 05					T			

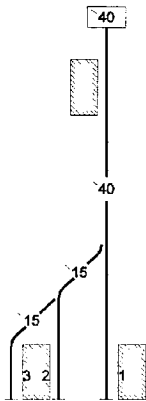
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC123	012	Drumgelloch to Helensburgh (Via Singer)	NEM5	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<b>DALMUIR</b>		9 24 *			<div>TCB</div> <div>Yoker SC (YY) AC: Cathcart ECR</div> <div>NRN 092 CSR 71</div>
		9 71			
		9 76 *			
Dalmuir Park Jn		10 01			
OHNS		10 13			DRS 430f (130m) (20 SLU's)

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
SC123	013	Drumgelloch to Helensburgh (Via Singer)	NEM5 NEM6		Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks
<b>KILPATRICK</b>		11 17				TCB Yoker SC (YY & YD) AC: Cathcart ECR
<b>BOWLING</b>		12 70				NRN 082 CSR 71
Bowling LC (CCTV)		12 78				
(Change of ELR NEM5 to NEM6)		13 30 *				
		13 40				
		113 46				
		114 16 *				
		115 32 *				
		115 48 *				
<b>DUMBARTON EAST</b>		115 59				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated							
SC123	014	Drumgelloch to Helensburgh (Via Singer)	NEM6 NEM7	Scotland	02/12/06							
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks							
(Change of ELR NEM6 to NEM7)					<table><tr><td>TCB</td><td>Yorker SC (YD) AC: Cathcart ECR</td><td><table><tr><td>NRN</td><td>CSR</td></tr><tr><td>092</td><td>71</td></tr></table></td></tr></table>	TCB	Yorker SC (YD) AC: Cathcart ECR	<table><tr><td>NRN</td><td>CSR</td></tr><tr><td>092</td><td>71</td></tr></table>	NRN	CSR	092	71
	TCB	Yorker SC (YD) AC: Cathcart ECR				<table><tr><td>NRN</td><td>CSR</td></tr><tr><td>092</td><td>71</td></tr></table>	NRN	CSR	092	71		
	NRN	CSR										
	092	71										
	116 00											
	15 51											
15 65 *												
16 08												
16 10 *												
16 20 *												
<b>DUMBARTON CENTRAL</b>			<p>CE line 340f (103m) (16 SLU's)</p> <p>DPL 420f (128m) (20 SLU's)</p>									

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
SC123	015	Drumgelloch to Helensburgh (Via Singer)	NEM7	Scotland	02/12/06				
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks				
<b>DALREOCH</b>		16 36			<table><tr><td>TCB</td><td>Yoker SC (YD &amp; YC) AC: Cathcart ECR</td><td>NRN 082</td><td>CSR 71</td></tr></table>	TCB	Yoker SC (YD & YC) AC: Cathcart ECR	NRN 082	CSR 71
TCB	Yoker SC (YD & YC) AC: Cathcart ECR	NRN 082				CSR 71			
Dalreoch Jn		16 39							
		16 55 *							
Dalreoch Tunnels 550 yards		16 59							
		to							
		17 04							
<b>CARDROSS</b>		19 50							
Cardross LC (CCTV)		19 57							

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated				
SC123	016	Drumgelloch to Helensburgh (Via Singer)	NEM7	Scotland	02/12/06				
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks					
				<table><tr><td>TCB</td><td>Yoker SC (YC) AC: Cathcart ECR</td><td>NRN 092</td><td>CSR 71</td></tr></table> <p>Additional AWS equipment at Craigendoran Jn (Down line) See General Instructions headed "Automatic Warning System"</p> <p>DRS 735f (225m) (35 SLU's)</p> <p>CL 905f (275m) (43 SLU's)</p> <p>① Speed from Craigendoran Jn on single line = 40mph for Class 1 to 6 trains 30mph for Class 7 to 0 trains</p>		TCB	Yoker SC (YC) AC: Cathcart ECR	NRN 092	CSR 71
TCB	Yoker SC (YC) AC: Cathcart ECR	NRN 092	CSR 71						
Geilston LC (UWC)	20 07	T							
Geilston Farm LC (UWC)	20 29	T							
Brookes Farm LC (UWC)	20 49	T							
Ardmore East LC (AHBC-X)	21 19								
Moss Road LC (UWC)	21 75	T							
	22 52 *								
Craigendoran Jn	22 76								

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC123	017	Drumgelloch to Helensburgh (Via Singer)	NEM7	Scotland	02/12/06
Location		Mileage M    Ch	Running lines & speed restrictions	Signalling & Remarks	
CRAIGENDORAN		23   18		<div>TCB</div> <div>Yoker SC (YC) AC: Cathcart ECR</div> <div>NRN 082 CSR 71</div>	
HELENSBURGH CENTRAL		24   31			

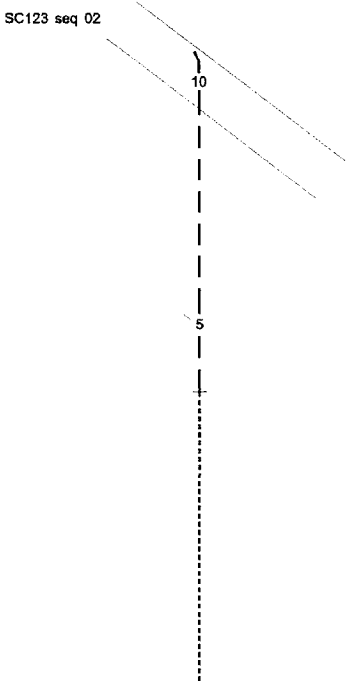


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC125	001	Hyndland East Jn to Dalmuir (Via Yoker)	YKR	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Hyndland East Jn		0 00			<div>TCB</div> <div>Yoker SC (YH and YY) AC: Cathcart ECR</div> <div>NRN</div> <div>092</div> <div>CSR</div> <div>72</div>
JORDANHILL		0 05 * 0 12			
Hyndland West Jn		0 22			
		0 67 *			
SCOTSTOUNHILL		1 20			
GARGADDEN		1 58			

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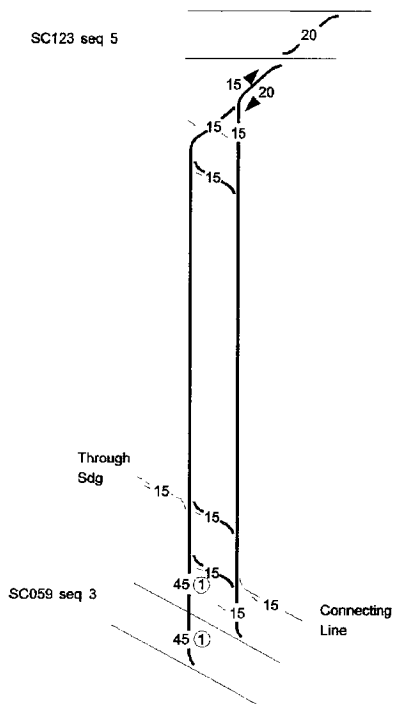
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC125	003	Hyndland East Jn to Dalmuir (Via Yoker)	YKR	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>YOKER</b>	2 56		<div>TCB</div> <div>Yoker SC (YY) AC: Cathcart ECR</div> <div>NRN 092 CSR 71</div>		
<b>CLYDEBANK</b>	3 43				
Clydebank Jn	3 60				
Tunnel 23 110 yards	4 20 to 4 25				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC125	004	Hyndland East Jn to Dalmuir (Via Yoker)	YKR	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Tunnel 25 90 yards		4 36 to 4 40 4 49 *			<div>TCB</div> <div>Yoker SC (YY) AC: Cathcart ECR</div> <div>NRN 092 CSR 71</div>
DALMUIR		4 62			
Dalmuir Park Jn		4 73			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC127	001	Sunnyside Jn to Gunnie (Goods Line) (OOU)	GNE	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Sunnyside Jn		8 43		<div>OT</div> <div>Yoker SC (YS)</div>	
Gunnie Yard Notice Board		7 75		YARD WORKING between Gunnie Yard notice board and Gunnie Yard	

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
SC129	001	Springburn to Bellgrove Jn	SGN		Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks
<b>SPRINGBURN</b>			<p>To Cowlairs SC103 seq 3</p> <p>U D</p> <p>40 40</p> <p>25 25</p> <p>15 15</p> <p>15 15</p> <p>15 15</p> <p>40 40</p> <p>To Glasgow Works (Springburn) (Railcare Ltd)</p> <p>To Gartcosh SC103 seq 3</p> <p>40 40</p> <p>U D</p>			<p>TCB</p> <p>Cowlairs SC (CC) AC: Cathcart ECR</p> <p>NRN CSR</p> <p>092 70</p>
						<p>① = 35 mph through BARNHILL Applies to Freight trains only</p> <p>Yoker SC (YS)</p>
<b>BARNHILL</b>						

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC129	002	Springburn to Bellgrove Jn	SGN	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
				<div>TCB</div> <div>Yoker SC (YS) AC: Cathcart ECR</div> <div> <div>NRN</div> <div>092</div> <div>CSR</div> <div>70</div> </div>	
Barnhill Tunnel 130 yards		1 11 to 1 17			
Blochairn Tunnel 110 yards		1 53 to 1 58			
<b>ALEXANDRA PARADE</b>		2 06		<div> <div>CSR</div> <div>73</div> <div>DOWN</div> </div>	
<b>DUKE STREET</b>		2 33		<div> <div>SPAD indicator at Duke Street (Down). See General Instructions "Automatic Warning System"</div> <div> <div>CSR</div> <div>70</div> <div>UP</div> </div> <div> <div>CSR</div> <div>72</div> <div>DOWN</div> </div> </div>	
Duke Street Tunnel 220 yards		2 40 to 2 50			
Bellgrove Jn		2 58	<div>SC123 seq 5</div>	<div> <div>① = Through in to / from Springburn lines</div> <div> <div>CSR</div> <div>73</div> <div>UP</div> </div> </div>	

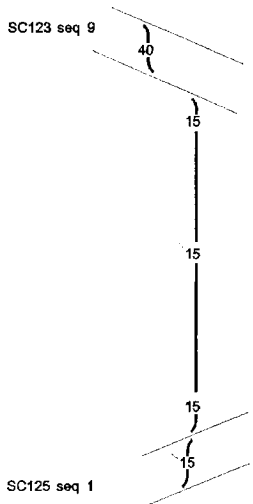
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC131	001	High Street Jn to Shields Jn	HST	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
High Street Jn		0 04	<div>SC123 seq 5</div>  <div>Through Sdg</div> <div>SC059 seq 3</div> <div>Connecting Line</div>		<div>TCB</div> <div>Yoker SC (YF)</div> <div>NRN 092</div>
Shields Jn		2 35			<div>① = Through Jn to Up City Union</div> <div>Glasgow Central SC (G)</div>



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC133	001	Westerton Jn to Milngavie	MGE	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Westerton Jn		6 19			<div>TCB</div> <div>Yoker SC (YH) AC: Cathcart ECR</div> <div>NRN 092</div> <div>CSR 72</div> <p>① = Through jn</p> <p>Additional AWS equipment at Westerton Jn (Up Line) and BEARSDEN (Up line) See General Instructions headed "Automatic Warning System"</p> <p>② = Only applicable to Up direction trains composed of other than multiple unit stock between Bearsden and Westerton Jn</p>
BEARSDEN		7 21			
HILLFOOT		7 66			
MILNGAVIE		9 35			

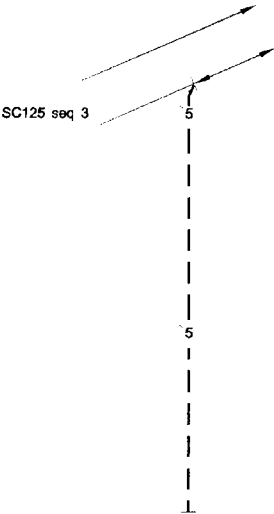
Scotland Route Sectional Appendix Module SC8

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC135	001	Dalreoch Jn to Balloch	BCH	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Dalreoch Jn		16 39		TCB Yoker SC (YD) AC: Cathcart ECR	
		16 50 *		NRN 092 CSR 71	
		16 69 *		OT	
RENTON		18 11			
		19 15 *			
ALEXANDRIA		19 20			
		19 35 *			
BALLOCH		20 38			

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC136	001	Hyndland North Jn to Hyndland West Jn		HYD	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Hyndland North Jn		0 00			<div>TCB</div> <div>Yoker SC (YH) AC: Cathcart ECR</div> <div> <div>NRN</div> <div>092</div> <div>CSR</div> <div>72</div> </div>	
Hyndland West Jn		0 16				

Scotland Route Sectional Appendix Module SC8

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
SC137	001	Yoker CSD to Rothesay Dock (Goods Line) (OOU)	ZZE7	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Yoker CSD		0 27	<p>SC125 seq 2</p>	<p>OT(S)</p> <p>Train staff custodian is Movements Supervisor at Yoker CSD.</p>	
Green Road LC (Network Rail Boundary)		0 51		<p>Keys for perimeter fence gates at Yoker CSD and gates at Rothesay Dock are attached to the Train Staff</p>	
To Rothesay Dock					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC139	001	Clydebank Jn to Dalmuir Riverside (Goods Line) (OOU)	RVS1 RVS2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Clydebank Jn		0 00			<div>Yoker SC (YY)</div> <div>NRN 092</div> <p>YARD WORKING only one train must be allowed on the line at a time.</p>
(Change of ELR RVS1 to RVS2)		0 04 109 05			
Dalmuir Riverside		109 49			

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## **ROUTE CLEARANCE**

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**Table D1 - Route clearance of diesel multiple unit trains**

To be read in conjunction with General Notes.

Line of route	Line of Route / Sector Description	Her	14X	150	153	155	156	158	170	Notes
SC123	DRUMGELLOCH TO HELENSBURGH (VIA SINGER)	R1	R2	Y	Y	Y	Y	R3	R4	<p>R1 Restriction on use of slam door stock - see Local Instructions (Bellgrove)</p> <p>R2 Only between Bellgrove Jn and High Street Jn. PROHIBITED ALL OTHER PORTIONS OF THIS ROUTE. ECS only.</p> <p>R3 ECS only between Bellgrove Jn and Knightswood North Jn (excl). Unrestricted between Knightswood North Jn (Maryhill lines) and Westerton Jn (incl). PROHIBITED Drumgelloch to Bellgrove Jn (excl) : Westerton Jn (excl) to Helensburgh</p> <p>R4 Only between Bellgrove Jn and High St Jn and Knightswood North Jn (Maryhill lines) and Westerton Jn (incl). PROHIBITED ALL OTHER PORTIONS OF THIS ROUTE.</p>
SC125	HYNDLAND EAST JN / NORTH JN TO DALMUIR (VIA YOKER)	Y	N	Y	Y	Y	Y	R1	N	<p>R1 ECS only between Hyndland West Jn and Yoker CSD. PROHIBITED Hyndland East Jn to Hyndland West Jn (excl) ; Garscadden stn (excl) to Dalmuir Park Jn.</p>
SC129	SPRINGBURN TO BELLGROVE JN	Y	R1	Y	Y	Y	Y	R2	Y	<p>R1 PROHIBITED Springburn station platform 4</p> <p>R2 ECS only</p>
SC131	HIGH STREET JN TO SHIELDS JN	Y	R1	Y	Y	Y	Y	R1	Y	<p>R1 ECS only</p>



Line of route	Line of Route / Sector Description	Her	14X	150	153	155	156	158	170	Notes
SC133	WESTERTON JN TO MILNGAVIE	Y	N	Y	Y	Y	Y	R1	R1	R1: LECS only between Westerton Jn and Bearsden (only as far as is necessary to stand within signal YH536 at Westerton Jn) PROHIBITED between Bearsden and Milngavie
SC135	DALREOCH JN TO BALLOCH	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
SC123	DRUMGELLOCH TO HELENSBURGH (VIA SINGER)	Y	R1	Y	Y	Y	Y	Y	N	Y	R1: Restriction on use of slam door stock - see Local Instructions (Bellgrove)
SC125	HYNDLAND EAST JN / NORTH JN TO DALMUIR (VIA YOKER)	Y	Y	Y	Y	Y	Y	Y	N	Y	
SC129	SPRINGBURN TO BELLGROVE JN	Y	Y	Y	Y	Y	Y	Y	N	Y	
SC133	WESTERTON JN TO MILNGAVIE	Y	Y	Y	Y	Y	Y	Y	N	Y	
SC135	DALREOCH JN TO BALLOCH	Y	Y	Y	Y	Y	Y	Y	N	Y	

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## LOCAL INSTRUCTIONS

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## **SC123 - DRUMGELLOCH TO HELENSBURGH (VIA SINGER)**

### **AIRDRIE**

Except in an emergency, no more than 6 vehicles may be permitted to occupy No. 1 platform line.

**Dated: 02/12/06**

## **SC123 - DRUMGELLOCH TO HELENSBURGH (VIA SINGER)**

### **BELLGROVE**

**Slam door coaching stock** - The use of slam door coaching stock is prohibited on all services which call at Bellgrove station.

**Dated: 02/12/06**

## **SC123 - DRUMGELLOCH TO HELENSBURGH (VIA SINGER)**

### **QUEEN STREET (Low Level) To CHARING CROSS**

**Scottish Power Supply** - Should a failure of the electrical power supply occur, the person in charge at the station concerned must immediately inform the Shift Manager at Yoker signalling centre by telephone.

**Tunnel lighting** - In Charing Cross tunnel, lights are provided on the tunnel walls at intervals of 25 yards. 1 in 4 of these lights are continuously lit. In an emergency and during the time it is necessary for staff to be in the tunnel, all lights will be illuminated.

Should drivers become aware at any time that **all** lights are out in the tunnel, they must immediately inform the signaller at Yoker signalling centre.

In other than an emergency, the permission of the Shift Manager at Yoker signalling centre must be obtained before the lights are switched on from the switch panel which is located at the Queen Street end of the tunnel.

**Dated: 02/12/06**

## **SC123 - DRUMGELLOCH TO HELENSBURGH (VIA SINGER)**

### **DALMUIR**

**Down siding** - All trains must run to the buffer stop when the siding is clear throughout. When the intermediate TRTS plunger is operated prior to the departure of a 3 car EMU from the siding, the train must not draw forward towards the exit signal, YY896, unless that signal is exhibiting a proceed aspect.

Before departing the Down siding, drivers should select area 71 on the cab secure radio and carry out a radio test.

Empty coaching stock movements are permitted to depart the siding when YY896 clears, proceed to YY594 or YY548 and then set up the Cab Secure Radio in the station platform.

Multiple unit trains leaving the siding must be driven from the leading end.

**Dated: 02/12/06**

## **SC123 - DRUMGELLOCH TO HELENSBURGH (VIA SINGER)**

### **Dalreoch Tunnels To CARDROSS**

Whistle boards are provided on left of drivers, on each rail approach to **BAINFIELD** pedestrian user worked level crossing (19 miles 820 yards), as follows. :-

#### **Up line**

The board at the Glasgow end of Cardross Up platform **applies only to trains stopping at Cardross station,**

**and**

the board 350 yards on the Craigendoran side of the crossing **applies only to trains not stopping at Cardross station.**

#### **Down line**

the board 350 yards on the Dalreoch side of the crossing **applies to all Down direction trains.**

**Dated: 02/12/06**

## **SC125 - HYNDLAND EAST JN TO DALMUIR (VIA YOKER)**

### **Garscadden**

**Signal YY867** - Drivers of Up direction trains requiring to proceed to Yoker CSD from signal YY867 are authorised to change ends at Garscadden Up platform.

**Dated: 02/12/06**

## **SC125 - HYNDLAND EAST JN TO DALMUIR (VIA YOKER)**

### **YOKER**

Drivers of trains proceeding to the Reception line or the Reception / Departure line must, where such line is clear to the signal / notice board, bring their train to a stand at the signal or notice board and must not, subsequently, set-back except on the authority of the signaller at Yoker signalling centre.

**Washing Plant** - The Washer Road and the washing plant may be used in either direction.

At the approach to the wash unit, and again, at the approach to the rinse unit, an illuminated indication is provided for drivers, displaying either 'WASH', 'NO WASH', 'WAIT' or 'PROCEED'. Drivers must obey the illuminated indications displayed. If there is nothing displayed the driver must stop and obtain instructions from the Yard Movements Supervisor. In normal operation, the driver must proceed on the authority of the 'WASH' indication.

The washing plant works automatically, and the driver must proceed through the system at a speed not exceeding 3 mph. Illuminated speed signs in advance of the wash unit and between the wash unit and the rinse unit will display the exact speed at which the train is travelling.

'NO WASH' operation will normally be selected by the Yard Movements Supervisor from his remote panel. However, there is also a drivers' push button provided at the commencement of the system, (before the first illuminated indication), labelled 'NO WASH'. Operating this button will change the illuminated board display to 'NO WASH' and the system is locked out of use for 5 minutes, and then reverts to normal use. This button must only be operated on the instructions of the Yard Movements Supervisor.

**Dated: 02/12/06**

## SC129 - SPRINGBURN TO BELLGROVE JN

### Entire Line Of Route

#### Dangerous Voltages in Telecommunications Cables under OLE Short Circuit Conditions

#### Procedure to be adopted by telecommunications installation / maintenance staff for taking isolations

[Note - the term "Shift Engineer" in this instruction refers to the person who initially arranges for the isolation].

Voltages exceeding the safety limit can be induced into telecommunications circuits under OLE short circuit conditions on the Springburn to Bellgrove line and the following procedure must be adopted for working on any telecommunications circuit which passes over this line:-

1. Planned items must be raised via the possessions planning meeting in order that they may be included in the Production Manager, Power Systems, Plant and Electrification's Isolation Arrangement Forms. The procedure to be adopted by the telecommunications installation / maintenance staff on site will be as detailed from clause (4) onward. An example of an item which might be dealt with by this procedure would be installation of a new telephone circuit requiring the running of cables and testing of circuits.
2. For an emergency item requiring an isolation for only a few minutes, the appropriate maintenance Shift Engineer must first liaise with the Shift Manager at Yoker Signalling Centre who will agree a time when the unplanned isolation can be granted. The Shift Manager at Yoker must then advise Cathcart ECR of the agreed times. The procedure to be adopted might be, for example, connecting or disconnecting links in a wayside XC.
3. For an emergency item that will require an isolation in excess of five minutes, the agreement must come from the Area Delivery Planning Manager, IMM West. During normal working hours (08 30 to 17 00 Monday to Thursday ; 0830 to 1530 Friday) the appropriate maintenance Shift Engineer must contact the Possession Planning Manager or his deputies to request an unplanned isolation during a suitable period. In general, this will mean after the end of normal running, which is about 19 00 hours each evening. The Possession Planning Manager must advise Cathcart ECR of the agreed times. Outwith normal working hours, the appropriate maintenance Shift Engineer must contact the Network Rail Duty Manager at Operations Control and explain the situation to him. The Network Rail Duty Manager will obtain agreement to allow the unplanned isolation. The Network Rail Duty Manager must advise Cathcart ECR of the agreed times. An example of an item which might be dealt with this way is the repair of cable damage. The procedure to be adopted by the telecommunications installation / maintenance staff on site will be as detailed from clause (4) onwards.
4. The telecommunications installation / maintenance technician in charge of work on site must contact, and give his name to, (otherwise 7 below is ineffective), Cathcart ECR for confirmation that electrical sections PS1 and PS2 are isolated. When the technician receives confirmation that electrical sections PS1 and PS2 are isolated, he must inform staff under his control that:-

"It is safe to work on telecommunications equipment, but for all other purposes the overhead line electrical equipment must still be treated as LIVE."

5. If, for any reason during the agreed time for the unplanned isolation, the telecommunications installation / maintenance technician in charge of work becomes aware that the work is likely to over-run the agreed finish time, he must immediately arrange to stop the work without it being completed, unless the work is essential for the running of trains.  
If the work **IS** essential for the running of trains then the telecommunications installation / maintenance technician in charge must advise Network Rail Operations Control and Cathcart ECR of the implications of delaying remedial work and to confirm whether or not the work can proceed.
6. When work is completed, or at the agreed time for cancellation of the unplanned isolation, whichever is the earlier, the telecommunications installation / maintenance technician in charge must ensure that he informs all staff under his control that:-

"It is dangerous to work on telecommunications equipment and the overhead line electrical equipment is LIVE."

The telecommunications installation / maintenance technician in charge who received the unplanned isolation must contact Cathcart ECR and advise that all staff are aware that the unplanned isolation is being given up. The telecommunications installation / maintenance technician in charge will confirm that Cathcart ECR can energise electrical sections PS1 and PS2.

7. If the telecommunications installation / maintenance technician in charge has to be relieved for any reason, he **MUST** advise Cathcart ECR so that the unplanned isolation can be transferred to the person taking over as technician in charge. Cathcart ECR must only accept the cancellation of an unplanned isolation from the person to whom it is given, or transferred.

Dated: 02/12/0

**SC131 - HIGH STREET JN TO SHIELDS JN****Entire Line Of Route**

**Shields Jn - Up City Union Line** - Stop car marker boards have been provided in the cess of the Up City Union line at Shields Jn to assist drivers of multiple unit trains to correctly position their trains prior to reversal from signal G508.

The stop car marker boards are comprised of rectangular boards with white numerals on a black reflectorised background, post mounted at a height of 3 feet above rail level located as under :-

BOARD	DISTANCE FROM SIGNAL
3 car	80 yards
6 car	140 yards
9 car	200 yards

Drivers must bring their trains to a stand with the driving cab side window at a point opposite the relevant stop car marker board according to the length of train before changing ends.

**Dated: 02/12/06**

**SC137 - YOKER CSD TO ROTHESAY DOCK (GOODS LINE)****Entire Line Of Route**

**Perimeter fence gates - Yoker CSD** - A security fence with gates, normally closed to rail traffic, is erected across the single Rothesay Dock branch line. Shunting staff at Yoker CSD are responsible for opening and closing the gates for a movement to the branch, closing the gates after a movement from the branch has passed clear into the depot, and, for the removal and replacement of clamps as necessary for movements to and from the branch.

The person in charge of a movement departing from the branch is required to open the gates, thereafter proceed to the notice board and communicate with the Yard Movements Supervisor by means of the telephone provided. No further movement must be made until the authority of the Yards Movements Supervisor has been received.

The connection from the Yard to the branch single line must be normally clamped and padlocked for the yard sidings. The padlock key is held by the Yard Movements Supervisor.

**Dock entrance gates** - A security fence with gates, normally closed to rail traffic, is erected across the single line at the entrance to the dock. Arnott Young coal staff are responsible for opening and closing the gates between 07 00 and 17 00. Drivers of trains arriving at the gates during these hours must sound the locomotive horn to alert Arnott Young coal staff to their presence. The person in charge of the movement is responsible for the opening and closing of the gates outwith these hours.

**Dated: 02/12/06**

**SC139 - CLYDEBANK JN TO DALMUIR RIVERSIDE (GOODS LINE) (OOU)****Entire Line Of Route**

Propelling of trains is prohibited.

**Dated: 02/12/06**

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