Network Rail
Capacity Planning
The Quadrant
Elder Gate
Milton Keynes
MK9 1EN

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Commentary on the Scotland Timetable Planning Rules 2022

Version 1
DRAFT Rules for Principal Change Timetable 2022

This document is a covering note for the Timetable Planning Rules – DRAFT Rules for Principal Change Timetable 2022 - and provides a specific commentary to the route described above.

In the Timetable Planning Rules document each change in content is indicated by the following convention:

New or Amended text is red
~~Deleted text is green and struck through~~

The change is also highlighted with a thick vertical line at the right-hand side of the page.

The following is a summary of changes in content from Version 4 of the 2021 Timetable Planning Rules.

Where a principle TPR contact between the specialists is available the name is noted in italics within this document. This is to ensure best knowledge feedback.

Cover Page

- Contact details updated for both Scotland TPR Specialists.

1 Introduction and General Notes

1.3 Definitions

1.3.1 Train Classification

- Train classification table updated to reflect latest Rule Book issue.
- Reporting number creation guide created as a table vice list.
- Additional entry under 1Txx reporting numbers stating 1T08 not to be used as a reporting number on the Scotland route.
- New entry for 2Qxx services.
- Additional table added at the end of the section specifying fifth character of train ID.

1.3.2 Days of Operation

- Entry for “Daily” operating day amended to remove placeholder wording.

1.3.5 Activity and Other Codes

- Activity Codes – Notes list re-formatted.

Principle TPR Contact James Saunders

2 Route Description

2.1 Planning Geography

- Entirety of section 2.1 re-formatted to only show mandatory timing points (either in both or a single direction) in bold. Any location with a code will display in normal text. In many locations with formatting changed to be non-bold, a new entry into the “CODE” column is made.

SC001 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)

- Notes added to Kirkpatrick Signal MC863 and Cove Signal MC862 stating which direction they apply to.
- Addition of Carstairs before Signal MC410 to make clearer where signal is located.
- Law Jn D.P.L. re-wording for consistency with Law Jn U.P.L.
- Note added to Law Jn U.P.L. specifying it is accessible from SC011 only.

SC031 GRETNA JUNCTION TO GLASGOW BRIDGE STREET JUNCTION (VIA KILMARNOCK)

- Lochridge Junction formatting corrected to specify it as a mandatory timing point in both directions.

SC059 GLASGOW BRIDGE STREET JUNCTION TO STRANRAER (VIA PAISLEY GILMOUR STREET)

- Note added at Barassie Junction specifying its use for timing any trains not stopping at Barassie.

SC119 GREENHILL UPPER JUNCTION TO DUNDEE CENTRAL JUNCTION

- Longforgan SB introduced as mandatory timing point in both directions.

SC123 BATHGATE TO HELENSBURGH (VIA SINGER)

- Note added to Hyndland North Junction entry.

SC136 HYNDLAND NORTH JUNCTION TO HYNDLAND WEST JUNCTION

- Notes added explaining links to connecting lines of Route.

- Note added at Hyndland North Junction specifying use only in Up direction towards Anniesland and only for trains that are to be stopped on the West Curve.

SC147 BERWICK TO EDINBURGH WAVERLEY

- Reston renamed Reston GSP (mirroring STNAME). No longer a mandatory timing point, to be used only for trains stopping for the GSP.
- New timing point for Reston station (due for opening Dec 2021). This timing point will be mandatory for all trains (see changes for section 5.2 for detail of SRT amendments). Note to show platform/line detail.

SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN

- Aberdeen signals A223 and A222 renamed as Newtonhill signals to provide more clarity on where these timing points are located.
- Additional timing points between Stonehaven and Craiginches South Jn to break up 2 aspect signalling sections to allow more representative headways between trains. New timing locations at Aberdeen signals A229 and A55 (Down direction), Aberdeen signals A230 and A56 (Up direction).

SC193 PERTH TO INVERNESS

- Introduction of new signal timing points at I389 and I707 signals for reversal moves south of Milburn Jn.
- Inverness Milburn Yard added as a new TIPLOC. This replaces Inverness T.C. for all trains planned to or through Milburn yard. Through route possible to Container terminal due to track layout changes.
- WR route code added to Millburn Jn Up direction for trains routed via the Wash Road to I707 or I389.
- Inverness Freight Sidings added to the geography.
- Welsh’s Bridge removed as a timing point.
- Rose Street re-defined to represent the Rose Street Curve (hence removal of Junction from name). Consequently signals I410 and I413 are removed, being applied instead by Rose Street.

SC203 INVERNESS TO WICK

- Rose Street replaces I410 and I413 signals. Rose Street re-defined to represent Rose Street curve.
- New timing location Ness Viaduct South. This location represents the Up and Down North loops. Stopping only location, reversal moves from Inverness/Rose Street to be timed here. Replaces timing points at I422, I424, I429 and I427 signals.

2.2 Route Opening Hours

- Internet address updated to link that works.

3.2 Electrification Supply Restrictions

- SC147 wording amendment to direct to NESA.

Principle TPR contact Tom Quayle

5 Running Times, Margins and Allowances

5.1 Sectional Running Times

- Please see attached spreadsheet detailing SRT proposals. Brief descriptions can be found below per line of route.

SC147 BERWICK TO EDINBURGH WAVERLEY

- Proposed SRTs for trains stopping at Reston station are included in the attached spreadsheet.
- Changes are proposed for existing passing SRTs to take into account movement of the Reston timing point to a different signalling berth. The proposed changes are described below but are not shown in the attached spreadsheet due to the number of timing loads involved.
- Simulation undertaken by C&CA to assess effect of moving Reston timing point to location of the new station. Calculations were undertaken for passenger using timing load 80x-E for passenger and 66-1600-75 for freight. Results indicate that SRTs between REST403-RESTON-GTHS should be modified as follows:
  - REST403-RESTON [P-P]: Passenger +0’30; Freight +1’00
  - RESTON-GTHS [P-P]: Passenger -0’30; Freight -1’00
  - GTHS-RESTON [P-P]: Passenger -0’30; Freight -0’30
  - RESTON-REST402 [P-P]: Passenger +0’30; Freight +0’30

Principle TPR Contact James Saunders

SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN

- Modified SRTs in line with 2.1 geography changes.

Principle TPR Contact Tom Quayle

SC193 PERTH TO INVERNESS / SC203 INVERNESS TO WICK

- SRTs required in line with the geography changes are proposed to be calculated as follows.
  - Cradlehall – Millburn Yard: Addition of existing Cradlehall – Millburn Jn and Millburn Jn – Inverness TC/Lafarge SRTs.
  - Moves to/from Ness Viaduct South: Existing values for Inverness signals I424/I422/I427/I429 applied.
  - Moves to/from Rose Street: Existing passing values for Rose Street retained. Stopping values for Inverness signals I410/I413 will be applied over existing stopping values for Rose Street.
- New locations and network links added to the geography will require SRTs to be produced for the following.
  - Movements between signal I389 and Millburn Jn/Millburn Yard
  - Movements between signal I707 and Millburn Yard
  - Movements between signal I711 and Inverness TMD/CSD/FSD

- Movements between signal I395 and IVRNMRT based off Millburn Jn – MRT SRTs.
- Movements between signal I397 and IVRNTMD based off Millburn Jn – MRT SRTs

Principle Contract James Saunders

5.2 Headways

SC003 CARSTAIRS SOUTH JUNCTION TO HAYMARKET EAST JUNCTION

- Additional note added for Up direction, Midcalder Jn – Slateford. Headway increase to 7 ½ minutes following a train calling at Wester Hailes and/or Curriehill. This increased margin is to allow for two aspect signalling in this area.

SC119 GREENHILL UPPER JUNCTION TO DUNDEE CENTRAL JUNCTION

- Stopping/Non-stopping replaces slow/fast terminology.

SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN

- Headways between Stonehaven and Craiginches south modified from 6 minutes to TCB planned as AB. Change made in line with 2.1 geography change.

SC193 ABERDEEN TO INVERNESS

- Note updated for Milburn Jn-Inverness to TCB refer to SC193

Principle Contact for 5.2 Tom Quayle

5.3 Junction Margins and Station Planning Rules

- Re-formatting of Cross Country HST/22x Train preparation and 22x SCU allowances as per TOC request.

SC001 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)

- Re-wording of Motherwell margins. Reference made to line names rather than platform numbers unless margin is applied to a specific platform.
- Margins added for trains travelling from Motherwell to Braidhurst Loop/ Motherwell Depot and conflicting arrivals.

SC023 MOTHERWELL TO NEWTON (VIA HAMILTON)

- Margins added for Hamilton West for traffic to/from E.G. Steele sidings.

SC031 GRETNA JUNCTION TO GLASGOW BRIDGE STREET JUNCTION (VIA KILMARNOCK)

- Kilmarnock restriction wording amended.

- Barrhead: non-stopping/stopping replaces fast/slow terminology.

SC107 EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

- Additional margins at Haymarket for departures to Haymarket TMD and for arrivals/departures from Platform 0.
- Polmont: Additional wording for adjustment time to apply approaching the next timing point.

SC117 GRANGEMOUTH JUNCTION TO GRANGEMOUTH NR BOUNDARY

- Fouldubs Junction: Margins specified between arrivals at TDG and passes from Grangemouth Jn to allow for splitting and shunting of arriving trains.
- Grangemouth R.R: New entry noting restriction for trains planned to Grange Dock Sidings.

SC119 GREENHILL UPPER JUNCTION TO DUNDEE CENTRAL JUNCTION AND BRANCHES

- Greenhill Lower Junction: Wording change clarifying application of Down adjustment.

SC123 BATHGATE TO HELENSBURGH (VIA SINGER)

- Margin removed at Dumbarton Central Up departures towards Dumbarton East

SC145 FORT WILLIAM TO MALLAIG

- General restriction updated to specify 3 minute minimum dwell for passing moves involving overlength trains.

SC147 BERWICK TO EDINBURGH WAVERLEY

- Torness GSP additional margin between passing Oxwell mains and departure from Torness
- Oxwellmains Crossovers: Additional margins added.
- Prestonpans: Removal of margins related to moves to/from Cockenzie Power Station.
- Craigentinny Jn: Additional margin between Pass at Jn at departure from TMD.

SC171 HAYMARKET WEST JUNCTION TO DUNDEE CENTRAL JUNCTION (VIA KIRKCALDY)

- Tay bridge restriction wording at Tay Bridge South and Dundee Central Junction modified with the intention of simplifying the wording to aid comprehension.

SC173 INVERKETIHING CENTRAL JUNCTION TO THORNTON NORTH JUNCTION (VIA COWDENBEATH)

- Dunfermline entry updated to read Dunfermline Town to reflect actual location name.

SC193 PERTH TO INVERNESS

- Pitlochry platform lengths modified to reflect measurements taken on site.
- Slochd, Tomatin and Moy: Missing sub-title added.
- Millburn Jn: Planning note added regarding planning of moves via the Wash Road.

SC195 ABERDEEN TO INVERNESS

- Insch: Addition of an adjustment to sectional running time for Up trains arriving while the single line is occupied to account for approach control approaching Insch station. Junction margins revised to reflect achievable margins between trains receiving clear signals and those approaching with restrictive signals. Reference to crossing “gates” changed to “barriers”.

SC203 INVERNESS TO WICK

- Locations Inverness I410 and I413 signal removed. Dwell time for these locations is now included in new “Rose Street Curve” location.
- Rose Street Junction: Margin wording changed to reflect trains are timed on the Rose Street curve. Margins pertaining to the loops moved to a Ness Viaduct South section.
- New location added: Ness Viaduct South for the Up and Down North loops. Margins for the loops are relocated here.

Principle Contract:
SC001-171 Tom Quayle
SC173-203 James Saunders

Dwell Time Increases

Input pending further investigation and data checks by version 2

Dwell time increase to 1 minute at the following:

- Lochwinnoch
- Shettleston
- Stevenston
- Dumbarton East
- Dalry
- Garscadden
- Exhibition Centre
- Johnstone
- Merryton

Principle Contract James Saunders

5.4 Platform Lengths

- New entry for Reston station. Up and Down platforms proposed to be 270m.

5.4.1 Loop Lengths

- Amended definition stating that loop length values are to represent the distance between exit signal and clearing point in rear.
- Entries added, sorted by Line Of Route.

5.5 Timing Allowances

- Definitions amended for EMU traction. 5% allowance embedded within SRT applies only for ScotRail EMUs. EMUs operated by other Operators must apply “E” allowances.

Document Wide Changes

- *Reference to Trains as Fast/Slow replaced with Non-Stopping/Stopping.*
- *Reference to HST Slam-Door stock removed.*

No further changes

These represent the revised Timetable Planning Rules (the “Draft Rules”) for the Principal December 2021 timetable in accordance with Part D of the Network Code, Condition D2.2.3.

As per Condition D2.2.8 of Part D of the Network Code, any Timetable Participant dissatisfied with any decision of Network Rail in respect of those Rules is entitled to appeal against any part of it. Any such appeal shall be conducted in accordance with Condition D 5 of Part D of the Network Code and must be made by a Timetable Participant, and initiated in accordance with Network Code Part D Condition D2.2.8 (a) and (b).

Regards

Tom Quayle
Timetable Planning Rules Specialist (Scotland)
Network Rail
Tel: 07395 391 281
Email: Tom.Quayle@networkrail.co.uk

James Saunders
Timetable Planning Rules Specialist (Scotland)
Network Rail
Tel: 07395 395 688
Email: James.Saunders@networkrail.co.uk

TIMETABLE PLANNING RULES

Scotland

2022 TIMETABLE

Version 1

Issued by

In Route:
Tom Quayle
Network Rail (CO Scotail Office)
Atrium Court
Waterloo Street
Glasgow
G2 6HQ

Tel. 07395391281

HQ Milton Keynes:
James Saunders
Timetable Planning Rules Specialist
The Quadrant
Elder Gate
Milton Keynes
MK9 1EN

Tel. 07395 395 688

Draft Rules for Principal Change Timetable 2022
23/10/2020

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1 Introduction and General Notes

Network Rail provide the Timetable Planning Rules document to Train Operators and other interested parties to set out the rules which are applicable to Bids for scheduling of train paths on the Network Rail network. Separate sections of Timetable Planning Rules are prepared for each Route with a National Timetable Planning Rules document setting out procedures to be followed and other nationally applicable rules.

Network Rail will determine the contents of Timetable Planning Rules through consultation with Train Operators with the primary aim of achieving the optimal balance between access to the network for train operations and performance robustness of the resulting train plan. This consultation is in line with the Network Code Part D, and Train Operators have a right of appeal to Timetabling Panel against the contents of the Final Timetable Planning Rules.

The Timetable Planning Rules are revised on a bi-annual basis, each revised version being operative for the same Timetable Period as the Working Timetable to which they pertain. Timetable Planning Rules may be changed only through this twice–yearly process or by the change procedure described in the National Timetable Planning Rules.

Train Operators' Access Proposals for Train Slots must be compliant with Timetable Planning Rules. If a Train Operator wishes to submit an Access Proposal for a Train Slot which is not compliant with Timetable Planning Rules, it should consult the Network Rail Operational Planning & Performance Team to establish whether an amendment to Timetable Planning Rules is likely to be agreed and, if appropriate, submit an amendment proposal which will be considered by Network Rail in accordance with the Change Procedure set out in the National Timetable Planning Rules. The Timetable Planning Rules amendment proposal should be submitted to Network Rail as early as possible and certainly no later than the time of submission of the Access Proposal. If the proposed change is likely to involve the calculation of new sectional running times or a physical investigation then the Train Operator should liaise with the Operational Planning & Performance Team to establish a realistic timescale for evaluation of the proposed change before submission of the Access Proposal.

1.1 Index of Routes

Information arranged on a line of route basis in this document is presented in the following order:

SC001	Gretna Junction to Glasgow Central (Via Beattock)
SC003	Carstairs South Junction to East Junction
SC005	Carstairs to Carstairs East Jn
SC007	Midcalder Junction to Holytown Junction
SC009	Lanark to Lanark Junction
SC011	Law Junction to Uddingston Junction (Via Holytown)
SC013	Wishaw Central Junction to Shieldmuir Junction
SC015	Mossend East Junction to Mossend North Junction
SC017	Mossend East Junction to Mossend South Junction
SC019	Mossend South Junction to Mossend West Junction
SC023	Motherwell to Newton (Via Hamilton)
SC024	Larkhall to Haughhead Junction
SC025	Rutherglen to Finnieston Junctions
SC027	Rutherglen West Junction to Rutherglen North Junction
SC029	Larkfield Junction to Shields Junction
SC031	Gretna Junction to Glasgow Bridge Street Junction (Via Kilmarnock)
SC035	Bank Junction to Knockshinnoch
SC036	Greenburn Junction to Greenburn Open Cast
SC037	Kay Park Junction to Riccarton
SC039	Kilmarnock to Barassie
SC045	East Kilbride to Busby Junction
SC047	Muirhouse South Junction to Larkfield Junction
SC049	Muirhouse Central Junction to Terminus Junction
SC051	Muirhouse Central Junction to Muirhouse North Junction (Via Cathcart) (Cathcart Circle)
SC053	Neilston to Cathcart West Junction
SC055	Newton to Cathcart West Junction
SC057	Cathcart East Junction to Cathcart North Junction
SC059	Glasgow Bridge Street Junction to Stranraer (Via Paisley Gilmour Street)
SC061	Shields Junction to Paisley Canal
SC063	Cardonald Junction to Deanside (Goods Line)
SC065	Paisley Gilmour Street to Gourock
SC067	Wemyss Bay Junction to Wemyss Bay
SC073	Kilwinning to Largs
SC077	Ardrossan South Beach to Ardrossan Harbour
SC081	Byrehill to Dubbs Junction
SC085	Ayr Harbour to Newton Junction
SC087	Newton Junction to Mauchline (Goods Line)
SC089	Annbank to Killoch Colliery
SC091	Dalrymple Junction to Chalmerston (Goods Line)
SC093	Motherwell to Greenhill Lower Junction
SC097	Whifflet South Junction to Sunnyside Junction (Goods Line)
SC099	Whifflet North Junction to Rutherglen East Junction
SC101	Coatbridge Junction to Langloan Junction
SC103	Garnqueen North Junction to Cowlairs West Junction
SC105	Gartsherrie South Junction to Gartcosh Junction
SC106	Sighthill West Junction to Cowlairs South Junction
SC107	Edinburgh to Glasgow Queen Street (Via Falkirk High)
SC109	Polmont Junction to Carmuirs West Junction
SC110	Carmuirs East Junction to Larbert Junction
SC111	Newbridge Junction to Bathgate
SC113	Winchburgh Junction to Dalmeny Junction

SC115	Cowlairs North Junction to Knightswood North Junction
SC115 (0)	Maryhill Park Jn to Anniesland Bay Platform
SC116	Cowlairs East Junction to Cowlairs North Junction
SC117	Grangemouth Junction to Grangemouth NR Boundary
SC119	Greenhill Upper Junction to Dundee Central Junction
SC123	Bathgate to Helensburgh (Via Singer)
SC125	Hyndland East Junction to Dalmuir (Via Yoker)
SC129	Springburn to Bellgrove
SC131	High Street Junction to Shields Junction
SC133	Westerton to Milngavie
SC135	Dalreoch to Balloch
SC136	Hyndland North Junction to Hyndland West Junction
SC141	Craigendoran Junction to Fort William
SC143	Crianlarich to Oban
SC145	Fort William to Mallaig
SC147	Berwick to Edinburgh Waverley
SC149	North Berwick to Drem Junction
SC151	Portobello to Leith South Yard (Goods Line)
SC153	Craigentinny to Powderhall (Goods Line)
SC155	Monktonhall Junction to Millerhill Yard
SC161	Millerhill Yard to Portobello Junction
SC163	Portobello Junction to Niddrie South Junction (Millerhill Line)
SC164	Tweedbank to Newcraighall North Junction
SC165	Niddrie South Junction to Haymarket West Junction (Edinburgh Suburban)
SC167	Craiglockhart Junction to Slateford Junction
SC169	Gorgie Junction to Haymarket Central Junction
SC171	Haymarket West Junction to Dundee Central Junction (Via Kirkcaldy)
SC173	Inverkeithing Central Junction to Thornton North Junction (Via Cowdenbeath)
SC175	Rosyth Dockyard to Inverkeithing South Junction (Goods Line)
SC176	Inverkeithing North Junction to Inverkeithing East Junction
SC177	Thornton Junction to Methyl Power Station
SC178	Thornton South Junction to Thornton West Junction
SC181	Ladybank to Hilton Junction
SC183	Stirling to Charlestown Junction
SC189	Westfield to Redford Junction (Goods Line)
SC191	Dundee Central Junction to Aberdeen
SC193	Perth to Inverness
SC195	Aberdeen to Inverness
SC197	Kittybrewster GF to Waterloo Goods (Goods Line)
SC203	Inverness to Wick
SC205	Dingwall to Kyle of Lochalsh
SC207	Georgemas Junction to Thurso

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

The Sectional Appendix to the Working Timetable and Books of Rules and Regulations shall be used.
The Sectional Appendix is the sole source of information regarding the following:
Electrification limits refer to relevant Table 'A'
Permissive Working refer to relevant Table 'A', then see below.
Route Clearance refer to 'tab' associated with relevant Table 'A'

To identify the type of Permissive Working that applies at a given location refer to the appropriate Sectional Appendix Table A for that location. If there is authority for Permissive Working, this will appear in the Signalling and Remarks. There are different authorities that depend upon the signalling and layout of the location. The following list identifies the types of Permissive Working that will appear in the Sectional Appendix.

Type	Description
PP	Permissive Working – Full use for class 1, 2, 3 ECS, 5, 9 and 0 trains
PP–A	Permissive Working – Attaching and Detaching use only for class 1, 2, 3 ECS, 5, 9 and 0 trains
PP–C	Permissive Working – Contingency use only for class 1, 2, 3 ECS, 5, 9 and 0 trains
PP–S	Permissive Working – Platform Sharing use only for class 1, 2, 3 ECS, 5, 9 and 0 trains
PF	Permissive Working for class 3 to 8 and 0 trains

Source: Sectional Appendix –General Instructions –National –Explanation of Table A terms and symbols

1.2.2 Rule Book

The following Modules of the Rule Book GE/RT8000 affects all sections unless specified. The sections listed affect railway operations and train movements. The listed section does not apply to directly to the planning of trains, but its application will affect how trains operate, and it is for that reason the item appears here.

RULE BOOK MODULE	SECTION	NOTES
G1 General safety responsibilities and personal track safety for non–track workers	5.5 Using the phonetic alphabet;	Operational principles
OTM Working of on–track machines (OTM	2.2 Before starting a journey	RotP Section 4.6
	5.6 Carrying out a running brake test	RotP Section 5.1.2
P1 Single line working	6.5 Warning anyone working on or near the line used for single line working	When planning Single Line Working
	9.3 Right–direction movements	
	9.4 Wrong–direction movements	
S1 Signals and indicators controlling train movements		Operational principles
S2 Observing and obeying fixed signals	3.1 Passenger train at a position–light, shunt–ahead or shunting signal	Operational principles
SP Speeds	2.4 Differential permissible speed indicators	RotP Section 5.1.2
	2.5 Permissible speed indicators with letters	RotP Section 5.1.2
	2.6 Enhanced permissible speed (EPS) indicators	RotP Section 5.1.2
T11 Movement of engineering trains and	3 Movements entering the	When planning trains entering

RULE BOOK MODULE	SECTION	NOTES
on–track plant under T3 arrangements	possession	possessions
	7 Instructing the driver or machine controller	When planning trains entering possessions
TW1 Preparation and movement of trains General	7.1 Authority and arrangements for movements (Hauling dead traction units)	Operational principles
TW2 Preparation and movement of multiple–unit passenger trains	6.5 Carrying out a running brake test	RotP Section 5.1.2
TW3 Preparation and movement of locomotive hauled trains (including HSTs, push–pull, postal, parcels)	2.1 Locomotives running light or hauling trains (Maximum speed of);	RotP Section 5.1.2
	2.2 Maximum permitted speed of locomotive–hauled trains	RotP Section 5.1.2
	2.3 Electric–traction speed restrictions	RotP Section 5.1.2
	3.16 Carrying out a running brake test	RotP Section 5.1.2
	Section 14.1 Working trains with locomotives at both ends, when this type of working is permitted	Operational principles
Rule Book Handbook 5 Handsignalling Duties	Section 5.2 Entrance signal	When planning Temporary Block Working (TBW)
	5.3 Exit signal	When planning Temporary Block Working (TBW)
	5.4 Where TBW is divided into two sections	When planning Temporary Block Working (TBW)

1.3 Definitions

The list below is not an exhaustive one but is intended to give readers an understanding of some of the terminology as used for the purposes of this document. If any term in Timetable Planning Rules is unclear, please contact the compiler on the telephone number shown on the cover.

1.3.1 Train Classification

Classification	Description
1	Express passenger train~~; or~~ Nominated postal or parcels train~~; or~~ Breakdown or overhead line equipment train going to clear the line ~~or returning from there~~ (1Z99)~~; or~~ Traction unit going to assist a failed train (1Z99) Snow plough going to clear the line (1Z99)
2	Ordinary passenger train~~; or~~ ~~Breakdown or overhead line equipment train not going to clear the line (2Z99)~~ Officers' special train (2Z01)
3	Freight train if specially authorised ~~which can run at more than 75 mph; or~~ A parcels train~~; or~~ Autumn-railhead treatment train Empty coaching stock train if specially authorised
4	Freight train which can run up to 75 mph (120 km/h)
5	Empty coaching stock train
6	Freight train which can run up to 60 mph (95 km/h)
7	Freight train which can run up to 45 mph (70 km/h)
8	Freight train which can run up to ~~at, or is timed to run at,~~ 35 mph (55 km/h) ~~or less~~
9	Class 373 train Other passenger train if specially authorised
0	Light locomotive or locomotives

Source: The Rule Book GE/RT8000/TW1 Preparation and Movement of Trains ~~General~~ Section ~~2~~6 Classification ~~and speed~~ of trains

Reporting number	Description
Class 1	
1Axx	Glasgow Central to Barrhead, Kilmarnock, Dumfries, Grivan (via Kilmarnock) and Stranraer (via Kilmarnock)
1Axx	Inverness to Aberdeen (via Montrose, Dundee and Leuchars)
1Axx	Glasgow Queen Street to Aberdeen (via Stirling, Perth, Dundee)
1Axx	Edinburgh to Aberdeen (via Leuchars & Dundee)
1Bxx	Inverness to Edinburgh (via Aviemore, Perth, Ladybank, Kirkcaldy)
1Bxx	Inverurie / Aberdeen to Edinburgh
1Cxx	Glasgow Central to Edinburgh (via Carstairs)
1Dxx	Edinburgh / Dunbar to Glasgow Central (via Carstairs)
1Exx [Low numbered]	Glasgow Central / Edinburgh / Inverness / Aberdeen to locations on the LNE route via the East Coast Main Line towards Newcastle and London Kings Cross
1Exx [High numbered]	Glasgow Central to Newcastle (via Glasgow & South West Route SC031)
1Fxx	Glasgow Central to Ardrossan Town and Ardrossan Harbour
1Gxx	Glasgow Central to Gourock
1Hxx	Aberdeen / Dundee / Glasgow Queen Street / Edinburgh to Inverness
1Jxx	Glasgow Central to East Kilbride
1Kxx	Glasgow Central to Ayr and Stranraer (via Paisley Gilmour Street)
1Lxx	Edinbrugh to Dundee & Perth (both directions)
1Lxx	Glasgow Central to Carlisle (via Glasgow & South West Route SC031)

Reporting number	Description
1Mxx	Glasgow Central and Edinburgh to locations on the LNW route via the West Coast or East Coast mainlines and towards Carlisle and London Euston (via Trent Valley)
1Nxx	Glasgow Central to Neilston
1Oxx	Glasgow Central and Edinburgh to locations on the Southern Region
1Qxx	Network Rail test train (loco haled over 75mph or HST formation)
1Rxx	Glasgow Queen Street to Edinburgh (both directions)
1Sxx	Long distance trains from the LNW or LNE route to the Scotland route
1Txx [Low numbered]	Aberdeen to Glasgow Queen Street (via Montrose, Dundee, Perth & Stirling) N.B. 1T08 is not to be used on the Scotland Route
1Txx [High numbered]	Inverness to Glasgow Queen Street (via Aviemore, Perth & Stirling)
1Txx	Glasgow Central to Largs N.B. 1T08 is not to be used on the Scotland Route
1Vxx	Glasgow Central and Edinburgh to the Western Region – Plymouth, Bristol Temple Meads (usually operating via the ECML and LNE route)
1Wxx	Glasgow Central to Wemyss Bay
1Wxx	London Kings Cross / Leeds to Aberdeen & Inverness
1Yxx	Glasgow Queen Street to Oban & Mallaig (both directions)
1Yxx	Glasgow Central to Edinburgh (via Shotts)
Class 2	
2Axx	Glasgow Central to Barrhead, Kilmarnock, Dumfries, Girvan (via Kilmarnock) and Stranraer (via Kilamrnock)
2Axx	Aberdeen to Inverurie & Dyce
2Bxx	Glasgow Central to Motherwell and Lanark
2Cxx	Milngavie to Cumbernauld / Motherwell (via Hamilton Central)
2Dxx	Edinburgh to Dunber (both directions)
2Dxx	Glasgow Central to Paisley Canal
2Exx	Airdrie to Balloch via Westerton (both directions)
2Fxx	Cumbernauld / Motherwell to Dalmuir (via Hamilton Central & Yoker)
2Fxx	Glasgow Central to Ardrossan Town and Ardrossan Harbour
2Gxx	Edinburgh to Glenrothes with Thornton (via Cardenden – both directions)
2Gxx	Glasgow Central to Gourock
2Hxx	Inverness to Wick / Kyle of Lochalsh
2Hxx	Edinburgh to Helensburgh (both directions)
2Ixx	Glasgow Central to Glasgow Central via Inner Circle (Cathcart Circle in Down direction)
2Jxx	Glasgow Central to East Kilbride
2Jxx	Glasgow Queen Street to Edinburgh (via Cumbernauld & Falkirk Grahamston)
2Kxx	Edinburgh to Glenrothes (via Kirkcaldy – both directions)
2Kxx	Glasgow Central to Ayr and Stranraer (via Paisley Gilmour Street)
2Lxx	Larkhall to Milngavie
2Lxx	Dalmuir to Larkhall (via Westerton)
2Mxx	Edinburgh to Milngavie (both directions)
2Mxx	Glasgow Central to Newton (via Maxwell Park)
2Nxx [Low numbered]	Glasgow Queen Street to Dunblane (both directions)
2Nxx [High numbered]	Glasgow Queen Street to Alloa (both directions)
2Nxx	Glasgow Central to Neilston
2Oxx	Glasgow Central to Glasgow Central via Outer Circle (Cathcart Circle in Up direction)
2Pxx	Glasgow Central to Newton (via Crosshill)
2Pxx	Edinburgh to Dunblane (both directions)
2Qxx	Network Rail test train (TRU recording at less than 75mph)

Reporting number	Description
2Rxx	Dalmuir to Whifflet (via Yoker)
2Sxx	Whifflet / Motherwell to Dalmuir (via Westerton)
2Txx	Edinburgh to Tweedbank (both direction)
2Txx	Glasgow Central to Largs
2Wxx	Glasgow Queen Street to Anniesland (both directions)
2Wxx	Glasgow Central to Wemyss Bay
2Vxx	Cumbernauld to Dumbarton Central (both directions) via Yoker
2Yxx	Glasgow Central to Edinburgh (via Shotts)
2Yxx	Ayr to North Berwick (via Glasgow Central and Carstairs)
2Yxx	Edinburgh to North Berwick (both directions)
2Yxx	Fort William to Mallaig (both directions)
Class 3	
3Qxx	Network Rail test train (Ultrasonic Test Unit loco hauled at 75mph or below)
3Sxx	Network Rail Railhead Treatment Train (RHTT)
Class 9	
9Mxx	Glasgow Central and Edinburgh to locations on the LNW route via the West Coast Mainline and Birmingham New Street
9Mxx	Edinburgh to Liverpool Lime Street via Newcastle
9Pxx	Edinburgh to Manchester Airport via Newcastle
9Sxx	London Euston to Edinburgh & Glasgow Central via West Coast Mainline and Birmingham New Street
9Sxx	Liverpool Lime Street to Edinburgh via Newcastle

The fifth character must match one of the following based on where the train terminates	
B	Kent and Sussex
C	Wessex
D	Great Western
E	NW&C (Central and West Coast South) and East Midlands
F	NW&C (North West)
G	LNE
H	Anglia
L	Scotland
The Sixth character is the next sequential alpha available / freeform	

1.3.2 Days of Operation

Abbreviation	Description
M	Monday
T	Tuesday
W	Wednesday
Th	Thursday
F	Friday
S	Saturday
Su	Sunday
EWD	Every Week Day (Monday to Saturday)
Daily	Every day – ITPS will not accept this; there must be a separate entry for Sundays ~~(Note – need to include reference to new ITPS processes).~~

Suffixes	
O	Adding this indicates that the train will run only on that day or those days shown
X	Adding this indicates that the train will not run on that day or those days shown
General	
BHX	Denotes that this train does not run on a bank holiday

The following abbreviations are used to identify the day or days that a train operates.

1.3.3 Traction and Rolling Stock

Abbreviation	**Description**
15X	DMU classes 150/153/155/156/158/159
17X	DMU classes 170 and 175
22X	DMU classes 220/221/222
80X	Class 800, 801 & 802 multiple units in 5, 9 or 10 car formation
DMU	Any diesel multiple unit (excluding classes 220/221/222)
EMU	Any electric multiple unit
ECS	Empty Coaching Stock includes empty diesel and electric multiple units.
HST	Trains consisting of two Class 43 locomotives and Mk 3 passenger vehicles
LH	A passenger or parcels train hauled or propelled by one or more locomotives
LHCV	Locomotive hauled coaching vehicles
MU	Multiple unit
Power	Passenger stock equipped with power operated external doors

1.3.4 Line Codes

Abbreviation	Description
AD	Arrival/Departure Line
CL	Carriage Line
CDL	Clydesdale Line
DA	Down Ayr
DEG	Down Edinburgh & Glasgow
DFL	Down Fast Line
DG	Down Gourock
DH	Down Highland
DL	Down Line
DML	Down Main Line
DPL	Down Passenger Line
DPV	Down Passenger Loop
DS	Down Sidings
DSH	Down Shotts
DFL	Down Fast Line
DSL	Down Slow Line
ESL	East Slow Line
FL	Fast Line
GL	Goods Line
GSL	Goods and Slow Line
HS	Holding Siding
ML	Main Line
NL	North Line
PL	Platform Line
RCL	Reception Line
RRL	Reversing Line
SL	Slow or South Line
SGL	Slow and Goods Line
TL	Through Line
UA	Up Ayr
UDS	Up and Down Slow Line
UDV	Up or Down Passenger Loop
UEG	Up Edinburgh & Glasgow
UFL	Up Fast Line
UG	Up Gourock
UGL	Up Goods Line
UH	Up Highland
UL	Up Line
UML	Up Main Line
UP	Up Line
UPL	Up Passenger Loop
US	Up Sidings
USH	Up Shotts
USL	Up Slow Line
V	Loop Platform or Loop
WSL	West Slow Line

1.3.5 Activity and Other Codes

Abbreviation	Description
*	Suppression of traffic stop indicator
–D	Train stops to detach vehicles
–T	Train stops to attach and detach vehicles
–U	Train stops to attach vehicles
A	Train stops or shunts for other trains ahead or to pass only. Shows as an * in WTT
AE	Trains stops to attach/detach assisting locomotive.
BL	Train stops to attach or detach a banking locomotive
C	Train stops to change train crew
D	Train only stops to set down passengers. Shows as an s in NRT
E	Train stops for examination
G	NRT data to add
H	Notional Activity to prevent WTT column merge
HH	As H, were there is a third column involved
K	Passenger count point
KC	Ticket collection and examination point
KE	Ticket examination point
KF	Ticket examination point –1st Class only
KS	Selective ticket examination point
L	Train stops to change locomotives
N	Stop not advertised to the public
OP	Train stops for other operating reasons
OR	Train locomotive on rear of train
PR	Train propelling between points shown
R	Train stops when required. Shows as an x in NRT
RETB	Radio Electronic Token Block
RM	Trains stops for a reversing movement or driver to change ends
RR	Train stops to allow the locomotive to run–round its train
S	Trains for railway personnel only
T	Trains stops to pick up or set down passengers
TB	Train begins (Origin)
TF	Train finishes (Destination)
TS	Detail consist for TOPS Direct requested by DB Schenker
TW	Train stops to pick up or set down a staff, tablet or token on Single Lines. See Section 5.2
U	Train only stops to pick up passengers. Shows as a u in NRT
W	Train stops for watering of coaches
X	Train passes another train at crossing point on single line. See Section 5.2
x	Suppress running line information
	Force running line indication
	Force path and line indications
	Force path indication
#	Force stop with TW

Activity Codes – Notes

1. Any passenger train that stops at a location automatically generates a T Activity unless it is suppressed.
2. If an Activity is required that removes the ‘passenger stop’ Activity (T, D, U and R) then the ‘passenger stop’ Activity must always appear in the first Activity field (e.g. T −D would be correct, −D T would not). This is because the National Rail Timetable (NRT) extract program only considers the first Activity field. If it does not find a ‘passenger stop’ Activity in the first field the time will not be extracted to appear in the NRT.
3. Up to 6 Activities may be shown for each event.
4. No two Activities may be duplicated at the same event. At any one event, the following groups are mutually exclusive:
    a) D, U, T, N, S, TW, OP
    b) –D, –U, –T
    c) TB, TF
    d) KC, KE

5. N, R, G, D and U are only valid with Train Categories XC, XD, XI, XX, XZ, OO, OW, OL, BS, BR and blank (i.e. 'advertised' services).
6. K, KC, KE, KF, KS are only valid with Train Categories starting X or O.
7. If TF is present then none of K, KC, KE, KF, KS can be present.
8. Activity T indicates that a train stops to pick up and set down. This normally refers to passengers. Activity –T indicates that the train stops to attach and detach vehicles. At any location where a 'stop' time is shown, TPS or a similar system will assume a default Activity is required unless otherwise specified. These default Activities are as follows: T for trains with a Train Category starting in X or O, OP for trains with a Train Category starting in Z or E, and –T for all other trains (but see below). The default Activity will be generated when the upload file is created.
9. If Activities U, D, N, R, OP, S, TW, –U or –D are specified then this overrides the defaults and only the specified Activities will be included in the upload file (it is not necessary to use the * suppression code if these codes are present).
10. If a traffic Activity is NOT required at a 'stop' location with Activities other than U, D, N, R, OP, S, TW, –U or –D (e.g. at 'C' or 'L' stops) then the * must be input to the TPS or similar system train specification at that location to suppress –T or T. If the * is not added to indicate a non–traffic stop then T, –T or OP will be added to the upload file.
11. If an Activity –T (only) is required on a train with a Category starting in X or O it is necessary to add a * to the TPS spec (to suppress 'T') and positively show –T in the Activity column.

2 Route Description

2.1 Planning Geography

Line of Route

Network Rail maintains the planning geography and issues it to Train Operators using the BPlan system. Bplan data is to be regarded as the master geography and it is the responsibility of Train Operators and nominated Network Rail users to ensure that data in their train planning systems reflects the master geography.
It is essential that all locations, times and full details such as platforms, running lines, activities, etc. comply fully with all of the following rules. Any Network Links used for buses only are to have running line defined as BUS. All data used by a specifier must be that supplied by Network Rail: use of estimated times added or amended locally will cause the trains concerned to fail validation.
In order to avoid the creation of unnecessary journey legs and associated point–to–point timings, all passing times must conform to these rules.

Locations in bold **type and underlined** are mandatory timing points i.e. apply to all trains on the specified line of route.

Locations in **bold** type are conditional timing points with a mandatory element. These are locations where all trains travelling on a specific line or in a specific direction are required to be timed at this location, which will be defined in the Notes column. For lines/directions for which the mandatory element does not apply they are to be treated as non-mandatory timing points and are only required to be shown in connection with a specific activity with one or more of the codes shown below in the Code column.

Locations in normal type are non-mandatory timing points and are required to be shown only for a specific activity with one or more of the codes shown below in the Code column.

Locations in *italic* type are not timing points but are shown for reference purposes.

Line references shown in italics e.g. *SC001* are only for reference purposes.

In the tables below, the following codes apply:

F	Only freight trains are timed here
P	Only passenger trains are timed here
S	Only stopping trains are timed here
X	Only trains crossing from one running line to another are timed here

SC001 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Gretna Junction	–	–		*To/from Carlisle Refer to North West & Central Timetable Planning Rules - NW4001* *To/from Annan – SC031*
Quintinshill	–	–	S	Up and Down Loops
Route Boundary: NW&C/Scotland				*12 miles 30 chains*
Kirkpatrick Signal MC863	–			Applies only in the DOWN direction
Cove Signal MC862		–		Applies only in the UP direction
Lockerbie DPL	–		S	
Lockerbie	–	–		Platform / line detail must be shown
Beattock	–	–		Platform / line detail must be shown
Beattock Summit	–	–		Platform / line detail must be shown
Abington	–	–		Platform / line detail must be shown
Carstairs South Junction	–	–		*To/from Carstairs East Junction – SC003*
Carstairs	–	–		*To/from Carstairs East Junction – SC005* Platform detail must be shown Trains using Down Passenger Loop should be timed here with Platform Code 'DPL'
Carstairs U.P.L.		–	S	
Carstairs Signal MC410	–		S	Reversing point
Ravenstruther Coal Terminal	–	–	F	
Lanark Junction	–	–		*To/From Lanark SC009*
Carluke	–	–	S	
Law ~~Junction Down Passenger Loop~~ Jn D.P.L.	–		S	
Law Jn U.P.L.		–	S	*Access from SC011 only* Trains timed here should not be timed at Law Junction
Law Junction				*To/from Wishaw SC011*
Shieldmuir Royal Mail Terminal	–	–	S	
Shieldmuir	–	–		*To/from Wishaw Central Junction SC013*
Dalzell B.S.C.	–	–	F	
Motherwell UGL (Dalzell)	–	–	F	
Motherwell	–	–		*To/from Airbles – SC023* *To/from Mossend South Junction – SC093* Platform detail must be shown
Uddingston Junction	–	–		*To/from Mossend West Junction SC011*
Uddingston	–	–	S	
Newton East Junction	–	–		
Newton West Junction	–	–		
Cambuslang	–	–	S	
Rutherglen East Junction	FL SL	–		*To/from Carmyle – SC099*
Rutherglen Central Junction	SL –	FL SL	X	*To/from Rutherglen – SC025*
Rutherglen West Junction	SL	–	X	*To/from Rutherglen North Junction – SC027*
Shawfield	FL SL CDL	FL SL		
Polmadie Down Clydesdale	CDL		S	
Polmadie Up Clydesdale		FL SL	S	
Polmadie G818	SL	–	S	
Polmadie	–	–	S	
Polmadie G779	–	SL	S	
Larkfield Junction	FL SL	FL SL CDL		*To/from Terminus Junction – SC029* *To/from Muirhouse South Junction – SC047*

SC001 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)

TIMING POINT	DOWN	UP	CODE	NOTES
Eglinton Street Junction	2 3	–		
Bridge Street Junction	6 2A 2B 3A 3B 3C 4B 4C 4D 5C 5D 6D 8 8D	1U 3		*To/from Shields Junction – SC059* *To/from Muirhouse North Junction – SC031*
Glasgow Central Gantry A	304 312 313 314 315 316 320 321 322 323	6 7 A1 A3 B3 B4 C3 C4 C5 D4 D5 D6 D7	X	
Glasgow Central	–	6 7 A1 A3 B3 B4 C3 C4 C5 D4 D5 D6 D7 304 312 313 314 315 316 320 321 322 323 343		Platform detail must be shown Route codes 304 to 343 to only be used when crossing at alternative routes between Glasgow Central and Glasgow Central Gantry A timing point

SC003 CARSTAIRS SOUTH JUNCTION TO HAYMARKET EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Carstairs South Junction	–	–		*To/from Abington – SC001*
Carstairs East Junction	–	–		*To/from Carstairs – SC005*
Auchengray	–	–		
Cobbinshaw Sig EJ712		–		For Up trains
Cobbinshaw Sig EJ713	–			For Down trains
Midcalder Junction	–	–		*To/from Livingston South – SC007*
Midcalder Junction EJ982		–	S	Reversal location only
Kirknewton	–	–	S	
Curriehill	–	–	S	
Wester Hailes	–	–	S	
Kingsknowe	–	–	S	
Slateford	–	–		
Slateford Junction				*To/from Craiglockhart Junction – SC165*
Haymarket East Junction	–	–		*To/from Haymarket – SC107*

SC005 CARSTAIRS TO CARSTAIRS EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Carstairs	–	–		*To/from Lanark Junction – SC001*
Carstairs East Junction	–	–		*To/from Auchengray – SC003*

SC007 MIDCALDER JUNCTION TO HOLYTOWN JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Midcalder Junction	–	–		*To/from Slateford Junction – SC003*
Livingston South	–	USH DSH		Mandatory timing point in the Up direction only
West Calder	–	–	S	Platform detail must be shown
Addiewell	–	–	S	
Breich	–	–	S	
Fauldhouse	–	–	S	
Benhar Junction	–	–		
Shotts	–	–		Platform detail must be shown
Hartwood	–	–	S	
Cleland	–	–	S	
Carfin	–	–	S	
Holytown Junction	–	–		*To/from Mossend East Junction SC011*

SC009 LANARK TO LANARK JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Lanark	–	–		Platform detail must be shown
Lanark Junction	–	–		*To/From Law Junction – SC001*

SC011 LAW JUNCTION TO UDDINGSTON JUNCTION (VIA HOLYTOWN)

TIMING POINT	DOWN	UP	CODE	NOTES
Law Junction				*To/from Lanark Junction – SC001* Trains using loops to be timed as such.
Wishaw	–	–		
Wishaw Central Junction				*To/from Shieldmuir – SC013*
Holytown Junction	–	–		*To/from Shotts – SC007*
Holytown	–	–	S	Platform detail must be shown
Mossend East Junction	–	–		*To/from Mossend North Junction – SC015* *To/from Mossend South Junction – SC017*
Mossend West Junction	–	–		*To/from Mossend South Junction – SC019*
Bellshill	–	–	S	
Viewpark Sidings Lafarge	–	–	F	
Uddingston Junction	–	–		*To/from Newton East Junction – SC001*

SC013 WISHAW CENTRAL JUNCTION TO SHIELDMUIR JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Wishaw Central Junction	–	–		*To/from Wishaw – SC011*
Shieldmuir Junction	–	–		*To/from Shieldmuir – SC001*

SC015 MOSSEND EAST JUNCTION TO MOSSEND NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Mossend East Junction	–	–		*To/from Law Junction – SC011*
Mossend North Junction	–	–		*To/from Greenhill Lower Junction – SC093*

SC017 MOSSEND EAST JUNCTION TO MOSSEND SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Mossend East Junction	–	–		*To/from Law Junction – SC011*
Mossend South Junction	–	–		*To/from Motherwell – SC093*

SC019 MOSSEND SOUTH JUNCTION TO MOSSEND WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Mossend South Junction	–	–		*To/from Motherwell – SC093*
Mossend West Junction	–	–		*To/from Uddingston Junction – SC011*

SC023 MOTHERWELL TO NEWTON (VIA HAMILTON)

TIMING POINT	DOWN	UP	CODE	NOTES
Motherwell				Platform detail must be shown *To/from Uddingston Junction – SC001*
Airbles	–	–		
Haughhead Junction	–	–		*To/from Chatelherault –SC024*
Hamilton Central	–	–		
Hamilton West	–	–	S	Also freight trains to/from E.G. Steele
Hamilton E.G. Steele	–	–	F	
Blantyre	–	–	S	
Newton Turnback Sdg	–	–	S	
Newton	–	–		Platform detail must be shown *To/from Uddingston Junction – SC001* *To/from Rutherglen East Junction – SC001* *To/from Kirkhill – SC055*

SC024 LARKHALL TO HAUGHHEAD JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Larkhall	–	–		Platform detail must be shown
Merryton	–	–	S	
Allanton Loop	–	–		
Chatelherault	–	–	S	
Haughhead Junction	–	–		*To/from Hamilton Central SC023*

SC025 RUTHERGLEN TO FINNIESTON JUNCTIONS

TIMING POINT	DOWN	UP	CODE	NOTES
Rutherglen	–	–		*To/from Rutherglen Central Junction – Sc001*
Rutherglen North Junction	–	–	X	*To/from Rutherglen West Junction –SC027*
Dalmarnock	–	–	S	
Bridgeton	–	–	S	
Argyle Street	–	–	S	
Glasgow Central Low Level	–	–		
Anderston	–	–	S	Platform detail must be shown
Exhibition Centre	–	–	S	Platform detail must be shown
Finnieston East Junction	–			
Finnieston West Junction		–		*To/from Hyndland East Junction – SC123*

SC027 RUTHERGLEN WEST JUNCTION TO RUTHERGLEN NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Rutherglen West Junction	–	SL	X	*To/from Glasgow Central – SC001*
Rutherglen North Junction	–	–	X	*To/from Finnieston West Junction – SC025*

SC029 LARKFIELD JUNCTION TO SHIELDS JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Larkfield Junction	–	–		*To/from Shawfield – SC001*
Terminus Junction	–	–		*To/from Muirhouse Central Junction - SC049*
Shields Junction	–	–		*To/from Paisley Gilmour Street – SC059* *To/from Paisley Canal – SC061*

SC031 GRETNA JUNCTION TO GLASGOW BRIDGE STREET JUNCTION (VIA KILMARNOCK)

TIMING POINT	DOWN	UP	CODE	NOTES
Gretna Junction	–	–		*To/from Carlisle Refer to North West & Central Timetable Planning Rules (NW4001)*
Gretna Green	–	–	S	
Eastriggs MOD	–	–	F	
Annan	–	–		
Dumfries	–	–		Platform detail must be shown
Holywood	–	–		
Thornhill	–	–		
Sanquhar	–	–	S	
Kirkconnel	–	–		
New Cumnock U.R.S.	–	–	F	
New Cumnock	–	–		
Bank Junction	–	–	F	*To/from Knockshinnoch/Greenburn – SC035/SC036*
Auchinleck	–	–	S	
Mauchline	–	–		*To/from Annbank – SC087*
Kay Park Junction				*To/from Riccarton – SC037*

SC031 GRETNA JUNCTION TO GLASGOW BRIDGE STREET JUNCTION (VIA KILMARNOCK)

TIMING POINT	DOWN	UP	CODE	NOTES
Kilmarnock	–	–		Platform detail must be shown *To/from Barassie Junction – SC039*
Kilmaurs	–	–	S	
Lochridge Junction	DM UM	–		
Stewarton	DM UM	UM DM	S	Platform detail must be shown
Dunlop	DM UM	UM DM	S	Platform detail must be shown
Lugton SB	–	UM DM		
Barrhead	–	–		Platform detail must be shown
Nitshill	–	–	S	
Priesthill & Darnley	–	–	S	
Kennishead	–	–	S	
Busby Junction	–	–		*To/from Thornliebank – SC045*
Pollokshaws West	–	–	S	
Crossmyloof	–	–	S	
Muirhouse South Junction	–	–		*To/from Larkfield Junction – SC047*
Muirhouse Central Junction	–	–	X	Trains to/from Cathcart West Junction via Maxwell Park should be timed here. *To/from Pollockshields West* *To/from Terminus Junction*
Muirhouse North Junction	–	–		*To/from Pollokshields East – SC051*
Glasgow Bridge Street Junction	–	–		*To/from Eglinton St Junction – SC001*

SC035 BANK JUNCTION TO KNOCKSHINNOCH

TIMING POINT	DOWN	UP	CODE	NOTES
Bank Junction	–	–	F	*To/from Kilmarnock – SC031*
Greenburn Junction	–	–	X	Only for trains to/from Greenburn Opencast *SC036*

SC036 GREENBURN JUNCTION TO GREENBURN OPEN CAST

TIMING POINT	DOWN	UP	CODE	NOTES
Greenburn Junction	–	–	X	
Greenburn Open cast	–	–	F	*To/from Greenburn Junction SC035*

SC037 KAY PARK JUNCTION TO RICCARTON

TIMING POINT	DOWN	UP	CODE	NOTES
Kay Park Junction			F	*To/from Kilmarnock – SC031*
Riccarton Oil Terminal	–	–	F	

SC039 KILMARNOCK TO BARASSIE

TIMING POINT	DOWN	UP	CODE	NOTES
Kilmarnock	–	–		Platform detail must be shown *To/from Gretna Junction – SC031*
Kilmarnock Sig 72	–	–	F	

SC039 KILMARNOCK TO BARASSIE

TIMING POINT	DOWN	UP	CODE	NOTES
Long Lyes Sidings	–	–	F	
Kilmarnock Hunslet Barclay	–	–	F	
Irvine Caledonian Paper (Meadowhead)	–	–	F	
Barassie Junction Sig 275		–	S	
Barassie Junction	–	–		*To/from Ayr – SC059*

SC045 EAST KILBRIDE TO BUSBY JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
East Kilbride		–		
Hairmyres Loop	–	–		Platform / line detail must be shown
Hairmyres	–	–	S	
Thorntonhall	–	–	S	
Busby	–	–		
Clarkston	–	–	S	
Giffnock	–	–	S	
Thornliebank	–	–	S	
Busby Junction	–	–		*To/from Muirhouse South Junction – SC047*

SC047 MUIRHOUSE SOUTH JUNCTION TO LARKFIELD JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Muirhouse South Junction	–	–		*To/from Busby Junction – SC031*
Larkfield Junction	FL SL CDL			*To/from Shawfield - SC001*

SC049 MUIRHOUSE CENTRAL JUNCTION TO TERMINUS JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Muirhouse Central Junction	–	–		*To/from Muirhouse North Junction - SC031*
Terminus Junction	–	–		*To/from Shields Junction – SC029*

SC051 MUIRHOUSE CENTRAL JUNCTION TO MUIRHOUSE NORTH JUNCTION (VIA CATHCART) (CATHCART CIRCLE)

TIMING POINT	DOWN	UP	CODE	NOTES
Muirhouse Central Junction	–	–		*To/from Muirhouse North Junction - SC031*
Pollokshields West	–	–	S	
Maxwell Park	–	–	S	
Shawlands	–	–	S	
Pollokshaws East	–	–	S	
Langside	–	–	S	
Cathcart West Junction	–	–		*To/from Neilston SC053*
Cathcart	–	–	S	
Cathcart North Junction				*To/from Cathcart East Junction – SC057*
Mount Florida	–	–		Platform detail must be shown *To/from Kings Park SC055*

SC051 MUIRHOUSE CENTRAL JUNCTION TO MUIRHOUSE NORTH JUNCTION (VIA CATHCART) (CATHCART CIRCLE)

TIMING POINT	DOWN	UP	CODE	NOTES
Crosshill	–	–	S	
Queens Park	–	–	S	
Pollokshields East	–	–	S	
Muirhouse North Junction	–	–		*To/from Eglinton Street Junction - SC001*

SC053 NEILSTON TO CATHCART WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Neilston	–	–		
Patterton	–	–	S	
Whitecraigs	–	–	S	
Williamwood	–	–	S	
Muirend	–	–	S	
Cathcart West Junction	–	–		*To/from Cathcart – SC051* *To/from Newton – SC055*

SC055 NEWTON TO CATHCART WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Newton	–	–		Platform details must be shown *To/from Newton East Junction – SC001* *To/from Hamilton Central – SC023*
Kirkhill	–	–	S	
Burnside	–	–	S	
Croftfoot	–	–	S	
Kings Park	–	–	S	Platform detail must be shown *To/from Mount Florida – SC051*
Cathcart East Junction				*To/from Cathcart North Junction – SC057*
Cathcart West Junction	–	–		*To/from Muirhouse Central Junction – SC051* *To/from Muirend - SC053*

SC057 CATHCART EAST JUNCTION TO CATHCART NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Cathcart East Junction				*To/from – Kings Park - SC055*
Cathcart North Junction				*To/from – Mount Florida – SC051*

SC059 GLASGOW BRIDGE STREET JUNCTION TO STRANRAER (VIA PAISLEY GILMOUR STREET)

TIMING POINT	DOWN	UP	CODE	NOTES
Bridge Street Junction	DA UA TS	4B 4C 4D 5C 5D 6D 8D 6 8		To/from Glasgow Central – SC001
Smithy Lye	–	–	S	
Shields Junction	DA TS	–		*To/from Terminus Junction – SC029* *To/from High St Junction – SC131 City Union Line* *To/from Paisley Canal – SC061*
Gower Street Junction	DA UA UG	UA UTT	X	
Ibrox Jn	DA, UA	UA, UG	X	
Helen Street Junction	UA	DA	X	
Cardonald	DA	UG	S	Platform detail must be shown
Cardonald Junction		UA UG	X	*To/from Deanside – see SC063*
Hillington East	DA	UG	S	Platform detail must be shown
Hillington West	DA	UG	S	Platform detail must be shown
Arkleston Junction	DA DG UA UG	UA UG DA		
Paisley Down Goods Loop	–		S	
Paisley Gilmour Street	–	UA UG DA DG		Platform detail must be shown *To/from Paisley St James – SC065*
Elderslie Signal GPE143		-	X	To Loop/Freight Terminal
Elderslie W H Malcolm		-	F	
Elderslie Loop	-	-	S	
Elderslie	–	–		Not Required By trains using Elderslie Loop
Johnstone	–	–	S	Platform detail must be shown
Milliken Park	–	–	S	
Howwood	–	–	S	
Lochwinnoch	–	–		
Glengarnock	–	–	S	
Brownhill DPL	–		S	
Brownhill UPL		–	S	
Dalry Roche	–	–	F	
Dalry	–	–		
Kilwinning UGL		–	S	
Kilwinning	–	–		Platform detail must be shown *To/from Saltcoats – SC073*
Byrehill Junction	–	–	X	*Trains to and from Dubbs Junction only – SC081*
Bogside Junction	–	–	X	Down trains crossing from Up Line only
Irvine	–	–		Platform detail must be shown
Barassie	–	–	S	Platform detail must be shown
Barassie Junction	–	–		Mandatory for trains not stopping at Barassie. *To/from Kilmarnock – SC031*
Barassie Yard DBS	–	–	F	
Barassie Yard FHH	–	–	F	
Barassie Yard GBRF	–	–	F	
Barassie Yard Run Round	–	–	F	
Barassie DPL	–		S	

SC059 GLASGOW BRIDGE STREET JUNCTION TO STRANRAER (VIA PAISLEY GILMOUR STREET)

TIMING POINT	DOWN	UP	CODE	NOTES
Barassie UGL		–	S	
Troon	–	–	P	
Monkton G.F.		–	X	*To/from Prestwick BP Oil only*
Prestwick BP Oil		–	F	
Prestwick International Airport	–	–	S	
Prestwick Town	–	–		
Falkland Junction	–	–		
Falkland DGL	–		S	
Falkland S.S	–	–	F	
Newton on Ayr	–	–	PS	Platform detail must be shown
Newton Junction	–	–	F	*To/from Annbank – SC087*
Ayr	–	–		Platform detail must be shown
Ayr C.S.D.	–	–	S	
Dalrymple Junction	–	–		*To/from Chalmerston Opencast – SC091*
Maybole	–	–	S	
Kilkerran SB	–	–		
Girvan	–	–		Token Exchange Point Platform detail must be shown.
Girvan Signal GV26			S	
Barrhill	–	–		Token Exchange Point
Glenwhilly SB	–	–		Token Exchange Point
Dunragit SB	–	–		Token Exchange Point
Stranraer		–		Platform detail must be shown

SC061 SHIELDS JUNCTION TO PAISLEY CANAL

TIMING POINT	DOWN	UP	CODE	NOTES
Shields Junction	DCK UCK	–		*To/from Terminus Junction – SC029* *To/from High St Junction – SC131* *To/from Bridge Street Junction – SC059*
Shields Jn No1 Line	–	–	S	
Shields TMDE	–	–	S	
Dumbreck	DCK UCK	UCK	S	
Corkerhill Depot Junction	–	UCK	X	Trains to/from Paisley Canal only
Corkerhill CSMD	–	DCK UCK	S	
Corkerhill	–	–	S	
Mosspark	–	–	S	
Crookston	–	–	S	
Hawkhead	–	–	S	
Paisley Canal	–	–		

SC063 CARDONALD JUNCTION TO DEANSIDE (GOODS LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Cardonald Junction	DA	UA UG	X	
Cardonald North Junction	–	–	F	
Deanside Loop	–	–	F	
Deanside C.P.A.	–	–	F	*To/from Shields Junction – SC059*

SC065 PAISLEY GILMOUR STREET TO GOUROCK

TIMING POINT	DOWN	UP	CODE	NOTES
Paisley Gilmour Street	–	DA UA DG UG		*To/from Shields Junction – See SC059*
Paisley St James	–	–	S	
Bishopton	–	–	P	
Langbank	–	–	S	
Woodhall	–	–	S	
Port Glasgow	–	–	P	
Wemyss Bay Junction	–	–		*To/from Wemyss Bay – See SC067*
Bogston	–	–	S	
Cartsdyke	–	–	S	
Greenock Central	–	–		
Greenock West	–	–		
Fort Matilda	–	–	S	
Gourock		–		Platform detail must be shown

SC067 WEMYSS BAY JUNCTION TO WEMYSS BAY

TIMING POINT	DOWN	UP	CODE	NOTES
Wemyss Bay Junction	–	–		*To/from Paisley Gilmour Street – See SC065*
Whinhill	–	–	S	
Drumfrochar	–	–	S	
Branchton	–	–	S	
Dunrod	–	–		Platform / Running Line detail must be shown
Inverkip	–	–	S	
Wemyss Bay		–		Platform detail must be shown

SC073 KILWINNING TO LARGS

TIMING POINT	DOWN	UP	CODE	NOTES
Kilwinning	–	–		Platform detail must be shown *To/from Dalry – SC059*
Dubbs Junction	–	–	X	*To/from Byrehill Junction – SC081* Trains to and from Byrehill only
Stevenston	–	–	S	
Stevenston DGL	–		S	
Saltcoats	–	–		
Ardrossan South Beach	UDL	–		*To/from Ardrossan Town – SC077* *To/from West Kilbride – See below*
West Kilbride	UDL	UDL	S	*To/from Ardrossan South Beach – See above*
Hunterston Junction	–	UDL UFL		
Hunterston HL Sidings	–	–	F	
Hunterston LL Sidings	–	–	F	
Hunterston DRS	–	–	F	
Fairlie	–	–	S	
Largs		–		Platform detail must be shown

SC077 ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR

TIMING POINT	DOWN	UP	CODE	NOTES
Ardrossan South Beach	–	–		*To/From Saltcoats – SC073*
Ardrossan Town	–	–		
Ardrossan Harbour		–		

SC081 BYREHILL TO DUBBS JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Byrehill Junction	–	–	X	*Trains to and from Irvine – SC059*
Dubbs Junction	–	–	X	*To/From Saltcoats – SC073*

SC085 AYR HARBOUR TO NEWTON JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Ayr Harbour	–	–	F	
Newton Junction	–	–	F	*To/from Annbank – SC087*

SC087 NEWTON JUNCTION TO MAUCHLINE (GOODS LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Newton Junction	–	–	F	*To/from Ayr Harbour – SC085* *To/from Ayr – SC059*
Ayr Signal PA335		–	S	
Annbank	–	–		*For diverted services and services to/from Falkland SS* *To/from Killoch Colliery – SC089*
Mauchline	–	–		

SC089 ANNBANK TO KILLOCH COLLIERY

TIMING POINT	DOWN	UP	CODE	NOTES
Annbank	–	–		
Killoch Colliery	–	–	F	

SC091 DALRYMPLE JUNCTION TO CHALMERSTON (GOODS LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Dalrymple Junction	–	–		*To/from Ayr - SC059*
Chalmerston Opencast	–	–	F	

SC093 MOTHERWELL TO GREENHILL LOWER JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Motherwell	–	–		Platform detail must be shown *To/from Shieldmuir – SC001* *To/from Airbles – SC023*
Motherwell T.M.D.	–	–	S	

SC093 MOTHERWELL TO GREENHILL LOWER JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Braidhurst Loops	–	–	S	
M372	–	–	X	*Only trains to/ from Motherwell TMD*
M368	–	–	X	*Only trains to/from Motherwell TMD*
Mossend South Junction	–	–		*To/from Mossend East Junction – SC017* *To/from Mossend West Junction – SC019*
Mossend North Junction	–	–		*To/from Mossend East Junction – SC015*
Mossend Down Sidings			F	
Mossend Down Goods Loop			F	
Mossend Up Yard			F	
Mossend Euroterminal			F	
Mossend LHS			F	
Mossend North Exit	–	–		
Whifflet South Junction	–	–		*To/from Sunnyside Junction – SC097*
Whifflet	–	–	S	
Whifflet North Junction	–	–	X	*To/from Langloan Junction – SC099*
Coatbridge Central	–	–		Platform / line detail must be shown *To/from Langloan Junction – SC101*
Signal M250	–	–		ECS terminating/starting Coatbridge Central
Coatbridge DGL (M254)	–	–		ECS terminating/starting Coatbridge Central/Passing to Coatbridge Shunt Neck
Coatbridge FLT	–	–	F	
Gartsherrie South Junction	–	– SL		*To/from Gartcosh Junction – SC105*
Coatbridge FLT Shunt Neck	–	–	S	Down freights which access Coatbridge FLT from the North end
Garnqueen North Junction	–	–		*To/from Gartcosh Junction – SC103*
Greenfoot G.L.	–		S	Only trains using Down Goods Loop
Greenfaulds	–	–	S	
Cumbernauld	–	–		Platform detail must be shown
Cumbernauld D.R.S	–			Reversal location only
Cumbernauld Sig CN654	–			Reversal location only
Greenhill Lower Junction	–	–		*To/from Greenhill Upper Junction – SC107* *To/from Carmuirs West Junction – SC119*

SC097 WHIFFLET SOUTH JUNCTION TO SUNNYSIDE JUNCTION (GOODS LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Whifflet South Junction	–	–		*To/from Mossend North Exit – SC093*
Sunnyside Junction	–	–	X	*To/from Bellgrove – SC123*

SC099 WHIFFLET NORTH JUNCTION TO RUTHERGLEN EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Whifflet North Junction	–	–	X	*To/from Whifflet South Junction – SC093*
Langloan Junction	–	–		*To/from Coatbridge Central – SC093*
Kirkwood	–	–	S	
Bargeddie	–	–	S	
Baillieston	–	–	S	
Mount Vernon	–	–	S	
Carmyle	–	–		

SC099 WHIFFLET NORTH JUNCTION TO RUTHERGLEN EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Rutherglen East Junction	–	–		*To/from Shawfield – SC001*

SC101 COATBRIDGE JUNCTION TO LANGLOAN JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Coatbridge Junction				*To/from Coatbridge Central – SC093*
Langloan Junction	–	–		

SC103 GARNQUEEN NORTH JUNCTION TO COWLAIRS WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Garnqueen North Junction	–	–		*To/from Cumbernauld – SC093*
Gartcosh Junction	–	–		*To/from Gartsherrie South Junction – SC105*
Gartcosh	–	–	S	
Stepps	–	–	S	
Robroyston	–	–	S	
Springburn	–	–		*To/from Cowlairs South Junction – SC106* *To/from Bellgrove – SC129*
Sighthill West Junction	-	-		
Cowlairs West Junction	–	–		*To/from Bishopbriggs – SC107* *To/from Cowlairs South Junction – SC107*

SC105 GARTSHERRIE SOUTH JUNCTION TO GARTCOSH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Gartsherrie South Junction	–	–		Up trains running Slow Line to Coatbridge to show SL. *To/from Coatbridge Central SC093*
Gartcosh Junction	–	–		*To/from Springburn SC103*

SC106 SIGHTHILL WEST JUNCTION TO COWLAIRS SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Sighthill West Junction				*To/from Springburn – SC103*
Cowlairs South Junction	DEG UEG	UEG DEG		*To/from Springburn – SC103* *To/from Glasgow Queen Street – SC107*

SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

TIMING POINT	DOWN	UP	CODE	NOTES
Edinburgh Waverley	Z Y X W			Platform detail must be shown
Princes Street Gardens	DN DS	Z Y X W		
Haymarket	DN DS	UN US		Platform detail must be shown *To/from Slateford Junction – SC003*
Haymarket Central Junction	DN DS	UN US	X	*To/from Gorgie Junction – SC165* Only for crossing

SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

TIMING POINT	DOWN	UP	CODE	NOTES
Haymarket West Junction	–	UN US		*To/from Gorgie Junction – SC165* *To/from Dalmeny Junction – SC171*
Edinburgh Park	–	–	S	
Newbridge Junction	–	–		*To/from Uphall – SC111*
Newbridge Junction DPL	–		S	
Winchburgh Junction	–	–		*To/from Dalmeny Junction – SC113*
Linlithgow UPL		–	S	
Linlithgow	–	–		Platform detail must be shown
Bo'ness Down Passenger Loop	–		S	
Bo'ness G.F.		–	S	*To/from Bo'ness & Kinneil Preserved Railway*
Polmont	–	–		*To/from Grangemouth Junction - SC109* Platform detail must be shown
Polmont Up South PL		–	S	
Falkirk High	–	–		Platform detail must be shown
Greenhill Upper Junction	–	–		
Croy	–	–		Platform detail must be shown
Gartshore Down Passenger Loop	–		S	
Gartshore Up Passenger Loop		–	S	
Lenzie	DEG UEG			
Cadder (East End)	–			
Cadder Down Passenger Loop	–	–	S	
Cadder Down Arrival/Departure Line	–		S	
Cadder Up Passenger Loop	–	–	S	
Cadder Yard	–	–	S	
Cadder (West End)				
Bishopbriggs	DEG UEG	UEG DEG		
Cowlairs East Junction	DEG UEG	UEG DEG	X	*To/from Cowlairs North Junction – SC116*
Eastfield Passenger Loop	–	–	S	
Cowlairs West Junction	DEG UEG	UEG DEG		*To/from Cowlairs North Junction – SC115* *To/from Springburn – SC103*
Cowlairs Passenger Loop	–	–	S	
Cowlairs South Junction	DEG UEG	UEG DEG		*To/from Springburn – SC106*
Glasgow Queen Street		UEG DEG		Platform detail must be shown

SC109 POLMONT TO CARMUIRS WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Polmont	–	–		*To/from Linlithgow – SC107*
Polmont Up North PL		–	S	

SC109 POLMONT TO CARMUIRS WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Grangemouth Junction	–	–		
Falkirk Grahamston	–	–	S	Platform detail must be shown
Camelon	–	–	S	Platform detail must be shown
Carmuirs East Junction	–	–		*To/from Larbert Junction – SC110*
Carmuirs West Junction	–	–		*To from Greenhill Upper Junction – SC107*

SC110 CARMUIRS EAST JUNCTION TO LARBERT JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Carmuirs East Junction	–	–		*To/from Carmuirs West Junction – SC109*
Larbert Junction	–	–		*To/from Stirling – SC119*

SC111 NEWBRIDGE JUNCTION TO BATHGATE

TIMING POINT	DOWN	UP	CODE	NOTES
Newbridge Junction	–	–		*To/from Haymarket West Junction – SC107*
Uphall	–	–		
Livingston North	–	–	*S*	
Bathgate East Junction	–	–	X	*To/from Bathgate LMD*
Bathgate Signal EN2031	–	–	S	
Bathgate LMD	–	–	*S*	
Bathgate	–	–		Platform detail must be shown *To/from Airdrie – SC123*

SC113 WINCHBURGH JUNCTION TO DALMENY JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Winchburgh Junction	–	–		*To/from Linlithgow - SC107*
Dalmeny Junction	–	–		*To/from Inverkeithing – SC171*

SC115 COWLAIRS WEST JUNCTION TO KNIGHTSWOOD NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Cowlairs West Junction	–	–		
Cowlairs North Junction	–	–		*To/from Cowlairs East Junction – SC116*
Ashfield	–	–	S	
Possilpark & Parkhouse	–	–	S	
Gilshochil	–	–	S	
Summerston	–	–	S	
Maryhill	–	–		*To/from Anniesland - SC115(0)*
Knightswood North Junction	**–**	**–**		*To/from Westerton – SC123*

SC115(0) MARYHILL TO ANNIESLAND

TIMING POINT	DOWN	UP	CODE	NOTES
Maryhill	–	–		
Kelvindale	–	–	S	
Anniesland	–	–		Platform detail must be shown *To/from Hyndland SC123*

SC116 COWLAIRS EAST JUNCTION TO COWLAIRS NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Cowlairs East Junction	DEG UEG	UEG DEG	X	*To/from Bishopbriggs SC107*
Cowlairs North Junction	–	–		

SC117 GRANGEMOUTH JUNCTION TO GRANGEMOUTH NR BOUNDARY

TIMING POINT	DOWN	UP	CODE	NOTES
Grangemouth Junction	–	–		*To/fromCarmuirs East Junction - SC109*
Grangemouth Signal 290	–	–	S	*ECS reversing moves and for regulating purposes for trains from Fouldubs Jn*
Grangemouth Signal 292	–	–	S	*ECS reversing moves and for regulating purposes for trains from Fouldubs Jn*
Fouldubs Junction	–	–		
Grangemouth R.R.	–	–	F	
Grangemouth NR Boundary	–	–	F	
Grangemouth Tongues	–	–	F	
Grangemouth Refinery Ltd.	–	–	F	

SC119 GREENHILL UPPER JUNCTION TO DUNDEE CENTRAL JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Greenhill Upper Junction	–	–		*To/from Croy – SC107*
Greenhill Lower Junction	–	–		*To/from Cumbernauld – SC093*
Carmuirs West Junction	–	–		*To/from Carmuirs East Junction – SC109*
Larbert Junction	–	–		*To/from Carmuirs East Junction – SC110*
Larbert	–	–	S	Platform detail must be shown
Stirling Middle	–	–	S	Reversal location only
Stirling Up Passenger Loop	–	–	S	
Stirling	–	–		Platform detail must be shown *To/from Causewayhead Junction – SC183*
Stirling North	–	–	S	Reversal location only
Bridge of Allan	–	–	S	
Dunblane	–	–		Terminating trains in Down Passenger Loop/Platform 3 to be shown DPV
Dunblane SB	–	–	S	Reversal location only
Greenloaning	–	–		
Blackford South Junction	–		X	To Blackford Freight Terminal
Blackford Freight Terminal	–		F	
Blackford	–	–		
Gleneagles	–	–	S	
Hilton Junction	–	–		*To/from Ladybank – SC181*
Perth Signal P61	–	–	S	Reversal location only
Perth Signal P64	–	–	S	Reversal location only
Perth	–	–		Platform detail must be shown *To/from Stanley Junction – SC193*
Barnhill	–	–		
Errol	–	–		
Longforgan SB	-	-		
Invergowrie	–	–	S	
Dundee West Reception Line	–	–	S	
Dundee Central Junction	–	–		*To/from Dundee – SC191*

SC123 BATHGATE TO HELENSBURGH (VIA SINGER)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Bathgate	–	–		Platform detail must be shown *To/from Uphall – SC111*
Armadale	–	–	S	
Blackridge	–	–	S	
Caldercruix	–	–	S	
Drumgelloch	–	–	S	
Airdrie	–	–		Platform detail must be shown
Airdrie C.S.	–	–	S	
Airdrie Signal YS754	–	–	S	Reversal location only
Coatdyke	–	–	S	
Coatbridge Sunnyside	–	–		
Sunnyside Junction	–	–	X	*To/from Whifflet South Junction – SC097*
Blairhill	–	–	S	
Easterhouse	–	–	S	
Garrowhill	–	–	S	
Shettleston Loop	–	–	S	
Shettleston	–	–		
Carntyne	–	–	S	
Bellgrove	–	–		Platform detail must be shown *To/from Springburn – SC129*
High Street Junction	–	–	X	*To/from Shields Junction – SC131 City Union Line*
High Street	–	–	S	
Glasgow Queen Street Low Level	–	–		Platform detail must be shown
Charing Cross	–	–	S	Platform detail must be shown *To/from Finnieston Junctions*
Finnieston East Junction	–			*From Glasgow Central Low Level SC025*
Finnieston West Junction		–		*To Glasgow Central Low Level SC025*
Partick	–	–	S	Platform detail must be shown
Hyndland	–	–	S	Platform detail must be shown
Hyndland U/D GL	–	–	S	
Hyndland East Junction	–	–		
Hyndland North Junction				*To/from Hyndland West Jn - SC136*
Anniesland	–	–		Platform detail must be shown *To/from Hyndland West Junction – see below* *To/from Maryhill – see SC115(0)*
Westerton	–	–		Platform details must be shown *To/from Cowlairs North Junction – SC115* *To/from Milngavie SC133*
Drumchapel	–	–	S	
Drumry	–	–	S	
Singer	–	–	S	
Dalmuir	–	–		Platform detail must be shown *To/from Westerton* *To/from Clydebank – SC125*
Dalmuir Down Siding	–	–	S	Reversal location only
Dalmuir Signal YY898	–		S	Reversal location only
Kilpatrick	–	–	S	
Bowling	–	–	S	
Dumbarton East	–	–	S	
Dumbarton Central	–	–		Platform detail must be shown

Dalreoch	–	–		*To/from Balloch - SC135*
Cardross	–	–	S	
Craigendoran Junction	–	–		*To/from Helensburgh Upper – SC141*
Craigendoran		–	S	
Helensburgh Central		–		Platform detail must be shown

SC125 HYNDLAND EAST JUNCTION DALMUIR (VIA YOKER)

TIMING POINT	DOWN	UP	CODE	NOTES
Hyndland East Junction	–	–		*To Finnieston West Junction - SC123* *From Finnieston East Junction - SC123*
Jordanhill	–	–	S	
Hyndland West Junction	–	–	X	*To/from Anniesland – SC123*
Scotstounhill	–	–	S	
Garscadden	–	–		Platform detail must be shown
Yoker C.S.D	-	-	S	
Yoker	–	–		
Clydebank	–	–		
Dalmuir	–	–		*To/from Dumbarton Central – SC123*

SC129 SPRINGBURN TO BELLGROVE

TIMING POINT	DOWN	UP	CODE	NOTES
Springburn	–	–		Platform detail must be shown *To/from Cowlairs South Junction – SC106/SC107* *To/from Cowlairs West Junction - SC103/SC107*
Barnhill	–	–	S	
Alexandra Parade	–	–	S	
Duke Street	–	–	S	
Bellgrove	–	–		*To/from Queen Street Low Level – SC123* Platform detail must be shown

SC131 HIGH STREET JUNCTION TO SHIELDS JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
High Street Junction	–	–		*To/from Bellgrove – SC123*
Shields Junction	–	–		*To/from Arkleston Junction – SC059*

SC133 WESTERTON TO MILNGAVIE

TIMING POINT	DOWN	UP	CODE	NOTES
Westerton	–	–		*To/from Anniesland - SC123* *To/from Cowlairs North Junction - SC115*
Bearsden	–	–		
Hillfoot	–	–		
Milngavie		–		Platform detail must be shown

SC135 DALREOCH TO BALLOCH

TIMING POINT	DOWN	UP	CODE	NOTES
Dalreoch	–	–		*To/from Dumbarton Central - SC123*
Renton	–	–	S	
Alexandria	–	–	S	
Balloch		–		

SC136 HYNDLAND NORTH JUNCTION TO HYNDLAND WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Hyndland North Junction		–	S	Trains towards Anniesland only *To/from Anniesland – SC123*
Hyndland West Junction	–	–	X	*To/from Garscadden – SC125*

SC141 CRAIGENDORAN JUNCTION TO FORT WILLIAM

TIMING POINT	DOWN	UP	CODE	NOTES
Craigendoran Junction	–	–		*To/from Dalreoch – SC123*
Craigendoran WHL	–	–	S	
Helensburgh Upper	–	–		Token Exchange Point
Garelochhead	–	–		Token Exchange Point
Glen Douglas	–	–		If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Glen Douglas M.O.D.	–	–	F	
Arrochar & Tarbet	–	–		Token Exchange Point
Ardlui	–	–		If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Crianlarich Down Sidings	–	–	F	
Crianlarich	–	–		Token Exchange Point Platform detail must be shown *To/from Tyndrum Lower – SC143*
Upper Tyndrum	–	–		Token Exchange Point
Bridge of Orchy	–	–		Token Exchange Point
Gorton	–	–	S	If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Rannoch	–	–		Token Exchange Point
Corrour	–	–		If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Tulloch	–	–		Token Exchange Point
Roy Bridge	–	–	S	If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Spean Bridge	–	–		Token Exchange Point
Fort William Junction	–	–		*To/from Banavie – see SC145* To/from Ft. William Junction Yard
Fort William Signal 33	–	–	S	
Fort William		–		Platform detail must be shown

SC143 CRIANLARICH TO OBAN

TIMING POINT	DOWN	UP	CODE	NOTES
Crianlarich				Platform detail must be shown *To/from Ardlui – SC141*
Tyndrum Lower	–	–		Token Exchange Point
Dalmally	–	–		If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Loch Awe	–	–	S	
Falls of Cruachan	–	–	S	
Taynuilt	–	–		Token Exchange Point
Connel Ferry	–	–	S	If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Oban GF	–	–	S	For trains departing platform 2, and for trains shunting between platforms and sidings
Oban	–	–		Platform detail must be shown

SC145 FORT WILLIAM TO MALLAIG

TIMING POINT	DOWN	UP	CODE	NOTES
Fort William	–	–		Platform detail must be shown
Fort William Signal 33	–	–	S	
Fort William BACO	–	–	F	
Fort William Junction	–	–		*To/from Fort William - SC141*
Fort William Junction Yard	–	–	F	To/from Ft. William Junction - See above To/from Banavie – see below
Banavie	–	–		*To/from Fort William Junction Yard*
Corpach	–	–	S	
Annat LC	–	–	F	*Trains to/from Corpach Pulp Mill only*
Corpach Pulp Mill	–	–	F	
Loch Eil Outward Bound	–	–		If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Locheilside	–	–	S	
Glenfinnan	–	–		Token Exchange Point
Lochailort	–	–	S	
Beasdale	–	–	S	
Arisaig	–	–		If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Morar		–		Mandatory timing point in Up direction
Mallaig GF	–	–		For trains departing platform 2, and for trains shunting between platforms and sidings
Mallaig	–	–		Platform detail must be shown

SC147 BERWICK TO EDINBURGH WAVERLEY

TIMING POINT	DOWN	UP	CODE	NOTES
Berwick	–	–		*To/from Belford Refer to LNE Timetable Planning Rules (LN600)*
Reston Signal EG403	–			
Reston Signal EG402		–		
Reston GSP	-	-	S	
Reston	–	–		Platform / line detail must be shown
Grantshouse	–	–		Platform / line detail must be shown
Torness GSP		–	S	*To/from Torness Power station*
Torness Power station	–	–	F	
Oxwellmains Lafarge	–	–	F	
Oxwellmains Haul Waste	–	–	F	
Oxwellmains Up (FL)	–	–	F	
Oxwellmains Crossovers	–	–		
Dunbar	–	–		Platform detail must be shown
Drem DPL	–		S	
Drem UPL		–	S	*To/from North Berwick – SC149*
Drem	–	–		*To/from North Berwick – SC149*
Longniddry APCO	–	–		*For 80x services that are changing power in the Marshall Meadows/Innerwick feeder area*
Longniddry	–	–	S	
Cockenzie Yard	–	–	F	
Cockenzie Signal EA833	–	–	F	
Prestonpans UPL		–	S	
Prestonpans	–	–		*To/from Cockenzie Yard*
Wallyford	–	–	S	
Monktonhall Junction	–	–		*To/from Millerhill SS – SC155*
Musselburgh	–	–	S	
Portobello Junction	–	–		*To/from Niddrie South Junction 'Millerhill Line' – SC161* *To/from Niddrie West Junction 'Suburban Line' – SC163* *To/from Leith South – SC151*
Leith South	–	–	F	
Craigentinny T&RSMD	–	–	S	
Craigentinny Junction	–	–		*To/from Powderhall Refuse Sdg - SC153*
Abbeyhill Junction	NL SL	–		
Edinburgh Waverley	–	NL SL		Platform detail must be shown

SC149 NORTH BERWICK TO DREM JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
North Berwick	–	–		
Drem	–	–		*To/from Prestonpans – SC147*

SC151 PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Portobello Junction	–	–		*To/from Niddrie South Junction 'Millerhill Line' – SC161* *To/from Niddrie West Junction 'Suburban Line' – SC163*
Joppa Straight	–			
Edinburgh Signal EP854	–	–	S	Trains to/from Joppa Straight
Leith South	–	–	F	

SC153 CRAIGENTINNY JUNCTION TO POWDERHALL (GOODS LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Craigentinny Junction	–	–		*To/from Portobello Junction – SC147*
Powderhall Refuse Siding	–	–	F	

SC155 MONKTONHALL JUNCTION TO MILLERHILL YARD

TIMING POINT	DOWN	UP	CODE	NOTES
Monktonhall Junction	–	–		*To/from Prestonpans – SC147*
Millerhill East Junction				
Millerhill Signal EM14	–			
Millerhill West Junction				
Millerhill Yard	–	–		Platform / Running Line detail must be shown

SC161 MILLERHILL YARD TO PORTOBELLO JUNCTION (MILLERHILL LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Millerhill Yard	–	–		Platform / Running Line detail must be shown
Newcraighall	–	–		*To/from Tweedbank – SC164*
Niddrie South Junction	–	–		*To/from Haymarket West Junction – SC165*
Brunstane	–	–	S	
Portobello Junction	–	–		

SC163 PORTOBELLO JUNCTION TO NIDDRIE WEST JUNCTION (SUBURBAN LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Portobello Junction	–	–		*To/from Edinburgh Waverley – SC147/ SC149* *To/from Niddrie South Junction 'Millerhill Line' – SC161*
Edinburgh Signal EP605	-	-	S	*Reversal Point*
Niddrie West Junction	–	–		*To/from Haymarket West Junction – SC165*

SC164 TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Tweedbank	–	–		Platform detail must be shown
Tweedbank Sig EMB244		–		
Galashiels	–	–	S	
Bowland Junction	–	–		
Stow	–	–	S	
Galabank Junction	–	–		
Tynehead Junction	–	–		
Fushiebridge Junction	–	–		
Gorebridge	–	–		
Newtongrange	–	–	S	
Eskbank	–	–	S	
Kings Gate Junction	–	–		
Shawfair	–	–	S	
Newcraighall South Junction	–	–		
Newcraighall	–	–		*To/from Niddrie South Junction 'Millerhill Line' – SC161*

SC165 NIDDRIE SOUTH JUNCTION TO HAYMARKET WEST JUNCTION (EDINBURGH SUBURBAN)

TIMING POINT	DOWN	UP	CODE	NOTES
Niddrie South Junction				*To/from Millerhill Yard 'Millerhill Lines' – SC161*
Niddrie West Junction	–	–		*To/from Portobello Junction 'Suburban Lines' – SC163*
Craiglockhart Junction	–	–		*To/from Slateford Junction – SC167/SC003*
Gorgie Junction	–	–		*To/from Haymarket West Junction – SC107* *To/from Haymarket Central Junction – SC169*
Haymarket West Junction	–	–		*To/from Newbridge Junction – SC107* *To/from Dalmeny Junction – SC171*

SC167 CRAIGLOCKHART JUNCTION TO SLATEFORD JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Craiglockhart Junction	–	–		
Slateford ES675	–		S	
Slateford Junction				*To/from Slateford – SC003*

SC169 GORGIE JUNCTION TO HAYMARKET CENTRAL JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Gorgie Junction	–	–		*To/from Haymarket West Junction – SC107*
Haymarket Central Junction	–	UN US	X	Only for crossing

SC171 HAYMARKET WEST JUNCTION TO DUNDEE CENTRAL JUNCTION (VIA KIRKCALDY)

TIMING POINT	DOWN	UP	CODE	NOTES
Haymarket West Junction	–	–		*To/from Haymarket – SC107* *To/from Gorgie Junction – SC165*
South Gyle	–	–	S	
Edinburgh Gateway	–	–	S	
Dalmeny Junction	–	–		*To/from Winchburgh Junction – SC113*
Dalmeny	–	–	S	
North Queensferry	–	–	S	
Inverkeithing South Junction		–	X	*To/from Rosyth Dockyard SC175*
Inverkeithing	–	–		Platform detail must be shown *To/from Rosyth Dockyard – SC175*
Inverkeithing Central Junction	–	–	S	*To/from Dunfermline Town - SC173* *To/from Inverkeithing GL*
Inverkeithing East Junction	–	–	X	*To/from Inverkeithing North Junction SC173*
Dalgety Bay	–	–	S	
Aberdour	–	–	S	
Burntisland	–	–		
Kinghorn	–	–	S	
Kirkcaldy	–	–		Platform detail must be shown
Thornton South Junction	–	–		*To/from Glenrothes with Thornton – SC173*
Thornton North UPL		–	S	
Thornton North Junction	–	–		*To/from Glenrothes with Thornton - SC173*
Markinch	–	–	S	Platform detail must be shown
Ladybank	–	–		Platform detail must be shown *To/from Hilton Junction – SC181*
Springfield	–	–	S	
Cupar	–	–		
Leuchars	–	–		Platform detail must be shown
Tay Bridge South SB	–	–		
Dundee Central Junction	–	–		*To/from Dundee – SC191*

SC173 INVERKEITHING CENTRAL JUNCTION TO THORNTON NORTH JUNCTION (VIA COWDENBEATH)

TIMING POINT	DOWN	UP	CODE	NOTES
Inverkeithing Central Junction	–	–	S	*To/from Inverkeithing - SC171*
Inverkeithing G.L.	–	–	F	*To/from Inverkeithing – SC171*
Inverkeithing C.E.	–	–	F	
Inverkeithing North Junction	–	–	X	*To/from Inverkeithing – SC171* *To/from Inverkeithing East Junction – SC171*
Rosyth	–	–	S	
Charlestown Junction	–	–	X	*To/from Stirling – SC119*
Dunfermline Town	–	–		Platform detail must be shown
Dunfermline Queen Margaret	–	–	S	Platform detail must be shown
Townhill DGL	–	–	F	
Cowdenbeath	–	–		Platform detail must be shown
Lochgelly	–	–	S	
Cardenden	–	–	S	
Clunybridge Junction	–	–	F	*To/from Thornton Yard*
Redford Junction	–	–	X	*To/from Thornton Yard*
Glenrothes with Thornton	–	–		Platform detail must be shown *To/from Thornton South Junction – SC171*
Thornton North Junction	–	–		*To/from Thornton North Junction - SC171*

SC175 ROSYTH DOCKYARD TO INVERKEITHING SOUTH JUNCTION (GOODS LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Rosyth Dockyard	–	–	F	
Inverkeithing South Junction	–	–	F	*To/from Inverkeithing – SC171*

SC176 INVERKEITHING NORTH JUNCTION TO INVERKEITHING EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Inverkeithing North Junction	–	–	X	*To/from Inverkeithing – SC171*
Inverkeithing East Junction	–	–	X	

SC177 THORNTON JUNCTION TO METHIL POWER STATION

TIMING POINT	DOWN	UP	CODE	NOTES
Thornton North Junction	–	–		*To/from Glenrothes with Thornton – SC173* *To/from Kirkcaldy - SC171*
Double Dykes Level Crossing	–	–	F	
Earlseat Hall Construction	–	–	F	
Methil Power Station	–	–	F	

SC178 THORNTON SOUTH JUNCTION TO THORNTON WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES

SC178 THORNTON SOUTH JUNCTION TO THORNTON WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Thornton South Junction	–	–		*To/from Glenrothes with Thornton – SC173*
Glenrothes With Thornton	–	–		Platform detail must be shown
Thornton West Junction	–	–		

SC181 LADYBANK JUNCTION TO HILTON JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Ladybank	–	–		*To/from Thornton North Junction – SC171*
Ladybank Branch Loop	–	–	S	
Newburgh	–	–		
Hilton Junction	–	–		*To/from Perth – SC119*

SC183 STIRLING TO CHARLESTOWN JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Stirling	–	–		Platform detail must be shown
Stirling Signal 6504	–	–	S	Reversal location only
Stirling North	–	–	S	Reversal location only
Causewayhead Junction	–	–		
Cambus Loop	–	–		Platform / line detail must be shown
Alloa	–	–		Platform / line detail must be shown
Alloa Loop	–	–		Platform / line detail must be shown
Kincardine Level Crossing	–	–	S	
Longannet P.S.	–	–	F	
Longannet S.B.	–	–	F	
Charlestown Junction	–	–	X	

SC189 WESTFIELD TO REDFORD JUNCTION (GOODS LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Westfield Opencast	–	–	F	
Skeddoway	–	–	F	To/from Redford Junction
Redford Junction	–	–	X	To/from Thornton Yard SC173

SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN

TIMING POINT	DOWN	UP	CODE	NOTES
Dundee Central Junction	–	–		*To/from Tay Bridge South – SC171* *To/from Errol – SC119*
Dundee	–	–		Platform detail must be shown
Camperdown Junction	–	–		
Broughty Ferry	–	–		
Balmossie	–	–	S	
Monifieth	–	–	S	
Barry Links	–	–	S	
Golf Street	–	–	S	
Carnoustie	–	–		Platform detail must be shown
Arbroath Up South Siding	–	–	S	

SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Arbroath	–	–		Platform detail must be shown
Arbroath Up North Siding	–	–	S	
Inverkeilor	–	–		
Usan	–	–		
Montrose South	–	–	S	Reversal location only
Montrose DBC	–	–	F	
Montrose No1 Through Siding	–	–	S	
Montrose	–	–		Platform detail must be shown
Craigo	–	–		
Laurencekirk	–	–		
Laurencekirk URS	–	–	F	
Laurencekirk DRS	–	–	F	
Carmont	–	–		
Stonehaven	–	–		
~~**Aberdeen**~~ **Newtonhill A223**	–			
~~**Aberdeen**~~ **Newtonhill A222**		–		
Portlethen	-	-	S	
Aberdeen A229	-			
Aberdeen A230		-		
Aberdeen A55	-			
Aberdeen A56		-		
Craiginches South	–	–		
Craiginches T.C.	–	–	F	
Craiginches North Sidings	–	–		
Aberdeen Craiginches Lafarge	–	–	F	
Ferryhill Junction	–	–		
Aberdeen Ferryhill Up Sidings	–	–	F	
Signal A27	–	–	S	Reversal location only
Signal A77	–		S	Reversal location only
Aberdeen Clayhills CMD	–	–	S	
Aberdeen	–	–		Platform detail must be shown *To/from Dyce – SC195*

SC193 PERTH TO INVERNESS				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Perth	–	–		Platform detail must be shown *To/from Hilton Junction – SC119*
Stanley Junction	–	–		
Dunkeld & Birnam	–	–		Platform detail must be shown
Pitlochry	–	–		Platform detail must be shown
Blair Atholl	–	–		
Dalnacardoch	–	–		
Dalnaspidal	–	–		
Dalwhinnie	–	–		Platform detail must be shown
Newtonmore	–	–	S	
Kingussie	–	–		Platform detail must be shown
Kincraig Loop	–	–		
Aviemore Signal HA313	–	–	S	To/from Strathspey Railway
Aviemore (Speyside)		–	S	
Aviemore	–	–		Platform detail must be shown
Carrbridge	–	–		Platform detail must be shown
Slochd	–	–		
Tomatin Loop	–	–		
Moy	–	–		
Culloden	–	–		
Cradlehall	UH DH	~~UH DH~~		*Crossovers used for bi–directional working to/from Inverness*
Inverness Signal I389	-		S	Reversing point with walking route
Inverness Signal I707	–		S	Trains Reversing to/from Millburn Yard/Jn
Inverness Millburn Yard	-	-	F	All trains routed into/via Millburn Yard
Inverness Lafarge		-	F	
Inverness Signal I711	-		S	Trains reversing for access to Rose Street & Inverness Station when conflicting move occurs via 156 points
Millburn Junction	~~UH DH~~ -	UH DH WR		*To/from Nairn – SC195*
Inverness Needlefield Yard		-	F	Container terminal (DRS)
Inverness Signal I395	–			Trains reversing for access to Inverness Station
Inverness Signal I397	–			Trains reversing for access to Inverness Station & Rose Street
~~Welsh's Bridge~~	~~–~~	~~UH~~	~~X~~	~~*To/from Rose Street Junction / Inverness Signal I410 - see below*~~
~~Inverness Lafarge~~	~~–~~	~~–~~	~~F~~	
~~Inverness T.C.~~	~~–~~	~~–~~	~~F~~	
Inverness T.M.D.	–	–	S	
~~Inverness Signal I410~~		~~–~~	~~S~~	~~All Up services proceeding beyond Inverness from the Far North stopping for pathing purposes or traincrew relief on Rose Street Curve~~ ~~*From Clachnaharry – SC203*~~ ~~*To/from Millburn Junction – see above*~~
Rose Street ~~Junction~~	–	-		~~Down through trains stopping for pathing purposes or train crew relief and trains arriving Platforms 5, 6 or 7~~ All trains routed via Rose Street Curve *To/from Clachnaharry – SC203*
Inverness	–			Platform detail must be shown

SC195 ABERDEEN TO MILLBURN JN

TIMING POINT	DOWN	UP	CODE	NOTES
Aberdeen	–	–		Platform detail must be shown *To/from Ferryhill Junction – SC191*
Berryden Junction	–	–		
Kittybrewster Junction	–	–	X	To/from Waterloo Goods – SC197
Dyce	–	–		Platform detail must be shown
Dyce Signal HD7228	–	–		
Dyce Raith's Farm	–	–	F	
Kintore	–	–	S	Platform detail must be shown
Inverurie	–	–		Platform detail must be shown
Inverurie Turnback Line	–	–	S	ECS Movements Only
Insch	–	–		
Kennethmont	–	–		
Huntly	–	–		Platform detail must be shown
Keith Loop	–	–		
Keith Branch Platform		–	S	Terminating Trains Only
Keith	–	–	S	Terminating trains to be shown in Branch Platform
Elgin Yard	–	–	F	
Elgin	–	–		Platform detail must be shown
Forres	–	–		Platform detail must be shown
Nairn	–	–		Platform detail must be shown
Millburn Junction	–	–		*To/from Inverness – SC193*

SC197 KITTYBREWSTER JUNCTION TO WATERLOO GOODS (GOODS LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Kittybrewster Junction	–	–	X	*To/from Dyce – SC195*
Kittybrewster Junction Arrival Line	–	–	F	
Aberdeen Waterloo	–	–	F	

SC203 INVERNESS TO WICK				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Inverness	–			Platform detail must be shown
~~Inverness Sig I410~~		~~–~~		~~All Up services originating on the Far North Line and are destined for Inverness (Southside Platforms), Yards, SC193 & SC195, stopping for pathing & RETB purposes or traincrew relief on Rose Street Curve.~~ ~~*To Millburn Junction – SC193*~~
~~Inverness Sig I413~~	~~–~~		~~S~~	~~All Down services proceeding to the Far North Line which have originated at Inverness (Southside Platforms), Yards, SC193 & SC195 stopping for pathing & RETB purposes or traincrew relief on Rose Street Curve~~ ~~*From Millburn Junction – SC193*~~
Rose Street	–	-		~~Down through trains stopping for pathing purposes or train crew relief and trains arriving Platforms 5, 6 or 7.~~ All trains routed via Rose Street Curve *To/From Millburn Junction – SC193*
Ness Viaduct South	-	-	S	
~~Inverness Signal I422~~		~~–~~		~~Up trains arriving from Clachnaharry – SC203 and also those shunting between Inverness Station & Depot~~
~~Inverness Signal I424~~		~~–~~		~~Up trains arriving from Clachnaharry – SC203 and also those shunting between Inverness Station & Depot~~
~~Inverness Signal I429~~	~~–~~			~~Down trains departing towards Clachnaharry – SC203~~
~~Inverness Signal I427~~	~~–~~			~~Down trains departing towards Clachnaharry – SC203~~
Clachnaharry	–	–		
Clunes IB Signal	–	–	S	If a 'Long Section Token' Is not held, a stop is required here for a token exchange.
Beauly	–	–	S	
Muir of Ord	–	–		Token Exchange Point
Conon Bridge	–	–	S	
Dingwall	–	–		Token Exchange Point Platform detail must be shown *To/from Garve – SC205*
Evanton IB Signal	–	–	S	If a 'Long Section Token' Is not held, a stop is required here for a token exchange.
Alness	–	–	S	

SC203 INVERNESS TO WICK

TIMING POINT	DOWN	UP	CODE	NOTES
Invergordon	–	–		Token Exchange Point Platform detail must be shown
Fearn	–	–		If a 'Long Section Token' Is not held, a stop is required here for a token exchange.
Tain	–	–		Token Exchange Point
Ardgay	–	–		If a 'Long Section Token' Is not held, a stop is required here for a token exchange.
Culrain	–	–	S	
Invershin	–	–	S	
Lairg	–	–		Token Exchange Point
Lairg Oil Terminal	–	–	F	
Rogart	–	–		If a 'Long Section Token' Is not held, a stop is required here for a token exchange.
Golspie	–	–	S	
Dunrobin Castle	–	–	S	
Brora	–	–		Token Exchange Point
Helmsdale	–	–		If a 'Long Section Token' Is not held, a stop is required here for a token exchange.
Kinbrace	–	–	S	
Forsinard	–	–		Token Exchange Point
Altnabreac	–	–	S	
Scotscalder	–	–	S	
Halkirk	–		S	For Down trains, If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Georgemas Junction	–	–		Token Exchange Point *To/from Thurso SC207*
Bower		–	S	For Up trains, If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Wick		–		

SC205 DINGWALL TO KYLE OF LOCHALSH

TIMING POINT	DOWN	UP	CODE	NOTES
Dingwall	–	–		Platform detail must be shown *To/from Muir of Ord – SC203*
Fodderty IB Signal	–	–	S	If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Garve	–	–		Token Exchange Point
Lochluichart	–	–	S	
Achanalt	–	–	S	
Achnasheen	–	–		If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Achnashellach	–	–	S	
Strathcarron	–	–		Token Exchange Point
Attadale	–	–	S	
Stromeferry	–	–	S	
Duncraig	–	–	S	
Plockton	–	–	S	
Duirinish	–	–	S	
Kyle of Lochalsh GF		–		For trains departing platform 2, and for trains shunting between platforms and sidings
Kyle of Lochalsh		–		Platform detail must be shown

SC207 GEORGEMAS JUNCTION TO THURSO

TIMING POINT	DOWN	UP	CODE	NOTES
Georgemas Junction	–	–		*To/from Wick – SC203*
Thurso		–		

2.2 Route Opening Hours

Line of route

Subject to constraints imposed by Engineering Access Statement, all routes are open continuously, except as shown below. For a complete listing of current signal box opening hours please refer to the "Compendium of Signal Box Opening Hours" which can be found on the Network Rail website –
~~http://www.networkrail.co.uk/aspx/3741.aspx~~
https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/

The hours shown reflect the contractual opening hours. The actual opening hours may vary from those shown. If there is doubt about a signalbox's opening hours check with the appropriate Network Rail Operations Manager. When the routes shown are required for services diverted under the Engineering Access Statement, opening hours will be increased as necessary on a temporary basis.
Signal boxes equipped to be switched–out during a route's opening hours are shown within the routes concerned. PLT denotes passage of last train.

SC031 GRETNA JUNCTION TO GLASGOW BRIDGE STREET JUNCTION (VIA KILMARNOCK)			
ROUTE SECTION	**SX**	**SO**	**SUN**
Gretna Junction – Mauchline	Open continuously	Open continuously	1200 – 2400
Mauchline – Kilmarnock	Open continuously	Open continuously	0000 – 0100 and 0820 – 2400
Kilmarnock Junction – Busby Junction	0000 – 0050 (MX) and 0515 – 2400	0000 – 0050 and 0515 – 2400	0000 – 0050 and 0820 – 2400
The following signal boxes are equipped to be switched out. Opening hours are:			
	SX	**SO**	**SUN**
Thornhill	Open continuously	Open continuously	0000 – 0045
Kirkconnel	Open continuously	0001 - 1300	Closed
Lugton – Lochridge Junction	0600 – 0010#	0600 – 0010#	Closed
# Single Line Working will apply whilst Lugton Signal Box is closed			

SC039 KILMARNOCK TO BARASSIE			
ROUTE SECTION	**SX**	**SO**	**SUN**
Kilmarnock Junction – Barassie Junction	Open continuously	Open continuously	0000 – 0100 and 0820 – 2400

SC059 GLASGOW BRIDGE STREET JUNCTION TO STRANRAER (VIA PAISLEY GILMOUR STREET)

ROUTE SECTION	SX	SO	SUN
Cardonald Junction – Deanside CPA	Continuous^	Continuous^	Continuous^
Glasgow Bridge Street Junction to Dalrymple	Continuous	Continuous	Continuous
Kilkerran	0000 – 0007 (MX) and 0521 – 2400	0000 – 0007and 0521 – 2400	0000 – 0007 and 1104 - 2110
Girvan	0000 – 0026 (MX) and 0524 – 2400	0000 – 0026 and 0524 - 2400	0000 – 0030 and 1100 – 2057 0000 – 0026 and 1053 – 2057
Barrhill	0000 – 0038 (MX) and 0710 – 2400	0000 – 0038 and 0710 -2400	0000 – 0038 and 1039 – 2046
Glenwhilly	0000 – 0051 (MX) and 0701 – 2400	0000 – 0051 and 0701 – 2400	0000 – 0045 and 1030 – 2030 0000 – 0051 and 1030 – 2029
Dunragit – Stranraer*	0000 – 0102 (MX) and 0701 – 2400 (MO) 0659 – 2400 (MSX)	0000 – 0102 and 0659 – 2400	0000 – 0110 and 1030 – 2000 0000 – 0102 and 1030 – 2019

* Stranraer Signal Box must be opened as required for second train working in section.
^ Requires Shunter to be on site.

SC117 GRANGEMOUTH JUNCTION TO GRANGEMOUTH NR BOUNDARY

Open continuously. The following signal boxes are equipped to be switched out. Opening hours are:

ROUTE SECTION	SX	SO	SUN
Carmuirs East	Open continuously	Open continuously	Open continuously
Fouldubs Junction	Open continuously*	Open continuously*	0900 – 1500 1600 – 2359^

* The SX /SO night shift (2200 – 0600) opens specifically for DBS services.
^ The Sunday late shift opens specifically for DBS & DRS services.

SC119 GREENHILL UPPER JUNCTION TO DUNDEE CENTRAL JUNCTION

ROUTE SECTION	SX	SO	SUN
Greenhill Lower Junction to Perth	Open continuously	Open continuously	Open continuously
Perth (excl.) to Dundee Central Junction (excl.)	Open continuously	Open continuously	Open 0800 – 2359

The following signal boxes are equipped to be switched out. Opening hours are:

ROUTE SECTION	SX	SO	SUN
Stirling North	Open continuously	Open continuously	0001 – 0600
Greenloaning	0630 – 2145	0630 - 2145	Normally switched out, open by special arrangement only

SC141/143/145 CRAIGENDORAN JUNCTION TO OBAN AND MALLAIG (WEST HIGHLAND LINES)

ROUTE SECTION	SX	SO	SUN
	0600 – 2400 (MO) Open continuously (MSX)	Open continuously	0001 – 2400
In addition, signalboxes are open as follows:			
ROUTE SECTION	**SX**	**SO**	**SUN**
Fort William Junction	0000 – 0045 (MX) and 0645 – 2400	0000 – 0045 and 0645 - 2400	1645 – 2245 (Winter months) 0845 – 2245 (Summer months)

SC171 HAYMARKET WEST JUNCTION TO DUNDEE CENTRAL JUNCTION (VIA KIRKCALDY)

ROUTE SECTION	SX	SO	SUN
Haymarket West Junction to Dundee Central Junction	Open continuously	Open continuously	Open continuously
The following signal boxes are equipped to be switched out. Opening hours are:			
ROUTE SECTION	**SX**	**SO**	**SUN**
Leuchars	0600 – 2300	0600 – 2200	Closed

SC183 STIRLING TO CHARLESTOWN JUNCTION

Open continuously. The following signal boxes are equipped to be switched out. Opening hours are:			
ROUTE SECTION	**SX**	**SO**	**SUN**
Longannet	Open continuously from 0100 (Mon)#	Open continuously#	Open as required for DBS Energy Services.
# 0100 – 0700 (MO)/0001 – 0700 (MX) opened specifically for DBS Energy Services.			

SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN

ROUTE SECTION	SX	SO	SUN
Dundee Central Junction to Dundee	Open continuously	Open continuously	Open continuously
Dundee to Aberdeen	Open continuously	Open continuously	0001 – 0030 0900 – 2359
The following signal boxes are equipped to be switched out. Opening hours are:			
	SX	**SO**	**SUN**
Inverkeilor	0615 - 2245	0615 - 2245	Closed
Craigo	0630 – 2215	0630 - 2315	Closed
Laurencekirk	0600 – 2320	0600 – 2220	1130 – 2210
Stonehaven	0645 – 2315	0645 - 2315	Closed

SC193 PERTH TO INVERNESS			
ROUTE SECTION	**SX**	**SO**	**SUN**
Perth – Blair Atholl	Open continuously	Open continuously	1020 – 2400
Dalwhinnie - Kincraig	Open continuously (to 2240 FO)	0000 – 2240	0930 – 2400
Kincraig - Inverness	Open continuously	Open continuously	Open continuously

SC203 INVERNESS TO KYLE OF LOCHALSH, THURSO AND WICK (FAR NORTH LINES)			
ROUTE SECTION	**SX**	**SO**	**SUN**
Inverness to Far North	Open continuously	Open continuously	0815 – 2400
The following swing bridge box opens only for canal traffic and timing of trains is not affected.			
	SX	**SO**	**SUN**
Clachnaharry	By Special arrangement only 0800 – 1800 (May to September)	0800 – 1800 (May to September)	0800 – 1700 (May to September)

3 Electrification

3.1 Electrification Limits

Limits of the 25 kV AC and 750V DC electrification systems are contained in Table A of the Sectional Appendix to the Working Timetables, issued by, Network Rail. Refer to Table A for the given location to identify the type of electrification that applies.

3.2 Electrification Supply Restrictions

Under normal conditions, the electrification power supplies will not place any restrictions on the use of approved electric traction. However, the Route Clearance sections of the Sectional Appendix to the Working Timetables, issued by, Network Rail do tabulate restrictions on the movement of electric trains. Refer to Table A and select Route Clearance.
Under maintenance conditions, certain sections of the electrified network may be blocked to electric traction. These restrictions are contained within the Network Rail Engineering Access Statement for the appropriate year. Additional restrictions may also arise in connection with engineering possessions requested through the Engineering Access Statement amendment procedure.

SC007 MIDCALDER JUNCTION TO HOLYTOWN JUNCTION

For electric powered trains travelling on the route between Midcalder Junction & Holytown Junction there is a limit on the amount of services that can be planned over this line of route currently due to a restriction in the electrification supply, plans are in place to build and commission a new feeder station at Currie which will allow more trains to operate. Due to this supply issue the electric powered trains on this route is restricted to 2 stopping passenger trains in each direction, During the off-peak period which is 00:01-06:29 & 09:31-23:59 1 electric hauled freight train with a maximum load of 1300 tonnes or 1 non stop Empty Coaching Stock move or diverted electric passenger service can be run along this route providing prior agreement from Network Rail is received. The feeder is station is expected to be open prior to the end of CP6.

SC147 BERWICK TO EDINBURGH WAVERLEY

Due to power supply constraints in the Marshall Meadows Feeder area and in the Innerwick feeder area, certain services are required to run in diesel through these sections. A list of these services is available from Capacity Planning, and the addition of any more electric services should be discussed with Capacity Planning. The maximum number of electric trains through these sections can be found in NESA.

3.3 Areas with non-standard Electrification System

SC061 SHIELDS JUNCTION TO PAISLEY CANAL

Due to the low wire height of the Overhead Line Equipment on this line of route any non-electric trains planned must seek approval from the Operations Manager (Glasgow) so as it can be planned for the OHLE to be de-energised to enable passage of the train.

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

See the applicable Route Clearance table for the given location in Sectional Appendix to the Working Timetables, issued by Network Rail. Refer to Table A and select Route Clearance.

4.2 Passenger Stock Restrictions

See the applicable Route Clearance table for the given location in Sectional Appendix to the Working Timetables, issued by Network Rail. Refer to Table A, and select Route Clearance.

4.3 Freight Wagon Restrictions

See the applicable Route Clearance table for the given location in Sectional Appendix to the Working Timetables, issued by Network Rail. The Route Availability for a given location is in the 'Signalling and Remarks' column of Table A. Route Clearance Table D5 Route clearance of freight vehicles gives further guidance on freight wagon restrictions.
Trains conveying vehicles that have a heavy axle weight or other exceptional characteristics, or vehicles conveying containers or swap bodies require an RT3973 form.

Note: The Rule Book GERT8000 Section TW4 of defines a container as an intermodal transport unit constructed to a standard (usually specified by the ISO) suitable for conveyance by road, rail or sea.

Note: The Sectional Appendix does not cover the CTRL HS1. The CTRL has its own Working Manual.

4.4 Freight Train Load Limits

Trailing load limits for all traction types are contained in the Freight Loads Book published by Network Rail.

Note: It is important to understand the weight limitations that apply to trains especially over sections of heavily graded routes. Coupling strength information is also contained in the Freight Loads Book. Coupling strength is important in determining the trailing loads that trains can convey.

4.5 Freight Train Length Limits

Refer to the Freight Train Loads Book published by Network Rail for the length limits of freight trains.

Note: The Sectional Appendix quotes loop lengths in metres and feet. These are the absolute lengths of the loop from the signal at the outlet to the fouling point at the entrance to the loop.

4.6 Engineers' Trains Restrictions

Some On Track Machines (OTMs) do not reliably activate track circuits. These OTMs must use one of the following special reporting numbers 6Z09, 7Z09 or 8Z09*. Because these OTMs do not reliably activate track circuits it is not possible to apply the headways and Junction margins as outlined in Timetable Planning Rules consistently and it is therefore not possible for Operational Planning to provide timings for these movements.
** Source GE/RT 8000–OTM*

5 Running Times, Margins and Allowances

Except where otherwise stated, the information in this section of the Timetable Planning Rules reflects the general rules used in developing the 1994/5 timetable (Several exceptions to the general rules were agreed for 1994/5 and exceptions may continue to be possible with the specific agreement of Network Rail in every case.)

5.1 Sectional Running Times

The definition for Sectional Running Times (SRTs) is listed in Section 6.4 of the National TPRs.

5.1.1 Source of Current SRTs

The definitive catalogue of SRTs is BPlan.

5.1.2 Method of Calculation

SRTs are revised by Train Operators and Network Rail as part of the Revision of Timetable Planning Rules process outlined in Network Code Part D 2.2. Normally they will not change from one timetable to the next. Network Rail will, however, re–calculate SRTs for particular train/route combinations in the following circumstances:

i) Where a Train Operator anticipates using a train/route combination for which no suitable SRTs exist;
ii) Where Network Rail anticipates a change to route data, e.g. line speed changes;
iii) Where there is evidence that the SRTs in current use do not adequately represent real train performance;
iv) Where it is cost–effective to re–calculate all SRTs on a route at the same time as a re–calculation for a particular train type.

Network Rail will reflect the methodology and assumptions described in Section 6 of the National TPRs when calculating TPR proposals, unless and to the extent documented otherwise in respect of any given proposal. Timetable participants are encouraged to submit change proposals for review and consultation in line with the national methodology, or in line with such alternative methodology and assumptions as favoured by the proposer. NR will not seek to reject any proposal on the exclusive basis of the methodology employed, provided that the methodology and assumptions are clearly stated and demonstrably adhered to in respect of the proposal received.
SRT change proposals may be calculated in a number of ways including, but not limited to:
Through actual timing of trains

a) Use of On Train Monitoring Recorder (OTMR) systems
b) Use of computer system actual values
c) Use of computer simulation tools
d) By any other agreed methodology

It is permissible to include percentage uplift in SRTs instead of applying engineering recovery allowances to be agreed by all affected parties.
In the event that the application of different methodologies produces conflicting proposals, a joint observation exercise should be undertaken to ascertain what happens in reality.

5.1.3 New and Revised Sectional Running Times

New and revised SRTs are revised by Train Operators and Network Rail on an individual basis. These should be supplied by applying the methodology described in Section 6 of the National TPRs unless another methodology is deemed appropriate, provided that the methodology and assumptions are clearly stated and demonstrably adhered to in respect of the proposal received.

5.1.4 Timing of Trains Conveying Passengers on Goods Lines

The sectional running timings quoted for trains consisting of passenger vehicles on Goods Lines reflect the speeds shown in the relevant Table ‘A’ of the appropriate Sectional Appendix. They do not constitute an authority to time trains conveying passengers on a Goods Lines. Nor do they reflect the permitted speeds at which a train conveying passengers can proceed. Network Rail will offer the sectional running times for trains conveying passengers on a Goods Line on a train–by–train basis. For those times please apply to the Operational Planning Department. Operations Publications publish the authority to allow the planned operation of trains conveying passengers on Goods Lines. Before Operations Publications can grant authority they require confirmation that the track is fit for purpose and that there is a safe method of operation. Therefore, the Operational Planning Department must apply to the relevant Track Engineer and Operations Manager for confirmation of these requirements in writing. The Operational Planning Department must pass these responses to Operations Publications. The Operational Planning Department is responsible for advising Operations Publications of the requirement to operate a passenger train on a Goods Line at least 8 weeks before the day of operation.

5.2 Headways

The definition for Headways is listed in Section 6.5 of the National TPRs.

5.2.1 Headway Values

All times are in minutes. All routes are shown.
Where track circuit block (TCB) signalling applies, the standard headways for each route are shown, together with any exceptions.

"AB" indicates locations where absolute block signalling applies: here the headway is to be calculated from the transit time of the first of each pair of trains running between the consecutive block posts being considered. To this transit time shall be added 2 minutes to allow for the signaller's actions. Exceptions are shown as "AB" and appear together with the actual headway value to be used, which includes the allowance for signallers' actions. Where there is an intermediate block signal, the absolute block section concerned shall be between this signal and the next block post in advance.

Single lines and other forms of signalling are shown, together with any values applicable, where they occur.

"OTNS" or "OT" indicates One Train Working with No Train Staff; "OTS" or "OT(S)" indicates One train Working with Train Staff.

"NST" indicates No Signaller token. In these cases only one train is allowed in the section at one time; a second train cannot be allowed to enter the section until the first train has left the section.

"ETB" indicates Electric Token Block and "TB" indicates Tokenless Block for single lines.

"RB" indicates Radio Signalling where "long section tokens" can be issued between certain block posts during times of low traffic volume.

Light Engine movements to be treated as passenger trains when applying margins/allowances where there is a freight/passenger difference.

Headway Values to be measured as depart to depart at all times

SC001 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Gretna Junction – Carstairs	4	4	
Carstairs – Law Junction	3	3	
Law Junction – Uddingston Junction	2½*	3	* for Motherwell values, please refer to section 5.3 Junction Margins and Station Planning Rules
Uddingston Junction – Rutherglen East Junction	2½ 3	2½ 3	Following non stop train Following train which stops at Cambuslang and/or DMU timed at 75mph or less.
Rutherglen East Junction – Eglinton Street Junction	2½	2½	
Eglinton Street Junction – Glasgow Central	2	2	

SC003 CARSTAIRS SOUTH JUNCTION TO HAYMARKET EAST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Carstairs South Junction – Carstairs East Junction	4	4	
Carstairs East Junction – Auchengray	AB *	AB *	* Plan as Absolute Block section due to two aspect signalling.
Auchengray – Cobbinshaw EJ713 (Down) and Cobbinshaw EJ712 (Up)	AB *	AB *	* Plan as Absolute Block section due to two aspect signalling.
Cobbinshaw EJ713 (Down) and Cobbinshaw EJ712 (Up) – Midcalder Junction	AB *	AB *	* Plan as Absolute Block section due to two aspect signalling.
Midcalder Junction – Slateford	4 *	5 # $ ^	* Can be reduced to 3 **at** Midcalder Junction when the 1st train isn't booked to call at Kirknewton and the 2nd train is booked to call at Kirknewton. # Can be reduced to 3 **at** Midcalder Junction when the 1st train is routed to Livingston South and the 2nd train is routed to Auchengray. $ Can be reduced to 4 **at** Slateford when the 1st train is a non stop train timed to run at 95mph (maximum permitted linespeed) and the 2nd train is routed from Craiglockhart Junction. ^ Must be increased to 7 ½ when first train stops at Wester Hailes and Curriehill.
Slateford – Haymarket	2½	2½*	*See margins

SC007 MIDCALDER JUNCTION TO HOLYTOWN JUNCTION

TIMING POINT	DOWN	UP	NOTES
Midcalder Junction – Shotts	3 4	3 4½	Following non-stop train Following stopping train
Shotts-Holytown Junction	3½ 5½	3 4½	Following non-stop train Following stopping train

SC011 LAW JUNCTION TO UDDINGSTON JUNCTION (VIA HOLYTOWN)

TIMING POINT	DOWN	UP	NOTES
Law Junction - Holytown Junction	4	4	
Holytown Junction – Uddingston Junction	4	4	

SC023 MOTHERWELL TO NEWTON (VIA HAMILTON)

TIMING POINT	DOWN	UP	NOTES
Motherwell – Haughhead Junction	3	4½	
Haughhead Junction – Hamilton Central	TCB		Single Line
Hamilton Central – Newton	6	4½	

SC024 LARKHALL TO HAUGHHEAD JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Larkhall – Allanton Loop	TCB		Single Line
Allanton Loop – Haughhead Junction	TCB		Single Line

SC025 RUTHERGLEN TO FINNIESTON JUNCTIONS			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Rutherglen – Finneston Junctions	3	3	Note: there are no intermediate signals between Glasgow Central Low Level and Argyle Street in either direction. A Down train cannot depart Argyle Street until at least 1 minute after preceding trains has departed Glasgow Central Low Level; an Up train cannot depart Glasgow Central Low Level until at least 1 minute after preceding train has departed Argyle Street.

SC029 LARKFIELD JUNCTION TO SHIELDS JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Larkfield Junction – Shields Junction	4	4	

SC031 GRETNA JUNCTION TO GLASGOW BRIDGE STREET JUNCTION (VIA KILMARNOCK)

TIMING POINT	DOWN	UP	NOTES
Gretna Junction – Annan	5½ 7½ 7	4½ 5 7	Following non–stop Passenger. Following stopping Passenger. Following Freight
Annan – Dumfries	AB^	AB	^ Following train can depart/pass Annan same time as preceeding train arrives/passes Dumfries
Dumfries – Holywood	AB	AB	
Holywood – Thornhill	AB	AB	
Thornhill – Kirkconnel	AB	AB	
Kirkconnel – New Cumnock	AB	AB	
New Cumnock – Bank Junction	AB	AB	
Bank Junction - Mauchline	AB	AB	
Mauchline – Kilmarnock	AB	AB	
Kilmarnock – Lochridge Junction	TB		Single Line
Lochridge Junction – Lugton	8	9½	Following a freight/stopping Passenger
	6½	7	Following a non–stop Passenger
Lugton – Barrhead	TB		Single Line
Barrhead – Muirhouse South Junction	4	4	Please refer to margins
Muirhouse South Junction – Muirhouse Central Junction	2½	2½	
Muirhouse Central Junction – Glasgow Bridge Street Junction	2	2	

SC039 KILMARNOCK TO BARASSIE

TIMING POINT	DOWN	UP	NOTES
Kilmarnock – Barassie	7		Single Line

SC045 EAST KILBRIDE TO BUSBY JUNCTION

TIMING POINT	DOWN	UP	NOTES
East Kilbride – Busby	7	6	Following non stop train – Single Line
East Kilbride – Busby	11	9	Following train calling at all stations – Single Line
East Kilbride – Busby	9	-	Following train calling at Thorntonhall only or Hairmyres only – Single Line
Busby – Busby Junction	4½	4	Following non stop train
Busby – Busby Junction	9	8	Following train calling at all stations

SC051 MUIRHOUSE CENTRAL JUNCTION TO MUIRHOUSE NORTH JUNCTION (VIA CATHCART) (CATHCART CIRCLE)

TIMING POINT	DOWN	UP	NOTES
Muirhouse Central Junction – Muirhouse North Junction	3	3	

SC053 NEILSTON TO CATHCART WEST JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Neilston - Muirend	7½	7½	
Muirend – Cathcart West Junction	3	3	

SC055 NEWTON TO CATHCART WEST JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Newton – Cathcart West Junction	3	3	

SC059 GLASGOW BRIDGE STREET JUNCTION TO STRANRAER (VIA PAISLEY GILMOUR STREET)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Standard Headway	4	4	
Exceptions:			
Glasgow Bridge Street Junction – Shields Junction	2	2	
Shields Junction – Paisley Gilmour Street	2	2	Consecutive non–stop trains or stopping trains following non–stop services
Shields Junction – Paisley Gilmour Street	3	3	Stopping services
Paisley Gilmour Street – Kilwinning	3 4	3 4	Following MU Following LH
Dalrymple Junction – Kilkerran	AB		Single Line. TB plan as AB
Kilkerran – Girvan	AB		Single Line. TB plan as AB
Girvan – Barrhill	AB		Single Line. ETB plan as AB
Barnhill – Glenwhilly	AB		Single Line. ETB plan as AB
Glenwhilly – Dunragit	AB		Single Line. ETB plan as AB
Dunragit – Stranraer	AB		Single Line. ETB plan as AB

SC061 SHIELDS JUNCTION TO PAISLEY CANAL			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Shields Jn – Corkerhill Depot Jn	4	4	
Corkerhill Depot Jn – Crookston Loop	TCB		Single Line
Crookston Loop – Paisley Canal	TCB		Single Line

SC065 PAISLEY GILMOUR STREET TO GOUROCK			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Paisley Gilmour Street – Gourock	4	4	

SC067 WEMYSS BAY JUNCTION TO WEMYSS BAY			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Wemyss Bay Junction – Dunrod Loop	TCB		Single Line

SC067 WEMYSS BAY JUNCTION TO WEMYSS BAY

TIMING POINT	DOWN	UP	NOTES
Dunrod Loop – Wemyss Bay	TCB		Single Line

SC073 KILWINNING TO LARGS

TIMING POINT	DOWN	UP	NOTES
Kilwinning to Saltcoats	4	4	
Saltcoats – Ardrossan South Beach	4 4	4 6	Following Passenger Following Freight
Ardrossan South Beach – Hunterston Junction	4 5	8 9	Up/Down Largs. Following non-stop Passenger. Up/Down Largs. Following a stopping Passenger or Freight. Up/Down Largs. Following a stopping Passenger.
		13	Up Freight
Hunterston Junction - Largs	6	10	

SC077 ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR

TIMING POINT	DOWN	UP	NOTES
Ardrossan South Beach – Ardrossan Harbour	OT		Single Line

SC087 NEWTON JUNCTION TO MAUCHLINE (GOODS LINE)

TIMING POINT	DOWN	UP	NOTES
			Refer to Margins section 5.3

SC089 ANNBANK TO KILLOCH COLLIERY

TIMING POINT	DOWN	UP	NOTES
			Refer to Margins section 5.3

SC093 MOTHERWELL TO GREENHILL LOWER JUNCTION

TIMING POINT	DOWN	UP	NOTES
Motherwell – Mossend South Junction	3	3	
Mossend South Junction – Greenhill Lower Junction	4	4	

SC093 MOTHERWELL TO GREENHILL LOWER JUNCTION

TIMING POINT	DOWN	UP	NOTES

SC099 WHIFFLET NORTH JUNCTION TO RUTHERGLEN EAST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Whifflet North Junction – Langloan Jn	3 4 #	4 5½†	# Following a freight † Following a freight
Langloan Jn - Carmyle	4 4½ #	4½ 6½ †	# Following a freight † Following a freight
Carmyle – Rutherglen East Junction	3 3½ #	4 5†	# Following a freight † Following a freight

SC103 GARNQUEEN NORTH JUNCTION TO COWLAIRS WEST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Garnqueen North Junction – Gartcosh Junction	3	3	
Gartcosh Junction – Springburn	5	5 7	Following non-stop train Following train stopping at Robroyston, Stepps or Gartcosh
Springburn – Cowlairs West Junction	5	5	
Springburn – Cowlairs South Junction	TCB		Single Line

SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

TIMING POINT	DOWN	UP	NOTES
Edinburgh – Haymarket West Junction	3	3	
Haymarket West Junction – Newbridge Junction	3½	3½	See margins as reduced headway is possible in this section
Newbridge Junction - Greenhill Upper Junction	4	4	
Greenhill Upper Junction – Glasgow Queen Street	3	3	

SC109 POLMONT TO CARMUIRS WEST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Polmont – Carmuirs West Junction	4	4	

SC111 NEWBRIDGE JUNCTION TO BATHGATE

TIMING POINT	DOWN	UP	NOTES
Newbridge Junction – Bathgate	4	4	

SC113 WINCHBURGH JUNCTION TO DALMENY JUNCTION

TIMING POINT	DOWN	UP	NOTES
Winchburgh Junction – Dalmeny Junction	TCB	TCB	

SC115 COWLAIRS WEST JUNCTION TO KNIGHTSWOOD NORTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Cowlairs West Junction – Maryhill	3½ *	3 ^	* If following a stopping train, 2nd train to be timed to pass Cowlairs North Junction 1 minute after the 1st train has arrived at Maryhill. ^ If following a stopping train, 2nd train to be timed to arrive / pass Maryhill 3 minute after the 1st train has departed Possilpark & Parkhouse.
Maryhill – Westerton	3	3	

SC115(0) MARYHILL – ANNIESLAND

TIMING POINT	DOWN	UP	NOTES
Maryhill – Anniesland	AB		Single line

SC116 COWLAIRS EAST JUNCTION – COWLAIRS NORTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Cowlairs East Junction – Cowlairs North Junction	AB		Single Line

SC117 GRANGEMOUTH JUNCTION TO GRANGEMOUTH NR BOUNDARY

TIMING POINT	DOWN	UP	NOTES
Grangemouth Oil Refinery – Fouldubs Junction	AB		Single Line
Fouldubs Junction – Grangemouth Junction	AB	AB	

SC119 GREENHILL UPPER JUNCTION TO DUNDEE CENTRAL JUNCTION

TIMING POINT	DOWN	UP	NOTES
Greenhill Upper – Larbert Junction	3 3	2½ 3½	Following Passenger Following Freight
Larbert Junction – Stirling	4	4$	On the Up, a train shunting at Stirling Middle may depart Stirling 3 minutes after the prior Up train has departed
Stirling – Dunblane	4 *	7#	# On the Up, a train stopping at Bridge of Allan may depart Dunblane 4½ minutes after a non–stopping service * To be treated as AB when Stirling North SB is closed.
Dunblane – Greenloaning	AB	AB	
Greenloaning – Blackford	AB	AB	
Blackford – Hilton Junction	8	7	
Hilton Junction – Perth	4	5	
Perth – Barnhill	AB		Single Line
Barnhill – Errol	AB	AB	
Errol – Dundee Central Junction	AB%	AB†	% On the Down, a ~~fast~~ non-stopping service can pass Dundee Central Junction 5 minutes after a ~~slow~~ stopping service. † On the Up, a ~~slow~~ stopping service can pass Dundee Central Junction 5 minutes after a ~~fast~~ non-stopping service.

SC123 BATHGATE TO HELENSBURGH (VIA SINGER)

TIMING POINT	DOWN	UP	NOTES
Bathgate – Bellgrove	4	4	
Bellgrove – Finnieston East/West Junctions	2½	3	Please refer to margins
Finnieston East/West Junctions – Hyndland East Junction	2½	2½	
Hyndland East Junction – Westerton	3	3½	
Westerton – Dalmuir	3½	3½	
Dalmuir – Dalreoch	4	4	Please refer to Margins
Dalreoch – Craigendoran Junction	4½	4	
Craigendoran Junction – Helensburgh Central	TCB		Single Line

SC125 HYNDLAND EAST JUNCTION TO DALMUIR

TIMING POINT	DOWN	UP	NOTES
Hyndland East – Dalmuir Via Yoker	3	3	

SC129 SPRINGBURN TO BELLGROVE JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Springburn – Bellgrove	4	4	Please refer to Margins

SC131 HIGH STREET JUNCTION TO SHIELDS JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
High St. Junction – Shields Junction (City Union Line)	6 6½	8 9	Following DMU Following loco hauled

SC133 WESTERTON JUNCTION TO MILNGAVIE			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Westerton – Bearsden	TCB		Single Line Plan as AB
Bearsden - Hillfoot	TCB	TCB	Plan as AB
Hillfoot – Milngavie	TCB		Single Line Plan as AB

SC135 DALREOCH TO BALLOCH			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Dalreoch – Balloch	OT		Single Line

SC141 CRAIGENDORAN JUNCTION TO FORT WILLIAM

TIMING POINT	DOWN	UP	NOTES
RB: A following train must wait 1 minute for the train in front to clear the section and then 1 minute to carry out a token exchange before it can depart.			
Craigendoran Junction – Helensburgh Upper	TCB		Single Line
Helensburgh Upper – Garelochhead	RB		Single Line
Garelochhead – Glen Douglas	RB*		Single Line. *Long Section Token can be given between Garelochhead and Arrochar & Tarbet in both directions if avaliable.
Glen Douglas – Arrochar & Tarbet	RB*		Single Line. *Long Section Token can be given between Garelochhead and Arrochar & Tarbet in both directions if available.
Arrochar & Tarbet – Ardlui	RB*		Single Line. *Long Section Token can be given between Arrochar & Tarbet and Crianlarich in both directions if available.
Ardlui – Crianlarich	RB*		Single Line. *Long Section Token can be given between Arrochar & Tarbet and Crianlarich in both directions if available.
Crianlarich – Upper Tyndrum	RB		Single Line
Upper Tyndrum – Bridge of Orchy	RB		Single Line
Bridge of Orchy – Gorton	RB*		Single Line. *Long Section Token can be given between Bridge of Orchy and Rannoch in both directions if available.
Gorton – Rannoch	RB*		Single Line. *Long Section Token can be given between Bridge of Orchy and Rannoch in both directions if available.
Rannoch – Corrour	RB*		Single Line. *Long Section Token can be given between Rannoch and Tulloch in both directions if available.
Corrour – Tulloch	RB*		Single Line. *Long Section Token can be given between Rannoch and Tulloch in both directions if available.
Tulloch – Roy Bridge	RB*		Single Line. *Long Section Token can be given between Tulloch and Spean Bridge in both directions if available.
Roy Bridge – Spean Bridge	RB*		Single Line. *Long Section Token can be given between Tulloch and Spean Bridge in both directions if available.
Spean Bridge – Fort William Junction	RB		Single Line
Fort William Junction – Fort William	TCB		Single Line Towards Fort William Station: First train from Spean Bridge 3½ First train from Banavie 4 Away from Fort William Station: First train towards Spean Bridge 4 First train towards Banavie 5

SC143 CRIANLARICH TO OBAN

TIMING POINT	DOWN	UP	NOTES
RB: A following train must wait 1 minute for the train in front to clear the section and then 1 minute to carry out a token exchange before it can depart.			
Crianlarich – Tyndrum Lower	RB		Single Line
Tyndrum Lower – Dalmally	RB*		Single Line. *Long Section Token can be given between Tyndrum Lower and Taynuilt in both directions if available.
Dalmally – Taynuilt	RB*		Single Line. *Long Section Token can be given between Tyndrum Lower and Taynuilt in both directions if available.
Taynuilt – Connel Ferry	RB*		Single Line. *Long Section Token can be given between Taynuilt and Oban in both directions if available.
Connel Ferry – Oban	RB*		Single Line. *Long Section Token can be given between Taynuilt and Oban in both directions if available.

SC145 FORT WILLIAM TO MALLAIG

TIMING POINT	DOWN	UP	NOTES
RB: A following train must wait 1 minute for the train in front to clear the section and then 1 minute to carry out a token exchange before it can depart.			
Fort William Junction – Loch Eil Outward Bound	RB*		Single Line *Long Section Token can be given between Fort William Junction and Glenfinnan in both directions if available.
Loch Eil Outward Bound – Glenfinnan	RB*		Single Line *Long Section Token can be given between Fort William Junction and Glenfinnan in both directions if available.
Glenfinnan – Arisaig	RB*		Single Line *Long Section Token can be given between Glenfinnan and Mallaig in both directions if available.
Arisaig – Mallaig	RB*		Single Line *Long Section Token can be given between Glenfinnan and Mallaig in both directions if available.

SC147 BERWICK TO EDINBURGH WAVERLEY

TIMING POINT	DOWN	UP	NOTES
Berwick – Portobello Junction	4	4	
Portobello Junction – Edinburgh	3	3	

SC149 NORTH BERWICK TO DREM

TIMING POINT	DOWN	UP	NOTES
North Berwick – Drem	OT		Single Line

SC155 MONKTONHALL JN TO MILLERHILL YARD (GOODS LINE)

TIMING POINT	DOWN	UP	NOTES
Monktonhall Junction – Millerhill Yard	4	5	

SC161 MILLERHILL YARD TO PORTOBELLO JUNCTION (MILLERHILL LINE)

TIMING POINT	DOWN	UP	NOTES
Millerhill Yard – Newcraighall	5	5	
Newcraighall – Portobello Junction	Single line		Please refer to section 5.3 Junction Margins and Station Planning Rules

SC163 PORTOBELLO JUNCTION TO NIDDRIE WEST JUNCTION (SUBURBAN LINE)

TIMING POINT	DOWN	UP	NOTES
Portobello Junction – Niddrie West Junction	TCB		Plan as AB due to signalling

SC164 TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Tweedbank – Bowland Junction	TCB		Single Line Plan as AB
Bowland Junction – Galabank Junction	AB *		* Plan as Absolute Block section due to signalling.
Galabank Junction – Tynehead Junction	TCB		Single Line
Tynehead Junction – Fushiebridge Junction	AB *		* Plan as Absolute Block section due to signalling.
Fushiebridge Junction – Kings Gate Junction	TCB		Single Line
Kings Gate Junction – Newcraighall South Junction	AB *		* Plan as Absolute Block section due to signalling.
Newcraighall South Junction – Newcraighall	TCB		Single Line

SC165 NIDDRIE SOUTH JUNCTION TO HAYMARKET WEST JUNCTION (EDINBURGH SUBURBAN)

TIMING POINT	DOWN	UP	NOTES
Newcraighall – Haymarket West Junction	5	5	Two aspect signaling

SC167 CRAIGLOCKHART JUNCTION TO SLATEFORD JUNCTION

TIMING POINT	DOWN	UP	NOTES
Craiglockhart Junction – Slateford	TCB	TCB	Plan as AB

SC169 GORGIE JN TO HAYMARKET CENTRAL JN

TIMING POINT	DOWN	UP	NOTES
Gorgie Jn – Haymarket Central Jn	TCB		Single Line. Plan as AB

SC171 HAYMARKET WEST JUNCTION TO DUNDEE CENTRAL JUNCTION (VIA KIRKCALDY)

TIMING POINT	DOWN	UP	NOTES
Haymarket West Junction – Inverkeithing	3	3	
Inverkeithing – Cupar	5	5	
Cupar – Leuchars	See margins	AB	
Leuchars – Tay Bridge South	AB	AB	
Tay Bridge South – Dundee Central Junction	TCB	TCB	Signalled as Single line over the High Girders Section (see Margins for Tay Bridge South and Dundee Central)

SC173 INVERKEITHING CENTRAL JUNCTION TO THORNTON NORTH JUNCTION (VIA COWDENBEATH)

TIMING POINT	DOWN	UP	NOTES
Inverkeithing Central Junction – Thornton North Junction	4	4	

SC181 LADYBANK JUNCTION TO HILTON JUNCTION

TIMING POINT	DOWN	UP	NOTES
Ladybank – Newburgh	AB		Single Line
Newburgh – Hilton Jn	AB		Single Line

SC183 STIRLING TO CHARLESTOWN JUNCTION

TIMING POINT	DOWN	UP	NOTES
Stirling – Alloa	4		Single Line with crossing loops
Alloa – Longannet P.S.	15		Single Line with a crossing loop
Longannet P.S. – Charlestown Junction	14		Single Line

SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN

TIMING POINT	DOWN	UP	NOTES
Dundee Central Junction – Broughty Ferry	5	5	Please refer to margins
Broughty Ferry – Carnoustie	AB	AB	
Carnoutsie – Arbroath	AB	AB	
Arbroath – Inverkeilor	AB	AB	
Inverkeilor – Usan	AB	AB	
Usan – Montrose	AB		Single Line
Montrose – Craigo	AB	AB	
Craigo – Laurencekirk	AB	AB	
Laurencekirk – Carmont	AB	AB	
Carmont – Stonehaven	AB	AB	
~~Stonehaven – Craiginches South~~	~~6~~	~~6~~	
Stonehaven – Newtonhill A223/ A222	AB	AB	
Newtonhill A223/A222 – Aberdeen A229/A230	TCB	TCB	Plan as AB
Aberdeen A229/A230 – Aberdeen A55/56 (inclusive)	TCB	TCB	Plan as AB
~~Craiginches South~~ Aberdeen A55/A56 (exclusive) – Aberdeen	3	3	

SC193 PERTH TO INVERNESS

TIMING POINT	DOWN	UP	NOTES
Perth – Stanley	5	5	
Stanley – Dunkeld & Birnam	TB		Single Line. Plan as AB
Dunkeld & Birnam – Pitlochry	TB		Single Line. Plan as AB
Pitlochry – Blair Atholl	TB		Single Line. Plan as AB
Blair Atholl – Dalnacardoch	AB	AB	
Dalnacardoch – Dalnaspidal	AB	AB	
Dalnaspidal – Dalwhinnie	AB	AB	
Dalwhinnie – Kingussie	TB		Single Line. Plan as AB
Kingussie – Kincraig	TCB		Single Line. Plan as AB
Kincraig – Aviemore	TCB		Single Line. Plan as AB
Aviemore – Carrbridge	TCB		Single Line. Plan as AB
Carrbridge – Slochd	TCB		Single Line. Plan as AB
Slochd – Tomatin	TCB		Single Line. Plan as AB
Tomatin – Moy	TCB		Single Line. Plan as AB
Moy – Culloden	TCB		Single Line. Plan as AB
Culloden – Millburn Junction	5	5	
Millburn Junction – Inverness	4	4	

SC195 ABERDEEN TO INVERNESS

TIMING POINT	DOWN	UP	NOTES
Aberdeen-Berryden Junction	TCB		Single Line plan as AB
Berryden Junction-Inverurie North Jn	4	4	
Inverurie North Jn – Insch	TB		Single Line plan as AB
Insch – Kennethmont	AB	AB	
Kennethmont – Huntly	TB		Single Line plan as AB
Huntly – Keith	TB		TB Single Line Scottish Tokenless Block Single Line plan as AB
Keith Loop – Elgin	TB		Single Line plan as AB
Elgin – Forres	TCB		Single line plan as AB Down: 2nd train can Depart Elgin same time that the 1st train arrives Forres Up: 2nd train can Depart Forres 1 minute after the 1st train arrives Elgin
Forres – Nairn	TCB		Single line plan as AB Down: 2nd train can Depart Forres 1 minute after the 1st train arrives Nairn Up: 2nd train can Depart Nairn same time that 1st train arrives Forres
Nairn – Millburn Jn	TCB		Single line plan as AB Down: 2nd train can Depart Nairn 1 minute after the 1st train passes Millburn Jn
Milburn Jn – Inverness	TCB		Refer to SC193

SC203 INVERNESS TO WICK

TIMING POINT	DOWN	UP	NOTES
RB: A following train must wait 1 minute for the train in front to clear the section and then 1 minute to carry out a token exchange before it can depart.			
Inverness – Clunes IB Signal	RB*		Single Line. *Long Section Token can be given between Inverness and Muir of Ord in both directions if avaliable.
Clunes IB Signal – Muir of Ord	RB*		Single Line. *Long Section Token can be given between Inverness and Muir of Ord in both directions if avaliable.
Muir of Ord – Dingwall	RB		Single Line
Dingwall – Evanton IB Signal	RB*		Single Line. *Long Section Token can be given between Dingwall and Invergordon in both directions if avaliable.
Evanton IB Signal - Invergordon	RB*		Single Line. *Long Section Token can be given between Dingwall and Invergordon in both directions if avaliable.
Invergordon - Fearn	RB*		Single Line. *Long Section Token can be given between Invergordon and Tain in both directions if avaliable.
Fearn – Tain	RB*		Single Line. *Long Section Token can be given between Invergordon and Tain in both directions if avaliable.
Tain – Ardgay	RB*		Single Line. *Long Section Token can be given between Tain and Larig in both directions if avaliable.
Ardgay – Lairg	RB*		Single Line. *Long Section Token can be given between Tain and Lairg in both directions if avaliable.
Lairg – Rogart	RB*		Single Line. *Long Section Token can be given between Lairg and Brora in both directions if avaliable.
Rogart - Brora	RB*		Single Line. *Long Section Token can be given between Lairg and Brora in both directions if avaliable.
Brora – Helmsdale	RB*		Single Line. *Long Section Token can be given between Brora and Forsinard in both directions if avaliable.
Helmsdale – Forsinard	RB*		Single Line. *Long Section Token can be given between Brora and Forsinard in both directions if avaliable.
Forsinard - Halkirk	RB*	RB	Single Line. *Long Section Token can be given between Forsinard and Georgemas Junction in the Down direction if avaliable. In the Up direction Georgemas Junction to Forsinard is one section only.
Halkirk – Georgemas Junction	RB*	RB	Single Line. *Long Section Token can be given between Forsinard and Georgemas Junction in the Down direction if avaliable. In the Up direction Georgemas Junction to Forsinard is one section only.

SC203 INVERNESS TO WICK

TIMING POINT	DOWN	UP	NOTES
Georgemas Junction – Bower	RB	RB*	Single Line. *Long Section Token can be given between Wick and Georgemas Junction in the Up direction if avaliable. In the Down direction Georgemas Junction to Wick is one section only.
Bower – Wick	RB	RB*	Single Line. *Long Section Token can be given between Wick and Georgemas Junction in the Up direction if avaliable. In the Down direction Georgemas Junction to Wick is one section only.

SC205 DINGWALL TO KYLE OF LOCHALSH

TIMING POINT	DOWN	UP	NOTES
RB: A following train must wait 1 minute for the train in front to clear the section and then 1 minute to carry out a token exchange before it can depart.			
Dingwall – Fodderty IB Signal	RB*		Single Line. *Long Section Token can be given between Dingwall and Garve in both directions if avaliable.
Fodderty IB Signal – Garve	RB*		Single Line. *Long Section Token can be given between Dingwall and Garve in both directions if avaliable.
Garve – Achnasheen	RB*		Single Line. *Long Section Token can be given between Garve and Strathcarron in both directions if avaliable.
Achnasheen – Strathcarron	RB*		Single Line. *Long Section Token can be given between Garve and Strathcarron in both directions if avaliable.
Strathcarron – Kyle of Lochalsh	RB		Single Line

SC207 GEORGEMAS JUNCTION TO THURSO

TIMING POINT	DOWN	UP	NOTES
RB: A following train must wait 1 minute for the train in front to clear the section and then 1 minute to carry out a token exchange before it can depart.			
Georgemas Junction – Thurso	RB		Single Line

5.2.2 General Capacity Constraints

Where single line working is to operate or trains are to be routed to run on a line other than that normally planned for them, constraints on capacity will apply – see Engineering Access Statement.
The following special capacity and timing restrictions apply in addition to the constraints stated elsewhere in this document:

SC001 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)		
Line/Location	**Section**	**Remarks**
Up & Down	Gretna Junction – Law Junction	In connection with the Anglo-Scottish Maintenance Strategy a maximum of four trains per hour is permitted when Single Line Working is in operation. Refer to the Engineering Access Statement for details of times of Single Line Working.

5.3 Junction Margins and Station Planning Rules

Line of route

The definition for Junction Margins and Station Planning Rules is listed in Section 6.6 - 6.10 of the National TPRs. All times shown are in minutes. Where adjustments to sectional running times are shown, the value must be added to the normal SRTs shown in B Plan. Negative adjustments are specially identified.
Minimum station allowances are the minimum practical for the particular type of stock. These are shown with exceptions being listed by line of route where applicable.

Light Engine movements to be treated as passenger trains when applying margins/allowances where there is a freight/passenger difference.

STANDARD VALUES – MINIMUM	
Attachment of Locomotives/Units	
MU	6
22X & 80x	7
Connectional Allowance	5
Detachment of Locomotives/Units:	
MU	4
22X & 80x	7
385	5
Dwell Time	
Loco hauled slam door stock	1½* *3 at unstaffed stations except with two on-board operational staff
HST (Power Doors)	1½
Class 150, 156, Sliding Door EMU	½
Class 185, 350	1
Class 158, 170	45 secs
Class 390	2
Class 397	1½ (1 if Set Down/Pick up only)
Mark IV stock	1½
Class 22X	1½
Class 80X	2
Junction Margin	3
Arrive to Depart Margin	
Resetting of route for a departing service following the pass or arrival of a conflicting inwards service	1

STANDARD VALUES – MINIMUM	
Reversal	
DMU/EMU	5 not including coupling / uncoupling sets 3 for ScotRail if two drivers are provided and only with prior agreement from the operator
DMU/EMU	8 including coupling / uncoupling sets
ScotRail, CrossCountry HST	7
LNER HST, MKIV & 80X	8 5 if two drivers are provided and only with prior agreement from the operator
Class 22x	5 CrossCountry Trains only 6 Virgin Trains West Coast Only
2 x Class 22x	6 CrossCountry Trains only 7 Virgin Trains West Coast Only
Class 390	15 minutes at all locations. Applies to both 9-car and 11-car units
Class 397	8
Clas 80x (5 Car)	7
Clas 80x (9 & 10 Car)	8
Clas 80x (Where train is remanned)	4
Turnround	
DMU/EMU	5 not including coupling / uncoupling sets 3 for ScotRail if two drivers are provided and only with prior agreement from the operator
DMU/EMU	8 including coupling / uncoupling sets
~~Minimum platform standing time allowance before passenger train departure of Cross Country HST/22x after arriving ECS from depot (Train Preperation Reasons)~~	
~~1 x 22X~~	~~15~~
~~2 x 22X and HST~~	~~20~~
~~Terminating CrossCountry trains prior to ECS move to Depot – Safety Check Unit (SCU):~~	
~~1 x 22X~~	~~8 SCU and depart in same direction as arrival~~
~~1 x 22X~~	~~10 SCU and depart in reverse direction to arrival~~
~~2 x 22X~~	~~15 SCU and depart in same direction as arrival~~
~~2 x 22X~~	~~20 SCU and depart in reverse direction to arrival~~
~~By exception, values may be reduced after discussion and agreement with CrossCountry~~	
CrossCountry HST / 22x Train Preparation Allowances – minimum platform standing allowance between ECS arrival from depot and passenger train departure	
1 x 22x	15
2 x 22x / HST	20
By exception, allowances for 'Train Preparation' (above) and 'Safety Check Unit' (below) may be reduced after discussion and agreement between CrossCountry and Network Rail	
CrossCountry 22x Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ECS departure to depot	
1 x 22x departing in same direction as arrival	8
1 x 22x departing in reverse direction to arrival	10
2 x 22x departing in same direction as arrival	15
2 x 22x departing in reverse direction to arrival	20

THE FOLLOWING INFORMATION SHOWS THE EXCEPTIONS TO THESE STANDARD VALUES

SC001 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)

Gretna Jn

Please refer to Line of Route NW4001 (LNW Timetable Planning Rules)

Quintinshill

Junction Margins

First Movement	Second Movement	Margin
Arrive Down Loop	Down train pass Gretna Junction	4
Down train pass signal MC863	Depart Down Loop	1
Arrive Up Loop	Up train pass signal MC862	4
Up train pass Gretna Junction	Depart Up Loop	1

Lockerbie UPL/DPL

Junction Margins

First Movement	Second Movement	Margin
Train arrive in Loop	Passenger train pass	5
Train arrive in Loop	Freight train pass	6
Pass Lockerbie (Class1, 2, 5, 9)	Depart Loop	2
Pass Lockerbie (Class 0,4)	Depart Loop	3
Pass Lockerbie (Class 6, 7, 8)	Depart Loop	4

Lockerbie

Dwell Time

390	1½
397	1

Beattock UPL/DPL

Junction Margins

First Movement	Second Movement	Margin
Train arrive in Up Loop	Up Passenger train pass	7
Train arrive in Up Loop	Up Freight train pass	8
Train arrive in Down Loop	Down Passenger train pass	5
Train arrive in Down Loop	Down Freight train pass	6
Pass Beattock (Class 1, 2, 5, 9)	Depart Loop	2
Pass Beattock (Class 0,4)	Depart Loop	3
Pass Beattock (Class 6, 7, 8)	Depart Loop	4

Beattock Summit UPL/DPL

Junction Margins

First Movement	Second Movement	Margin
Train arrive in Loop	Passenger train pass	5
Train arrive in Loop	Freight train pass	6

Beattock Summit UPL/DPL		
Pass Beattock Summit (Class 1, 2, 5, 9)	Depart Loop	2
Pass Beattock Summit (Class 0, 4)	Depart Loop	3
Pass Beattock Summit (Class 6, 7, 8)	Depart Loop	4

Abington UPL/DPL		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Train arrive in Loop	Passenger train pass	5
Train arrive in Loop	Freight train pass	6
Pass Abington (Class 1, 2, 5, 9)	Depart Loop	2
Pass Abington (Class 0, 4)	Depart Loop	3
Pass Abington (Class 6, 7, 8)	Depart Loop	4

Carstairs South Junction		
Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**
Down trains to Carstairs East Junction/Down Passenger Loop/Down Platform 1	Approach controlled signal	1
Movement Up	**Reason**	**Value**
Trains from Carstairs East Junction to Abington.	Acceleration allowance	1 185 & 350 2 Except 185 & 350 3 Sleeper Service
Up trains stopping at Carstairs	Acceleration allowance	½ All except* * 1½ Sleeper Services only Carstairs South Junction – Abington
Up trains stopping at Carstairs UPL / Up trains from Ravenstruther	Acceleration allowance	½ between Carstairs South Junction – Abington

Junction Margins		
First Movement	**Second Movement**	**Margin**
Pass from Ravenstruther	Up train to Midcalder route pass Lanark Junction	1
Down train from Carstairs East Junction arrive/pass Carstairs Station	Down Train from Carstairs South Junction pass towards Carstairs East Junction	1
Down pass to Carstairs East	Up Passenger pass from Carstairs Station (not stopping)	3
Down pass to Carstairs East	Up-Freight pass from Carstairs Station (not stopping)	3½
Up pass from Carstairs Station	Down pass to Carstairs East	2
Down pass to Carstairs East	Up pass from Carstairs East	3
Up pass from Carstairs East	Down pass to Carstairs East	2
Up pass from Carstairs South (not stopping Carstairs Station)	Up pass from Carstairs East	3

Carstairs Station

Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**
Trains from Carstairs East Junction (not stopping Carstairs Station) towards Lanark Junction	Acceleration allowance	2 between Carstairs – Lanark Junction
Movement Up	**Reason**	**Value**
All up trains passing towards Carstairs East Jn	Approach Control	1½
All up trains arriving/passing Platform 1	Approach Control	1
Junction Margins		
First Movement	**Second Movement**	**Margin**
Down train from Carstairs East Junction	Up non-stop Passenger train to Carstairs South Junction/East Junction	3½
Down train from Carstairs East Junction	Up non-stop Freight train to Carstairs South Junction/East Junction	4
Depart/pass to Carstairs East Junction	Up train arrive/depart Carstairs Station (including Loop)	3
Depart/pass to Carstairs East Junction	Up train pass Carstairs Station towards Carstairs South Junction	4
Up pass from Ravenstruther	Down Passenger train pass from Abington	3
Up pass from Ravenstruther	Down Freight train pass from Abington	4
Up pass from Ravenstruther	Down depart Down Passenger Loop/Platform 1	1
Down pass	Down depart Down Passenger Loop	2
Down pass	Down depart Platform 1	2
Up pass to Abington	Depart Up Passenger Loop to Station or to Carstairs East Junction	1½
Up pass to Abington	Depart Up Passenger Loop to Abington	2
Up pass to Abington	Down pass from Carstairs East Junction	3
Arrive/pass Platform 1 from Carstairs East Junction	Up arrive/pass Platform 2	4
Down from Carstairs South Junction pass Carstairs East Junction	Up depart Carstairs Station including Loop	1
Down from Carstairs South Junction pass Carstairs East Junction	Up pass Carstairs Station	2
Planning Note		

Carstairs Station

Clarification of moves undertaken by Serco Sleeper services:
Southbound
1C11 (Edinburgh portion) passes through Up Platform 2 to Passenger loop. Minimum 3 minutes after 1C11 arrives Loop, 1M11 (Glasgow portion) arrives Up Platform 2. Minimum 1 minute later after 1M11 arrives, 1C11 depart Loop and is propelled onto rear of 1M11 and coupled; Light Engine detached and returns to Up Passenger loop. Minimum 16 minute dwell for 1M11. Light engine movement not required to be timed.
Northbound
1S26 (from Euston, forms Glasgow portion) arrives Down Platform 1. Light Engine off 1C11 (above) moves from Up Passenger Loop via Platform 2 to Edinburgh end of 1S26. 1S26 departs in Down direction; 1B26 departs towards Edinburgh. Minimum 16 minute dwell for 1S26. Light Engine movements not required to be timed.
While 1S26 is dwelling at Carstairs station no trains can pass 1S26 in the Down direction as 1S26 stops beyond M413 signal to detach.

Restriction
Pathing time must not be inserted between Carstairs Station and Carstairs East Junction, and vice versa for trains of more than 163m.

Ravenstruther

Junction Margins

First Movement	Second Movement	Margin
Arrive Ravenstruther	Down train pass Carstairs South Junction	½
Arrive Ravenstruther	Down train pass Carstairs East Junction	Same time
Arrive Ravenstruther	Depart Carstairs (including loops)	½
Down Train pass Lanark Junction	Depart Ravenstruther	1

No pathing time to be inserted in Ravenstruther train schedules whilst propelling in the Carstairs area

For trains arriving at Ravenstruther			For trains from Ravenstruther towards Carstairs		
	Arr	Dep		Arr	Dep
Carstairs		XX/00	Ravenstruther		XX:00
Carstairs Sig. MC410	XXRMPR03	XXRMPR05	Carstairs Sig. MC410	XXRMPR06	XXRMPR08
Ravenstruther	XX:13		Carstairs		XX/14

Lanark Junction

Adjustments to Sectional Running Times

Movement Up	Reason	Value
All trains towards Ravenstruther approaching Lanark Junction	Approach Control	1
All trains towards Lanark Approaching Lanark Junction	Approach Control	½

Junction Margins

First Movement	Second Movement	Margin

Up train to Lanark	Down train from Carstairs South Junction (not stopping Carstairs) capable of achieving linespeed (100mph)	3
Up train to Lanark	Down train from Carstairs South Junction (not stopping Carstairs) running less than linespeed (100mph)	4
Up train to Lanark	Depart Carstairs Station/Down Passenger Loop	Same time
Down train pass from Carstairs	Down train pass from Lanark	3
Down train pass from Carstairs	Pass to Lanark	2½
Down train pass from Carstairs	Pass to Ravenstruther	3

Carluke

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains timed as 385 that have come from Lanark	Slow speed over Lanark Junction	½

Law Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains timed as 385 that have come from Lanark which do not call at Carluke	Slow speed over Lanark Junction	½

Junction Margins

First Movement	Second Movement	Margin
Down train to Wishaw lines	Up train from Motherwell	3½
Up train pass from Motherwell	Up train pass from Wishaw	2
Up Freight arrives UPL	Up express passes on Up Main	5
Up Freight arrives UPL	Up Class 2 passes from Wishaw/Shieldmuir	6
Up train passes on Up Main	Up train arrives UPL	4
Down Passenger pass to Motherwell	Depart Down pass Loop to Motherwell	3
Down Goods pass to Motherwell	Depart Down pass Loop to Motherwell	4
Down pass to Motherwell	Depart Down pass Loop to Wishaw	1
Down pass to Wishaw	Depart Down pass Loop to Motherwell	1
Down pass to Wishaw	Depart Down pass Loop to Wishaw	4*
Arrive Down Passenger Loop	Pass Down	4
Depart Down pass Loop to Wishaw	Up pass from Motherwell	4½
Up pass from Motherwell	Depart Down pass Loop to Wishaw	1
Up pass from Motherwell	Depart Up Passenger Loop	2
Up pass from Motherwell	Pass to Wishaw	3

*Can be reduced to 3 minutes if (1) pathing inserted between Law Junction and Wishaw

Shieldmuir RMT

Junction Margins

First Movement	Second Movement	Margin
Down pass Shieldmuir	Depart M477 to RMT	1
Depart M477 to RMT	Down pass Shieldmuir	4
Depart M477 to RMT	Up pass Shieldmuir	4

Restrictions
If terminal is occupied, second train must:
a. If arriving direct from the North end, include a ½minute OP stop at Shieldmuir Station; or
b. If arriving from the North requiring reversal into the RMT, run up from Shieldmuir Station to Signal M477 on the Up Main and reverse into the RMT, requiring 5 minutes for RM stop.

Shieldmuir

Adjustments to Sectional Running Times

Movement up	Reason	Value
Up train pass to Wishaw	Approach Control	1
Up train depart to Wishaw	Approach Control	Nil
Up train pass to RMT	Approach Control	1½
Up train travelling to Wishaw that is calling at Shieldmuir	Approach Control	½

Junction Margins

First Movement	Second Movement	Margin
Down pass	Up pass to RMT	3½
Down depart	Up pass to RMT	4½
Depart/pass to RMT	Down pass	4
Depart/pass to RMT	Down arrive from Law Junction	4
Depart/pass to RMT/Law Junction	Down arrive from Wishaw	3½
Down pass from Law Junction	Down arrive from Wishaw	3½*
Down pass/arrive from Wishaw	Up arrive from Motherwell	3½
Down pass/arrive from Wishaw	Up pass (stopping Motherwell)	3
Down pass/arrive from Wishaw	Up pass (not stopping Motherwell)	2½

*Can be reduced to 2½ if {1} added before Shieldmuir

Dalzell Loop

Junction Margins

First Movement	Second Movement	Margin
Up depart Shieldmuir towards Wishaw	Up depart Loop towards Law	2
Up depart Shieldmuir towards Law Junction	Up depart Loop towards Law	3½
Up depart Shieldmuir towards Wishaw	Up depart Loop towards Wishaw	3½
Up depart Shieldmuir towards Law Junction	Up depart Loop towards Wishaw	2
Up pass Shieldmuir towards Wishaw	Up depart Loop towards Law	1
Up pass Shieldmuir towards Law Junction	Up depart Loop towards Law	2½
Up pass Shieldmuir towards Wishaw	Up depart Loop towards Wishaw	2½
Up pass Shieldmuir towards Law Junction	Up depart Loop towards Wishaw	1
Down pass/arrive Shieldmuir from Wishaw	Up depart Loop	1

Dalzell Loop		
Up arrive Loop	Up arrive Platform 1 at Motherwell	2
Up arrive Loop	Up pass Platform 1 at Motherwell	2½
Planning Notes Up trains to Up Goods Loop must have ½ minute OP stop in Platform 1 at Motherwell to depart on a sub signal. No pathing or other allowances to be applied between Motherwell and Up Goods Loop. No pathing or other allowances to be applied between Up Goods Loop and Shieldmuir.		

Motherwell		
Adjustments to Sectional Running Times		
Movement Up	**Reason**	**Value**
All trains from Uddingston Junction routed into Platform 3 / Platform 4 / Hamilton Goods Loop / Motherwell Weighs C.S.	Approach Control	1
Movement Up	**Reason**	**Value**
Up train that has come from Mossend South Junction when joining at Motherwell	Acceleration ~~towards next timing point.~~	1 approaching next timing point
Dwell Time		
DMU/EMU	1	
LH, HST, 390 & 80X	1½	
Junction Margins		
First Movement	**Second Movement**	**Margin**
~~Arriving Platform 3 or 4 or Goods Loop from Mossend South Junction~~ Hamilton lines arrival from Mossend South Jn	~~Down and Up non-stop trains via Platforms 1 and 2~~ Non-Stop to/from Law Jn	4
~~Depart Platform 3 or 4 or Goods Loop towards Mossend South Junction~~ Hamilton lines departure towards Mossend South Jn	~~Down and Up non-stop trains via Platforms 1 and 2~~ Non-Stop to/from Law Jn	4
~~Depart Platform 3 or 4 or Goods Loop towards Mossend South Junction~~ Hamilton lines departure towards Mossend South Jn	Arrive Platform 1 from Uddingston Junction	3½
~~Depart Platform 3 or 4 or Goods Loop towards Mossend South Junction~~ Hamilton lines departure towards Mossend South Jn	Depart Platform 3 or 4 to Derby Sidings	2
~~Arriving Platform 3 or 4 or Goods Loop from Mossend South Junction or Uddingston~~	~~Arriving Platform 2 (Trains consisting of 8 vehicles or less)~~	~~Same time*~~
~~Arriving Platform 3 or 4 or Goods Loop from Mossend South Junction or Uddingston~~ Hamilton lines up arrival	Arriving Platform 2 ~~(Trains consisting of more than 8 vehicles) #~~	Same time (# 3 minutes for trains of more than 8 coaches)
~~Arrive Platform 3 or 4 or Goods Loop from Uddingston~~ Hamilton lines arrival from Uddingston	Arrive Platform 1 from Mossend South	Same time$
~~Down train pass/depart platform 2 to Uddingston or Mossend~~ Down Departure Platform 2	~~Arrive/pass platform 3 or 4 or Goods Loop from Uddingston or Mossend~~ Hamilton Lines Up Arrival	3

Motherwell		
Depart platform 2 to Uddingston	~~Depart platform 3 or 4 or Goods Loop to Mossend South~~ Depart Hamilton Lines	2
Down train arrives Platform 2 ~~consisting of 8 vehicles or less~~ 8 Car Maximum	~~Train arrives Platform 3 or 4 or Goods Loop in Up direction~~ Hamilton Lines Up Arrival	Same time*
Up train arrive/pass Platform 1 from Uddingston	~~Depart Platform 2, 3 or 4 or Goods Loop to Mossend South Junction~~ Depart Hamilton Lines towards Mossend South Jn, Braidhirst Loop or Motherwell Depot	1
Up train arrive/pass Platform 1 from Uddingston	Arrive Platform 3 from Mossend South Jn	3
Down Train pass Platform 2 to Uddingston	~~Depart Platform 3 or 4 or Goods Loop Mossend South Junction~~ Depart Hamilton Lines towards Mossend South Jn, Braidhirst Loop or Motherwell Depot	1½
Depart Platform 4 or Goods Loop to Down Hamilton	Arrive/pass from Up Hamilton	3
Depart Platform 4 or Goods Loop to Down Hamilton	Arrive Platform 3 from Uddingston or Up Coatbridge	3½
Arrive Platform 4 from Up Hamilton	Depart Goods Loop to Down Hamilton	1
Down Train pass/depart Platform 2 towards Uddingston	Hamilton Lines Up Arrival	3
From Station to Braidhirst Loop/Motherwell Depot	Up Arrival/Pass towards Law Jn	4
From Station to Braidhirst Loop/Motherwell Depot	From Uddingston to Hamilton Line	4

Hamilton Lines: Platforms 3, 4 and Goods Loop.

* Down trains from the Shieldmuir direction may arrive simultaneously providing they have {1} approaching Motherwell.
+ Occupation of platform 2 by a train comprising of more than 8 vehicles will prevent movements in Platforms 3 & 4 or Goods Loop to/from Mossend and Uddingston.
$ Trains can arrive simultaneously in Platform 1 from Mossend South and Platform 3 from Uddingston provided no movement is taking place from Platform 4 towards Uddingston, otherwise a margin of 3 minutes should be applied.

Minimum Turnround Reversing in Platforms 3 and 4	
DMU/EMU not exceeding 3 Car	3

Platform Re-occupation		
First Movement	**Second Movement**	**Margin**
Depart Platform 1	Arrive Platform 1	3**
Depart Platform 2	Arrive/Pass Platform 2	3
Depart Platform 3	Arrive Platform 3	3**
Depart Platform 4	Arrive Platform 4	2½

**Can be reduced to 2 minutes if (1) inserted approaching Motherwell

Motherwell Derby CS		
Junction Margins		
First Movement	**Second Movement**	**Margin**

Motherwell Derby CS		
Up stopping train departs Motherwell	Up train departs Motherwell Derby CS (using same platform)	1
Up stopping train arrives Motherwell	Up train departs Motherwell Derby CS (using different platform)	1
Down train arrives Motherwell Derby CS	Down stopping train arrives Motherwell (using same platform)	1
Down train arrives Motherwell Derby CS	Down stopping train departs Motherwell (using different platform)	1
Down train arrives Motherwell Derby CS	Down non stop train passes Motherwell	2
Down train arrives Motherwell Derby CS	Up train in conflicting move arr/pass Motherwell	2

Uddingston / Uddingston Junction

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up Trains calling at both Uddingston and Bellshill approaching Bellshill	Acceleration to line speed.	½ 158 1 150/156

Junction Margins

First Movement	Second Movement	Margin
Pass Uddingston Junction from Holytown	Depart to Motherwell	1
Pass Uddingston Junction from Holytown	Pass to Motherwell	3
Pass/depart to Motherwell	Pass from Down Holytown (calling Bellshill)	3
Pass/depart to Motherwell	MU pass from Holytown (not calling Bellshill)	3
Pass/depart to Motherwell	LH pass from Holytown (not calling Bellshill)	4

Restriction
Whilst a train is in transit between Uddingston Junction and Viewpark Sidings, a second train cannot be timed towards Mossend West until 1 minute after the first train has come to a stand in Viewpark Sidings.

Platform Re-occupation

First Movement	Second Movement	Margin
Up depart to Bellshill	Up arrive	3

Restriction
Pathing time must not be used between Uddingston Junction & Uddingston, owing to signaling constraints.

Newton East Junction

Junction Margins

First Movement	Second Movement	Margin
Pass Down Main	Depart South Connecting Line	1
Pass Down Main	Depart Newton to Uddingston	1
Up pass/depart from South Connecting Line	Depart Uddingston	1
Up pass/depart from South Connecting Line	Pass from Uddingston (not calling Uddingston)	3

Restriction
Down trains cannot stand on South Connecting Line, except when reversing from Newton Station.
No pathing time or other allowances to be inserted between Newton East Junction and Newton in Down direction.

Newton

Refer to SC023

Newton West Junction

Junction Margins

First Movement	Second Movement	Margin
Pass Down Main	Pass to Newton	2
Pass to Newton	Pass Down Main	2½
Pass Down Main	Depart to Newton	1

Cambuslang

Connectional Allowance	3
Platform Re-occupation	3

Rutherglen East Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train from Newton West Junction to Down Slow	Acceleration between Rutherglen East Junction and Shawfield	½

Movement Up	Reason	Value
Up train from Up Slow going to Up Main	Acceleration	½
Up train from Up Argyle going to Up Main not stopping Cambuslang. To be placed approaching Newton West Jn	Acceleration	1

Junction Margins

First Movement	Second Movement	Margin
Pass Down Main to Down Slow	Pass from Up Fast to Up Main	3
Pass Up Fast to Up Main	Pass Down Main to Down Slow	2
Pass Up Slow to Up Main	Pass from Down Carmyle	3
Pass from Down Carmyle	Pass Up Slow to Up Main	2½

Rutherglen Central Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down trains from Down Slow to Down Argyle	Approach Control signal	½

Junction Margins

First Movement	Second Movement	Margin
Passenger Pass Down Slow to Down Argyle	Pass Rutherglen East Jn Up Slow	3

Rutherglen Central Junction

Goods train pass Down Slow to Down Argyle	Pass Rutherglen East Jn Up Slow	3½
Passenger train pass Rutherglen East Jn Up Slow	Pass Down Slow to Down Argyle	1
Goods train pass Rutherglen East Jn Up Slow	Pass Down Slow to Down Argyle	1½

Note
An Up Train of no more than 170m can stand on Up Slow between Rutherglen West Junction and Rutherglen Central Junction but not when trains need to pass towards Down Argyle.

Restriction
No allowances can be placed between Rutherglen Central Junction and Rutherglen Station.

Rutherglen West Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from West Curve	Up Passenger train pass Shawfield on Up Slow	3
Pass from West Curve	Up Freight train pass Shawfield on Up Slow	3½
Up train pass Shawfield on Up Slow	Pass from West Curve	4
Up train pass Shawfield on Up Slow	Depart from West Curve	2
Pass Shawfield Down Slow	Pass/depart from West Curve	1½

Restriction
Maximum standage in West Curve is 184m. However EMUs of more than 6 vehicles must not have any stand time or allowances between Rutherglen West and Rutherglen North due to presence of neutral section.

Shawfield, Polmadie Clydesdale and Polmadie (East End)

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down trains from Down fast to Polmadie Up / Down Clydesdale	Approach Control signal	1
Down trains from Down Slow to Polmadie Up / Down Clydesdale / Polmadie Depot	Approach Control signal	1
Down trains from Down Slow to Down Fast		Nil

Movement Up	Reason	Value
Up train from Up fast going to Up Slow	Approach Control	½
	Acceleration allowance	½
Train passing from Polmadie Up / Down Clydesdale to Up Fast / Up Slow	Acceleration allowance	1 MU 2 LH
Train departing Polmadie Up / Down Clydesdale to Up Fast / Up Slow	Acceleration allowance	1 MU 3 LH

Junction Margins

First Movement	Second Movement	Margin
Pass Down Fast / Down Slow	Pass from Polmadie Up Clydesdale to Up Slow	3½
Pass Down Fast / Down Slow / Up Fast	Up depart Polmadie Up / Down Clydesdale	1
Pass Down Fast / Up Fast	Pass Down Slow to Polmadie Up / Down Clydesdale	3
Pass from Polmadie Up / Down Clydesdale	Pass Down Fast	4
Pass Down Slow to Polmadie Up / Down Clydesdale	Pass Down Fast	4

Shawfield, Polmadie Clydesdale and Polmadie (East End)		
Pass Down to Polmadie Up / Down Clydesdale	Pass Up from Polmadie Up / Down Clydesdale	4½
Pass Down to Polmadie Up / Down Clydesdale	Up depart from Polmadie Up / Down Clydesdale	1
Pass from Polmadie Up / Down Clydesdale to Up Slow	Pass Up Fast	3½
Depart from Polmadie Up / Down Clydesdale to Up Slow	Pass Up Fast	4½
Pass Down Slow to Polmadie Up / Down Clydesdale	Pass Up Fast	3½
Pass from Polmadie Up / Down Clydesdale to Up Slow	Pass Down Slow	4½
Pass Up Slow to Rutherglen West Curve	Depart Polmadie Up / Down Clydesdale to Up Slow going to Rutherglen Central	1½
Pass Up Slow to Rutherglen Central	Depart Polmadie Up / Down Clydesdale to Up Slow going to Rutherglen West Curve	1
Pass Up Slow to Rutherglen Central	Depart Polmadie Up / Down Clydesdale to Up Slow going to Rutherglen Central	2
Pass Up Slow from Larkfield	Pass to Polmadie CMD	2
Pass Up Slow from Clydesdale Lines	Pass to Polmadie CMD	2½
Pass to Polmadie CMD	Pass Up Slow from Larkfield	4
Pass to Polmadie CMD	Pass Up Slow from Polmadie Up / Down Clydesdale	4½
Pass Up Slow	Depart Polmadie G818	2
Restriction Trains routed onto the Polmadie Up Clydesdale Line in the Down direction can only be done so for run round movements or trains to change ends heading back towards Shawfield no through traffic is permitted		

Larkfield Junction and Polmadie West End		
Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**
Down trains from Down Fast to Down Clydesdale	Approach Control signal	½
Down trains from Down Fast to Down Slow		Nil
Down trains from Down Slow to Down Clydesdale / Down Fast	Approach Control signal	½
Movement Up	**Reason**	**Value**
Up train from Up fast going to Up Slow	Approach Control	1
	Acceleration allowance approaching Shawfield	½
Up train from Up fast going to Polmadie Up / Down Clydesdale / Polmadie CMD	Approach Control	1
Junction Margins		
First Movement	**Second Movement**	**Margin**
Pass Up Slow / Down Slow	Depart Polmadie G779/781	2
Depart Polmadie G779	Pass Up Slow from Eglinton Street	3
Depart Polmadie G779	Pass Up Slow from Up Clydesdale	3½ MU 4 LH
Pass Down Slow	Pass Up Fast to Up Slow	2
Pass Up Fast to Up Slow	Pass Down Slow	3
Pass Up Fast	Pass Up Clydesdale to Up Slow	3 MU 3½ LH
Pass Up Fast	Pass Up Slow to Up Clydesdale	2

Larkfield Junction and Polmadie West End		
Pass Up Fast	Pass Down Slow to Down Clydesdale	2
Pass Up Fast	Down depart Polmadie Up / Down Clydesdale to Down Slow	1
Pass Up Fast	Depart G779/G781 to Down Fast	1
Pass Up Clydesdale to Up Slow	Pass Up Fast	4
Pass Up Slow to Up Clydesdale	Pass Up Fast	4
Pass Down Slow to Down Clydesdale	Pass Up Fast	4
Pass Down Clydesdale to Down Slow	Pass Up Fast	4
Pass Down Fast	Pass Up Clydesdale to Up Slow	3 MU 3½ LH
Pass Down Fast	Pass Up Slow to Up Clydesdale	3
Pass Down Fast	Pass Down Slow to Down Clydesdale	2
Pass Down Fast	Depart Polmadie Up / Down Clydesdale to Down Slow	1
Pass Down Fast	Depart G779/G781 to Down Fast	2
Pass Up Clydesdale to Up Slow / Up Fast	Pass Down Fast	3
Pass Up Slow to Up Clydesdale	Pass Down Fast	3
Pass Down Slow to Down Clydesdale	Pass Down Fast	3
Pass from Polmadie Up / Down Clydesdale to Down Slow	Pass Down Fast	3½
Pass from Down Muirhouse	Pass to Terminus Junction from Shawfield	3½
Pass from Down Muirhouse	Depart Polmadie Up / Down Clydesdale to Terminus Junction	1
Pass to Terminus Junction	Pass from Down Muirhouse	3
Pass to Terminus Junction	Pass from Terminus Junction (when conflicting)	3½ MU 4 LH
Pass to Up Muirhouse	Pass from Terminus Junction (when conflicting)	3½ MU 4 LH
Restrictions Only one train can stand or be on line between Muirhouse South Junction and Larkfield Junction at any one time. An Up train going into Polmadie CMD must have ½ minute OP stop on DS before going forward to depot.		

Eglinton Street Junction		
Junction Margins		
First Movement	**Second Movement**	**Margin**
All conflicting moves		2

Bridge Street Junction		
Junction Margins		
First Movement	**Second Movement**	**Margin**
All conflicting moves (except stated below)		2
Train routed via Line 4 towards Muirhouse Junction/Eglinton Street Junction	Train routed towards Glasgow Central on Line 4 from Muirhouse Junction/Eglinton Street Junction	3
Train routed on the Down Ayr towards Shields Junction	Train passes Bridge Street Junction towards Glasgow Central from the Smithy Lye (Through Siding)	3

Glasgow Central

Connectional Allowance	15 30 to/from Glasgow Queen Street
Maximum Turnround	120

Station Working

First Movement	Second Movement	Margin
Train Depart Via Line A	Train Arrive Via Line A	5
Train Depart Via Line B	Train Arrive Via Line B	4
Train Depart Via Line C	Train Arrive Via Line C	4
Train Depart Via Line D	Train Arrive Via Line D	4
Depart top of platform	Depart rear or middle of platform	2
Arrive train	Depart train (when conflicting)	1

Platform Re-occupation	
Platforms 1 to 13	4
Platforms 14 and 15	3
Train Watering Points	Platforms 1, 2, 9, 10 and 11

Minimum Turnaround - values can be reduced where prior agreement has been reached between Network Rail and Train Operators

Loco change	12
TPE	20
CrossCountry	20 (10 if origin is in Scotland). However, values can be amended to 10 (5 if origin is in Scotland) where specific agreement exists between NR and XC
Passenger Service forming Passenger Service Virgin Trains West Coast	40 However, values can be amended to 20 where specific agreement exits between Network Rail and Virgin Trains West Coast.
ECS off/forming Virgin Trains West Coast	20
Passenger Service forming Passenger Service LNER	40 (30 if service starts within Scotland Region or at Newcastle)
ECS forming Passenger service LNER	25
Passenger service forming ECS LNER	20

Planning Restriction
Platform 2
Class 156 units only. When a four carriage train, formed of class 156 units, is standing at the buffer stop end of the platform, it is not possible for further class 156 unit(s) to attach. This restriction does not apply to any other platform or type of train.

Class 350's
No class 350 units that are running in an 8 car formation to be planned into Platforms 3 and 4 due to visibility of the departing signal from the drivers cab. This restriction does not apply to any other platform or type of train.

SC003 CARSTAIRS SOUTH JUNCTION TO HAYMARKET EAST JUNCTION

Carstairs East Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Midcalder	Pass to Carstairs Station	3

Restriction
Pathing time must not be inserted between Carstairs Station and Carstairs East Junction and vice versa for trains of more than 163m.

Midcalder Junction

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains to Shotts Line	Deceleration of trains capable of 90mph or above, not stopping at Kirknewton and Livingston South	½ before Midcalder Junction
Trains from Shotts Line	Acceleration of trains capable of 90mph or above, not stopping at Kirknewton and Livingston South	½ after Midcalder Junction
Trains departing from Midcalder Junction (USH) towards Slateford	Acceleration between Midcalder Junction and Slateford	2 MU 2 LH

Junction Margins

First Movement	Second Movement	Margin
Pass to Shotts	Pass from Shotts using Down Shotts Line	4
Pass to Slateford using Down Shotts Line	Pass to Shotts	3
Pass to Shotts	Pass from Carstairs	3

Kingsknowe

Dwell Time

MU	1 Up direction only, in order to operate Level Crossing

Slateford

Adjustments to Sectional Running Times

Movement	Reason	Value

Slateford

Train to Craiglockhart	Approach Control	2 Passenger 2 Freight To be applied approaching Slateford
Train from Craiglockhart	Acceleration	1 Passenger (not stopping Slateford) 1 Freight To be applied after Slateford

Junction Margins

First Movement	Second Movement	Margin
Pass to/from Craiglockhart Junction	Depart Slateford Depot to ES686 / ES975	1*
Pass to Craiglockhart Junction	Pass from Haymarket	3½
Pass to/from Craiglockhart Junction	Up arrive ES686 / ES975 from Haymarket	3
Up arrive ES686 / ES975	Pass to/from Craiglockhart Junction	3
Up stopping train depart Curriehill	Up train depart Slateford ES675	2
Up stopping train depart Curriehill	Up train pass from Craiglockhart Junction	2
Pass from Haymarket / Craiglockhart Junction	Pass to Craiglockhart Junction	3
Pass to Craiglockhart Junction	Pass from Craiglockhart Junction	3
Depart Slateford to Haymarket when reversing	Pass/arrive from Haymarket / Slateford Depot	3

*Conflict due to overlap from depot line

Restriction
Only one train can stand or be on SC167 between Craiglockhart Junction and *Slateford Junction* at any one time in either direction.

Note
Maximum length of train reversing is 140m.

SC007 MIDCALDER JUNCTION TO HOLYTOWN JUNCTION

West Calder

Junction Margins

First Movement	Second Movement	Margin
Up train arrive/pass Midcalder Junction/Midcalder Jn Sig EJ720	Depart EJ994 to Livingston South	1

SC011 LAW JUNCTION TO UDDINGSTON JUNCTION (VIA HOLYTOWN)

Wishaw

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train to Shieldmuir, not stopping Wishaw	Approach Control	1
Down train to Shieldmuir, stopping Wishaw	Approach Control	Nil

Junction Margins

First Movement	Second Movement	Margin
Arrive/Pass from Shieldmuir	Pass to Shieldmuir or Holytown	3
Pass/Arrive from Shieldmuir	Depart to Shieldmuir or Holytown	½

SC011 LAW JUNCTION TO UDDINGSTON JUNCTION (VIA HOLYTOWN)

Wishaw

Depart/pass to Holytown	Pass/arrive from Shieldmuir	3½*
*May be reduced by ½ if equivalent (pathing time) inserted between Shieldmuir and Wishaw		

Holytown / Holytown Junction

Junction Margins

First Movement	Second Movement	Margin
Pass/arrive from Shotts	Pass to Wishaw	3
Pass/arrive from Shotts	Depart to Wishaw	1
Depart/pass to Wishaw	Pass/arrive from Shotts (not stopping Carfin)	3
Depart/pass to Wishaw	Down depart Carfin	1

Restrictions
Pathing time must not be used between Holytown Junction and Holytown, owing to signaling constraints.

Mossend East Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train to Mossend South Junction, not stopping Holytown	Approach Control	1
Down train to Mossend South Junction, stopping Holytown	Approach Control	½

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up train coming from Mossend North Junction, not stopping Holytown	Acceleration approaching Holytown Junction	1
Up train coming from Mossend South Junction, not stopping Holytown	Acceleration approaching Holytown Junction	1 MU 1 LH
Up train coming from Mossend South Junction, stopping Holytown	Acceleration	Nil

Junction Margins

First Movement	Second Movement	Margin
Pass to Mossend West/North Junction	Pass from Mossend South Junction	3
Pass to Mossend North Junction	Pass from Mossend West Junction, stopping Bellshill	3
Pass to Mossend North Junction	Pass from Mossend West Junction, not stopping Bellshill	3½
Pass from Mossend South Junction	Depart Holytown to Mossend North/West/South Junctions	1
Pass from Mossend South Junction	LH Pass to Mossend North/West/South, not stopping Holytown	4½
Pass from Mossend South Junction	MU pass to Mossend North/West/ South, not stopping Holytown	3½
Pass from Mossend West Junction	Depart Holytown to Mossend North Junction	1
Pass from Mossend West Junction	Pass to Mossend North Junction, not stopping Holytown	3½
Pass from Down North Curve	Pass to Down North Curve	5

Mossend East Junction

Overlap Restrictions

A train on the Down Mossend East Curve cannot be signalled from Mossend East Junction to Mossend South Junction at the same time a train is routed from Mossend North Junction to Mossend South Junction on the Up Coatbridge. Pathing time must be inserted approaching Mossend East Junction in this scenario.

A train on the Down Mossend North Curve cannot be signalled from Mossend East Junction to Mossend North Junction at the same time a train is routed from Mossend North Junction to Mossend South Junction. Pathing time must be inserted approaching Mossend East Junction in this scenario.

Mossend West Junction

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up train to Mossend South Junction, not stopping Bellshill	Approach Control	1
Up train to Mossend South Junction, stopping Bellshill	Approach Control	Nil
Up train to Mossend South Junction, stopping Bellshill which are timed as 385	Approach Control	½

Junction Margins

First Movement	Second Movement	Margin
Pass to Mossend South Junction	Depart Holytown	1
Pass to Mossend South Junction	Freight pass from Mossend East Junction, not stopping Holytown	3½
Pass to Mossend South Junction	Passenger pass from Mossend East Junction, not stopping Holytown	3
Pass from Mossend East Junction	Depart Bellshill to Mossend South Junction	½
Pass from Mossend East Junction	Pass to Mossend South Junction, not stopping Bellshill	3

Bellshill

Restriction

Pathing trime must not be used between Bellshill and Mossend West Junction on services routed towards Mossend South Junction owing to signaling constraints, dwell time should be increased at Bellshill

Viewpark Sidings

Restriction

Whilst a train is in transit between Uddingston Junction and Viewpark Sidings, a second train cannot be timed towards Mossend West Junction until 1 minute after the first train has come to a stand in Viewpark Sidings.

SC023 MOTHERWELL TO NEWTON (VIA HAMILTON)

Newton

Junction Margins

First Movement	Second Movement	Margin
Depart/pass to Cambuslang	Arrive/pass from Kirkhill	3
Up arrive/pass Platform 2 from Kirkhill	Depart to Cambuslang	½
Up arrive Platform 2	Depart Turnback Siding	3
Up arrive/pass Platform 2 from Kirkhill	Pass from Hamilton to Cambuslang	2½*
Up arrive/pass Platform 2 from Kirkhill	Arrive/pass Platform 1 or 2 from Uddingston	5
Arrive/pass from Uddingston/Turnback Siding	Up arrive Platform 2	3

*Can be reduced to 1½ if {1} is applied approaching Newton

Restrictions

Trains cannot be timed to stand or reverse between Newton and Newton West Junction in either direction.
Trains from Uddingston cannot be timed to stand or reverse between Newton East Junction and Newton.
Trains from Newton are restricted to 282m.
Trains can reverse on Up Hamilton to South of Newton but subject to a maximum length of 535m.
Turnback Siding is subject to a maximum length of 125m.

Hamilton West

Junction Margins

First Movement	Second Movement	Margin
Depart/pass towards Newton	Train from Hamilton E.G Steele toward Hamilton Central	4
Train from Hamilton E.G Steele toward Hamilton Central	Depart/pass towards Newton	1½

Hamilton Central

Junction Margins

First Movement	Second Movement	Margin
Arrive/pass from Haughhead Junction	Depart towards Haughhead Junction	1½

Haughhead Junction

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Down train from Larkhall	Acceleration	½

Junction Margins

First Movement	Second Movement	Margin
Up pass towards Airbles	Down pass from Chatelherault	2
Up pass towards Chatelherault	Down pass from Airbles	2½
Up pass towards Airbles	Down pass from Airbles	3

SC024 LARKHALL TO HAUGHHEAD JUNCTION

Allanton Loop

Junction Margins

First Movement	Second Movement	Margin
Down Arrive Loop	Up depart Chatelherault towards Larkhall	1
Down Arrive Loop	Up Pass towards Larkhall	2
Down Pass Loop	Up Depart Pass Loop	1
Up Arrive Loop	Down Pass from Larkhall	2
Up Pass Loop	Down Depart Loop	1

Merryton

Dwell Time	1

SC025 RUTHERGLEN TO FINNIESTON JUNCTIONS

Rutherglen Station / North Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from West Curve to Down Argyle	Down arrive Rutherglen Station	3½
Pass from West Curve to Down Argyle	Depart Rutherglen Central Junction to Down Argyle	1
Pass Up Argyle to West Curve	Down arrive Rutherglen Station	3½
Pass Up Argyle to West Curve	Depart Rutherglen Central Junction to Down Argyle	1
Depart/pass Rutherglen to Down Argyle	Pass to West Curve	2

Restrictions

Maximum standage in West Curve is 184m. However EMUs of more than 6 vehicles must not have any stand time or allowances between Rutherglen West and Rutherglen North due to presence of neutral section.

Pathing time must not be used between Rutherglen and Rutherglen East Junction

General Note

Where trains require pathing allowances to achieve the required headway or the required re-occupation, it is preferable to increase dwell times rather than using pathing allowances.

Argyle Street

Platform Re-occupation	2 Up direction

Junction Margin

First Movement	Second Movement	Value
Down depart Glasgow Central Low Level	Down Depart Argyle Street	1

Restriction

Diesel trains are not permitted to be timed to stop at this Station under any circumstances owing to Fire Regulations.

Argyle Street

General Note
Where trains require pathing allowances to achieve the required headway or the required re-occupation, it is preferable to increase dwell times rather than using pathing allowances.

Glasgow Central Low Level

Connectional Allowance	15	
Platform Re-occupation	2 Down direction	
Junction Margin		
First Movement	**Second Movement**	**Value**
Up depart Argyle Street	Up depart Glasgow Central Low Level	1

Restriction
Diesel trains are not permitted to be timed to stop at this Station under any circumstances owing to Fire Regulations.

General Note
Where trains require pathing allowances to achieve the required headway or the required re-occupation, it is preferable to increase dwell times rather than using pathing allowances.

Anderston

Platform Re-occupation	2

Restriction
Diesel trains are not permitted to be timed to stop at this Station under any circumstances owing to Fire Regulations.

Exhibition Centre

Junction Margins

First Movement	Second Movement	Margin
Down pass Finnieston East Junction not calling at Exhibition Centre	Depart DRS	Same time
Down arrive	Depart DRS	1
Depart DRS	Pass Finnieston West Junction towards Anderston	1
Depart DRS	Down arrive	4
Depart DRS	Pass Finnieston East Junction not stopping Exhibition Centre	5

Platform Re-occupation	2½
Dwell	1

SC029 LARKFIELD JUNCTION TO SHIELDS JUNCTION

Terminus Junction

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Down train from Muirhouse going to Shields Junction	Acceleration	½

Movement Up	Reason	Value
Up Freight trains from Shields Junction via the 'Burma Road' approaching Terminus Junction	Acceleration from low speed line	1
Up train from Shields Junction going to Muirhouse	Approach Control	1

Junction Margins

First Movement	Second Movement	Margin
Up pass to Muirhouse	Down pass to Shields	3
Pass to Shields	Up pass to Muirhouse	2

Restrictions
Only one train can stand or be on line between Muirhouse Central Junction and Terminus Junction at any one time.

SC031 GRETNA JUNCTION TO GLASGOW BRIDGE STREET JUNCTION (VIA KILMARNOCK)

Gretna Jn

Please refer to Line of Route NW4001 (LNW Timetable Planning Rules)

Dumfries

Dwell Time

MU	1½

Junction Margins

First Movement	Second Movement	Margin
Up Train Pass	Depart P1 for Dumfries South Junction	2
Up Train Depart	Depart P1 for Dumfries South Junction	2
Down Train Depart/Pass to Holywood	Depart Dumfries South Junction for Platform 1	2
Down Train Depart/Pass to Holywood	Depart Dumfries Yard	2

New Cumnock

Junction Margins

First Movement	Second Movement	Margin

New Cumnock

Pass Bank Junction to Branch	Down pass New Cumnock	2
Pass Bank Junction to Branch	Down depart New Cumnock	1
Pass Bank Junction to Branch	Up pass/depart Mauchline	2
Down pass New Cumnock	Pass Bank Junction to Branch	3
Down depart New Cumnock	Pass Bank Junction to Branch	4

Operating Note
1. A tail lamp camera is provided for Up trains, about ½ mile north of Bank Junction
2. Up trains running into the Headshunt at New Cumnock are restricted to maximum 61 SLUs including loco.

Trains arriving at New Cumnock Coal Terminal			**Trains departing New Cumnock Coal Terminal**		
	Arr	**Dep**		**Arr**	**Dep**
Mauchline		XX/XX	New Cumnock URS		XX:00
New Cumnock	XXRMPR00	XXRMPR05	New Cumnock	XXOP05	XXOP10
New Cumnock URS	XX:12		Kirkconnel		XX/XX

Mauchline

Junction Margins

First Movement	**Second Movement**	**Margin**
Depart from Branch	Down pass to Kilmarnock	4
Down pass to Kilmarnock	Arrive Loop from Newton-on-Ayr	3
Down pass to Kilmarnock	Depart from Branch	1
Arrive Up Loop (train less than 59 SLU)	Arrive Down Loop	5
Depart Up Loop (train more than 59 SLU)	Down pass from New Cumnock/Bank Junction	3½
Arrive Loop from Newton on Ayr	Down pass to Kilmarnock	5

Loop Restriction
A train in excess of 59 SLUs standing on the Up Branch Loop will foul the Down Main Line

Operating Stop
2 minutes. Trains running to/from Newton Junction for purposes of token exchange.

Restriction
The Up Branch/Down Branch Loop on the Branch line to Newton Junction is limited in length to 17 HTAs. If a train is already on the Branch approaching Mauchline from Newton Junction, a second train for the Branch at Mauchline should be held on the GSW main line at Signal M7. When the first train has left the branch at Mauchline, the second train can draw forward from Signal M7 to the Signal Box and perform the token exchange (see above) for entry to the branch.
If however it is not possible to hold the second train on the GSW main line owing to other trains requiring a path, it should proceed into the Up Branch Loop, providing the train length does not exceed 17 HTAs. In these circumstances a 15 minute margin is then required between the first train arriving off the Branch and the second train departing towards Newton Junction
Trains travelling to Newton Junction cannot proceed on to the Branch until previous trains to Newton Junction have run clear of the Branch and handed in their token, i.e. 2 minutes after departure of the first train at Signal PA334. Also, trains cannot proceed toward Annbank if a train to/from Killoch Colliery is in the section between Annbank and Newton Junction
When a train is running round in the Loop at Mauchline, there must be a margin of at least 15 minutes during which no train can be in transit between Mauchline, Annbank, Newton Junction and Falkland Yard requiring the token and vice versa, as whilst running round the train occupies the token section.

Kilmarnock

Adjustments to Sectional Running Times

Kilmarnock

Movement Up	Reason	Value
Freight trains from Barassie Junction	Acceleration purposes between Kilmarnock and Mauchline	<600t: 0.5 600-800t: 1 1000-1600t: 1.5 1800t+: 2

Connectional Allowance	3

Coupling Restrictions
Platforms 1 or 2. First train must arrive from Lugton, before the train from Barassie. Minimum of 4½ minutes between arrivals, including 1 for approach control for train from Barassie.
Platform 3. First train must arrive from the South or from Lugton, before the train from Barassie. Minimum of 3 minutes between arrivals, including 1 for approach control for train from Barassie.

Dwell Time

MU	1

Junction Margins

First Movement	Second Movement	Margin
Depart/pass to Riccarton Branch	Arrive from Hurlford	8
Arrive/pass from South	Depart to South (when conflicting)	1
Arrive/pass from South	Arrive/pass from Lugton (when conflicting)	5
Arrive/pass from South	Arrive/pass from Barassie	5½
Depart/pass to South	Arrive/pass from South (when conflicting)	4
Arrive/pass from Barassie	Depart to Barassie	1
Arrive/pass from Barassie	Depart to Lugton	1
Arrive/pass from Barassie	Arrive from Lugton	3
Arrive/pass from Lugton	Depart to Barassie	1
Arrive/pass from Lugton	Depart to Lugton	1
Arrive/pass from Lugton	Arrive/pass from Barassie (when conflicting) Classes 0, 1, 2, 3, 5	3½
Arrive/pass from Lugton	Arrive from Barassie (when conflicting) Other classes	4½
Arrive/pass from Barassie	Pass to Barassie	4
Arrive/pass from Barassie	Pass to Lugton	4
Arrive/pass from Lugton	Pass to Barassie	4
Arrive/pass from Lugton	Pass to Lugton	4
Depart to Lugton	Depart to Barassie	3
Depart to Barassie	Depart to Lugton	2½
Depart/pass to Lugton	Arrive/pass from Barassie (when conflicting) Classes 0, 1, 2, 3, 5	3½
Depart/pass to Lugton	Arrive/pass from Barassie (when conflicting) Other classes	4½
Depart/pass to Barassie	Arrive/pass from Lugton (when conflicting)	3
Arrive/pass from South	Pass/Depart Mauchline	Same time^{+}
Pass Mauchline	Pass/Depart to South	Same time

Kilmarnock		
Arrive Long Lyes	Depart to Barassie	2
Arrive Long Lyes	Depart to Lugton	2½
Arrive Long Lyes	Arrive/pass from Barassie (when conflicting) Classes 0, 1, 2, 3, 5	3½
Arrive Long Lyes	Arrive/pass from Barassie (when conflicting) Other classes	4½
Arrive Long Lyes	Arrive/pass from Lugton (when conflicting)	3
Depart/pass to Barassie	Depart Long Lyes	2
Depart/pass to Lugton	Depart Long Lyes	2
+ Intermediate Block Signals		
Operating Stop 3 minutes at Kay Park Junction. Trains running to/from Riccarton Branch for the purposes of ground frame operation		
Restriction ~~Up Freight trains must not be planned to stop in Platform 3 at Kilmarnock.~~ ~~Down Freight trains must not be permitted to stop in Platform 3 at Kilmarnock for more than 2 minutes.~~ Freight Train Dwells in platform 3 only permitted for run round purposes and for through freight for a maximum of 2 minutes in the Down direction only.		

Lochridge Junction		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Down train passes	Up train passes	3
Down train passes	Up depart Stewarton	1

Lugton		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Up train passes	Down train passes	3½
Up train passes	Down train depart	1
Planning note A train can stand on the Up Kilmarnock and be passed by other trains. Up trains overtaking would require an additional {1½} to allow for 40mph crossovers. The following margin will also apply:		
Restriction Single Line Working will apply whilst Lugton Signal Box is closed. Only the UM will be in operation.		
First Movement	**Second Movement**	**Margin**
Up train pass Lochridge Junction	Up train depart Lugton	Same time

Barrhead		
Adjustments to Sectional Running Times		
Movement Up	**Reason**	**Value**
Up Train pass/arrive Platform 2 or arrive Platform 3	Approach Control	1

Barrhead

Dwell Time

MU	½

Junction Margins

First Movement	Second Movement	Margin
Arrive/Pass from Lugton	Depart to Lugton (where Up train arrived first)	2½
Arrive/pass Platform 2 from Lugton	Arrive Platform 1 from Busby Junction	½
Arrive/Pass Platform 2 from Lugton	Pass to Lugton	3
Arrive Platform 2 or 3 from Busby Junction	Depart Platform 1 to Busby Junction	1
Pass Platform 2 from Busby Junction	Depart Platform 1 to Busby Junction	1
Depart Platform 1 to Busby Junction	Up pass Busby Junction (~~fast~~ non-stopping train)	Same time
Depart Platform 1 to Busby Junction	Up depart Kennishead (~~slow~~ stopping train)	Same time
Pass to Busby Junction	Arrive Platform 2 or 3 from Busby Junction	2
Arrive Platform 3 from Busby Junction	Arrive Platform 2 from Lugton	3
Arrive Platform 3 from Busby Junction	Pass Platform 2 from Lugton	2½
Depart Platform 2/3 to Busby Junction	Arrive Platform 2 or 3 from Busby Junction	3
Pass Busby Junction	Following depart to Busby Junction	Same time
Arrive from Busby Junction	Up pass Busby Junction (~~fast~~ non-stopping train)	Same time
Arrive from Busby Junction	Up depart Kennishead (~~slow~~ stopping train)	Same time
Pass/depart to Busby Junction	Down Depart Platform 3	3

Planning Note
A tail light camera exists, at south end of platform 2, to confirm Down trains complete.

Restrictions
When underpass is locked, all stopping trains must use Platform 2. Present opening hours are 0650 – 2325 (EWD) and 0910 – 1650 (Sundays).
Up train arriving Platform 1 or 2: if there is another train approaching from Lugton preventing a through route being set up, a 2 minute time out exists after the Up train has arrived, before signal BD2 or BD17 can be cleared. On Track machines are prohibited in Platform 3.

Nitshill

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Train that has originated from Platform 3 at Barrhead	Slow Speed Running	1

Priesthill & Darnley

Dwell Time	1

Busby Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Busby	Pass to Barrhead or Busby (not stopping Pollokshaws West)	3
Pass from Busby	Arrive Pollokshaws West going to Barrhead or Busby	1½*
Pass to Barrhead	Pass from Busby (not stopping Thornliebank)	2

Busby Junction		
Pass to Barrhead or Busby	Down depart Thornliebank	1
Pass to Busby	Pass from Busby (not stopping Thornliebank	2½
*Can be replaced by {½} after Pollokshaws West.		

Muirhouse South Junction		
Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**
Down trains to Down Muirhouse	Approach Control signal	½
Junction Margins		
First Movement	**Second Movement**	**Margin**
Pass to Larkfield	Pass from Larkfield	4
Pass to Larkfield	Pass from Muirhouse North	3½
Pass to Larkfield	Pass from Terminus Junction	4½
Pass to Larkfield	Depart Muirhouse Central to Busby Junction	1
Pass to Busby Junction	Pass to Larkfield	2
Restriction Only one train can stand or be on the line between Muirhouse South Junction and Larkfield Junction at any one time.		

Muirhouse Central Junction		
Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**
Down trains to Down Terminus	Approach Control signal	½
Junction Margins		
First Movement	**Second Movement**	**Margin**
Pass to Maxwell Park	Pass Muirhouse South to Terminus Junction or Muirhouse North (not stopping Crossmyloof)	3
Pass to Maxwell Park	Down depart Crossmyloof	1
Pass to Terminus Junction from Busby Junction	Pass to Maxwell Park	3
Pass Muirhouse South going to Muirhouse North	Pass to Maxwell Park	2
Pass from Maxwell Park	Pass from Terminus Junction	3
Pass from Terminus Junction	Pass from Maxwell Park (not stopping Pollockshields West)	3
Pass from Terminus Junction	Up depart Pollockshields West	1
Pass from Terminus Junction	Pass to Terminus Junction	3½
Restriction Only one train can stand or be on the line between Muirhouse Central Junction and Terminus Junction at any one time.		

Muirhouse North Junction		
Junction Margins		
First Movement	**Second Movement**	**Margin**

Muirhouse North Junction		
Pass to Muirhouse Central	Pass from Mount Florida (not stopping Pollockshields East)	3
Pass to Muirhouse Central	Down depart Pollockshields East	1
Pass from Pollockshields East	Pass to Muirhouse Central	2½

SC039 KILMARNOCK TO BARASSIE

Barassie Junction – *See SC059*

SC045 EAST KILBRIDE TO BUSBY JUNCTION

East Kilbride

Junction Margins		
First Movement	**Second Movement**	**Margin**
Arrive non stop from Hairmyres Loop	Depart Hairmyres loop to East Kilbride	1

Hairmyres Loop

Adjustments to Sectional Running Times	Reason	Value
Movement	Signal sighting	½
Up trains timed to arrive Hairmyres Station simultaneously or before Down train arrives Loop		

Junction Margins		
First Movement	**Second Movement**	**Margin**
Arrive from East Kilbride	Pass from Busby having stopped at Hairmyres	2
Arrive from East Kilbride	Pass from Busby non stop at Hairmyres	3
Pass to East Kilbride	Depart to Hairmyres	½
Arrive from Busby	Pass from East Kilbride	2½
Pass to Busby	Depart to East Kilbride	½

Hairmyres Station

Dwell Time	1

Busby

Junction Margins		
First Movement	**Second Movement**	**Margin**
Arrive / Pass from Hairmyres Loop	Depart to Hairmyres Loop	1
Arrive / Pass from Hairmyres Loop	Pass to Hairmyres Loop	3
Depart Platform 2 to Busby Junction	Arrive / Pass from Busby Junction	4

Clarkston

Dwell Time	1

Giffnock

Dwell Time	1

SC051 MUIRHOUSE CENTRAL JUNCTION TO MUIRHOUSE NORTH JUNCTION (VIA CATHCART) (CATHCART CIRCLE)

Muirhouse Central Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down trains to Down Terminus	Approach Control signal	½

Junction Margins

First Movement	Second Movement	Margin
Pass to Maxwell Park	Pass Muirhouse South to Terminus Junction or Muirhouse North (not stopping Crossmyloof)	3
Pass to Maxwell Park	Down depart Crossmyloof	1
Pass to Terminus Junction from Busby Junction	Pass to Maxwell Park	3
Pass Muirhouse South going to Muirhouse North	Pass to Maxwell Park	2
Pass from Maxwell Park	Pass from Terminus Junction	3
Pass from Terminus Junction	Pass from Maxwell Park (not stopping Pollockshields West)	3
Pass from Terminus Junction	Up depart Pollockshields West	1
Pass from Terminus Junction	Pass to Terminus Junction	3½

Restriction
Only one train can stand or be on the line between Muirhouse Central Junction and Terminus Junction at any one time.

Muirhouse North Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Muirhouse Central	Pass from Mount Florida (not stopping Pollockshields East)	3
Pass to Muirhouse Central	Down depart Pollockshields East	1
Pass from Pollockshields East	Pass to Muirhouse Central	2½

Cathcart

Junction Margins

First Movement	Second Movement	Margin
Depart Kings Park toward Cathcart North Junction	Pass Cathcart West Junction towards Kings Park	2
Pass Cathcart West Junction towards Kings Park	Arrive Cathcart Station from Cathcart North Junction	1½

SC053 NEILSTON TO CATHCART WEST JUNCTION

Neilston Turnback

Junction Margins

First Movement	Second Movement	Margin
Down Arrive Neilston Platform 1 from Turnback Sidings	Up Arrive Neilston Platform 2	2

Restriction
A service cannot enter Neilston Station whilst another is in the Neilston Turnback and will be held outside at Signal GC5046.

SC055 NEWTON TO CATHCART WEST JUNCTION

See notes of SC023

SC059 GLASGOW BRIDGE STREET JUNCTION TO STRANRAER (VIA PAISLEY GILMOUR STREET)

Shields Junction

Junction Margins

First Movement	Second Movement	Margin
Up service from Paisley Canal lines	Down service towards Paisley Gilmour Street	2

Gower Street

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Ayr to Up Ayr	Approach Control	1

Junction Margins

First Movement	Second Movement	Margin
Up pass Shields Junction to Bridge Street	Down train from Down Ayr to Up Ayr	2½
Down train from Through Terminus to Up or Down Ayr	Up train from Up Ayr or Up Gourock to Shields Junction or Through Terminus	3

Helen Street

Junction Margins

First Movement	Second Movement	Margin
Up pass Shields Junction to Bridge Street	Down train from Down Ayr to Up Ayr	1½
Up train from Up Ayr to Up Gourock	Down train from Down Ayr to Up Ayr	3
Up train from Up Ayr to Up Gourock	Down train from Up Ayr to Down Ayr	3

Cardonald Junction

Adjustments to Sectional Running Times

Movement Up	Reason	Value

Cardonald Junction		
Up Gourock to Up Ayr	Approach Control	1
Junction Margins		
First Movement	**Second Movement**	**Margin**
Down pass on Up Ayr	Up train from Up Gourock or Deanside Branch to Up Ayr	3
Down pass on Up Ayr	Depart Deanside Branch to Up Ayr	1
Operating Stop All trains from the Deanside Branch must have a 3 minute dwell time in order to telephone the Signaller.		

Cardonald North Junction
Operating Stop All trains in either direction, for purposes of Token Exchange must have a 3 minute dwell.

Arkleston Junction		
Junction Margins		
First Movement	**Second Movement**	**Margin**
All conflicting moves		3

Paisley Down Goods Loop		
Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**
Down trains to Loop	Approach Control	2
Junction Margins		
First Movement	**Second Movement**	**Margin**
Down arrive DGL	Down pass Arkleston Junction to Paisley Gilmour Street Platform 4	2
Down depart Paisley Gilmour Street Platform 4	Depart DGL to Paisley Gilmour Street Platform 4	2
Down depart Paisley Gilmour Street Platform 2	Depart DGL to Paisley Gilmour Street Platform 2	2
Down arrive Paisley Gilmour Street Platform 4	Depart DGL to Paisley Gilmour Street Platform 2	1

Paisley Gilmour Street		
Dwell Time		
170	1	
Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**
Down Train to Platform 2 from Down Ayr or Up Ayr	Approach Control	1
Adjustments to Sectional Running Times		

Paisley Gilmour Street

Movement Up	Reason	Value
Up train stopping on Platform 4	Slow Speed Running	1

Junction Margins

First Movement	Second Movement	Margin
Down arrive/pass from Up or Down Ayr into Platform 2	Up Passenger pass Platform 3	3
Down arrive/pass from Up or Down Ayr into Platform 2	Up Passenger depart Platform 3 to Down or Up Gourock	1
Down arrive/pass from Down Gourock into Platform 2	Up Passenger pass Platform 3 to Down or Up Gourock	3
Down arrive/pass from Down Gourock into Platform 2	Up Passenger depart Platform 3 to Down or Up Gourock	1
Up Passenger pass/depart Platform 3	Down arrive Platform 2 from Down Ayr	3½
Up Goods pass Platform 3	Down arrive Platform 2 from Down Ayr	4
Down arrive/pass Platform 2 from Down or Up Ayr	Up Freight depart/pass Elderslie, going to Up Ayr, Down Gourock or Up Gourock	1
Down arrive/pass Platform 2 from Down Gourock	Up Freight depart/pass Elderslie to Down Gourock or Up Gourock	1

Elderslie

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train from UPL	Acceleration	2
Down train to WH Malcolm Yard	Approach Control	1

Movement Up	Reason	Value
Up train to UPL	Approach Control	1
Up train to DA	Approach Control	1

Junction Margins

First Movement	Second Movement	Margin
Down arrive Elderslie UPL	Stopping train arrive Johnstone in Up Direction	2
Down depart/Pass PE143 going to WH Malcolm	Up depart Johnstone	5
Down arrive UPL	Up pass (not stopping Johnstone)	4
Down depart/Pass PE143 going to WH Malcolm	Up pass	7
Up pass	Down arrive UPL	3
Up pass	Down depart PE143 going to WH Malcolm	1½
Up pass	Down depart UPL	1
Up arrive UPL	Up depart Johnstone	2½
Up arrive UPL	Up pass (not stopping Johnstone)	4
Up arrive UPL	Down depart PE143 going to WH Malcolm	3
Down depart UPL	Up depart Johnstone	3
Down depart UPL	Up pass (not stopping Johnstone)	3

Restriction
WH Malcolm Yard on upside can only accommodate one train at any time.

Johnstone

Dwell Time	1

Lochwinnoch

Dwell Time	1

Glengarnock

Junction Margins

First Movement	Second Movement	Margin
Up arrive UGL	Up arrive Glengarnock	3
Up arrive UGL	Up pass/depart Dalry (not stopping Glengarnock)	Same time
Up arrive UGL	Up depart Brownhill UPL (not stopping Glengarnock)	1
Up arrive/pass Lochwinnoch	Up depart UGL	Same time

Restriction
All Up trains entering DGL must have ½ minute OP stop in Glengarnock Station for approach control.

Brownhill/Dalry

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train to UPL going to Dalry Roche	Approach Control	2
Down train from DPL	Acceleration to be applied after Dalry	1½

Movement Up	Reason	Value
Up train to UPL	Approach Control to be applied approaching Dalry	1

Junction Margins

First Movement	Second Movement	Margin
Down Arrive DPL	Down arrive Glengarnock	1
Down Arrive DPL	Down arrive/pass Dalry (not stopping Glengarnock)	4
Down pass Dalry	Down depart DPL	2
Down depart Dalry	Down depart DPL	2½
Up arrive UPL	Up arrive Dalry	2
Up arrive UPL	Up pass Dalry	2½
Up depart Dalry	Depart UPL	3½
Up pass Dalry	Depart UPL	3
Up depart Dalry	Down arrive UPL	4
Up pass Dalry	Down arrive UPL	3½
Down arrive UPL	Up depart Dalry	½
Down arrive UPL	Up pass Dalry	1

Note
An Up train arriving in the UPL then propelling into Dalry Roche requires 2 minutes RM stop.

Dalry

Dwell Time	1

Kilwinning

Connectional Allowance	4

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train to Platform 2	Approach Control	Nil MU 1 LH

Movement Up	Reason	Value
Up train to UGL from Ardrossan	Approach Control	1
Up train to UGL from Irvine	Approach Control	1

Junction Margins

First Movement	Second Movement	Margin
Down Largs to Platform 2	Up Ayrshire arrive/pass Platform 3	3½
Depart/pass Platform 3 to Dalry	Arrive/pass Platform 2 from Dalry	3
Arrive Platform 2 from Saltcoats	Arrive/pass Platform 3 from Irvine	3
Arrive UGL from Ardrossan or Irvine	Arrive/pass Platform 1 from Ardrossan	3
Arrive UGL from Irvine	Arrive/pass Platform 3 from Irvine	3
Pass/depart to Dalry	Depart UGL to Dalry	2½

Restriction
Due to signalling overlaps at PK232 (Platform 2) and PK234 (Platform 3) signals trains cannot arrive simultationusly into Platforms 2 and 3

Byrehill Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Dubbs Junction	Up depart Irvine	Same time
Pass to Dubbs Junction	Up pass Irvine	½

Bogside Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Byrehill Single Line	Up depart Irvine	½
Pass from Byrehill Single Line	Up pass Irvine	1½

Irvine

Junction Margins

First Movement	Second Movement	Margin

Irvine		
Up depart/pass	Up depart GPK801 to Station	1½
Up depart	Up depart GPK801, not stopping in Station	3
Up pass	Up depart GPK801, not stopping in Station	2½
Up depart GPK801 to Down Ayr	Down arrive	4½
Up depart GPK801 to Down Ayr	Down pass	4

Barassie Junction		
Adjustments to Sectional Running Times		
Movement Up	**Reason**	**Value**
Up Freight train from Barassie Yard towards Irvine or Kilmarnock	Acceleration	2½
Up Goods train from Barassie UGL towards Irvine, Kilmarnock or Caledonian Paper	Acceleration	1½
Movement Down	**Reason**	**Value**
Down train from Single Line	Acceleration	Nil MU 1½ LH
Junction Margins		
First Movement	**Second Movement**	**Margin**
Up train to Kilmarnock/Caledonian Paper	Down train pass from Irvine	4
Up train to Kilmarnock/Caledonian Paper	Depart to Troon	1
Pass from Single line to Troon	Depart Yard	1
Pass from Single Line to Troon	Depart UGL to Single Line	1
Pass from Single Line to Troon	Pass from Troon to Single Line	2
Pass/depart Down Ayr to Troon	Depart Yard	1
Pass/depart Down Ayr to Troon	Depart UGL to Single Line	1
Pass/depart Down Ayr to Troon	Pass from Troon to Single Line	2
Pass Down Ayr to Troon (stopping Troon)	Down depart DPL	3
Depart Down Ayr to Troon (stopping Troon)	Down depart DPL	4
Pass Down Ayr to Troon (not stopping Troon)	Down depart DPL	2½
Depart Down Ayr to Troon (not stopping Troon)	Down depart DPL	3½
Pass/depart Down Ayr to Troon	Pass from Single Line	2½
Depart Yard to Single Line	Arrive DPL from Irvine	4
Depart Yard to Irvine	Down arrive from Irvine	6
Depart Yard to Irvine	Down pass from Irvine	4½
Depart Yard to Irvine	Down pass from Single Line	5
Passenger arrive DPL	Down pass	6*
Goods arrive DPL from Single Line	Down pass from Irvine	Nil*
Goods arrive DPL from Irvine	Down pass from Single Line	2*
Train passes Barassie Junction toward Kilmarnock	Train departs Irvine CP (Meadowhead)	5
Pass from Single Line	Train departs Irvine CP (Meadowhead)	1
Depart UGL to Single Line	Depart to Troon	2
Depart UGL to Single Line	Pass from Irvine	4
Arrive UGL from Troon	Arrive Troon from Ayr	2
Arrive UGL from Troon	Pass from Ayr (not stopping Troon)	3
Pass to Irvine	Depart UGL to Single Line	1½
Pass to Irvine	Depart UGL to Irvine	3
Arrive from Troon going to Irvine	Depart UGL to Single Line	1½
Depart to Irvine	Depart UGL to Irvine	3
Pass to Single Line	Depart UGL to Single Line	4
Pass to Single Line	Depart UGL to Irvine	1½

Barassie Junction

Restrictions
Trains to Barassie Yard from Irvine require ½ minute OP stop at Barassie Station for approach control.
Trains to Barassie Yard from Kilmarnock / Caledonian Paper require ½ minute OP stop at Barassie Junction for approach control.
Train cannot reverse in DPL to run towards Irvine if there is a train on the line from Kilmarnock or Caledonian Paper.

Barassie Yard Run Round

Junction Margins

First train arrives in Yard	Second train arrives in Yard	15*
First train departs from Yard	Second train departs from Yard	20*

* To allow sufficient time for loco to perform run-round movement.

Note
Applies to Sidings 5 & 6 only on Network Rail infrastructure

Monkton Siding

Junction Margins

First Movement	Second Movement	Margin
Arrive Monkton Siding	Depart Prestwick Town	1
Arrive Monkton Siding	Pass Prestwick Town	2½
Up arrive Troon	Depart Monkton Siding	Same time
Up pass Barassie Junction (not stopping Troon)	Depart Monkton Siding	Same time

Prestwick International Airport

Restriction
Down trains cannot arrive at this Station until at least 2 minutes after preceding train departs Prestwick Town.

Prestwick Town

Platform Re-occupation	4

Restriction
Pathing time must not be used between Prestwick Town and Prestwick International Airport and vice versa, owing to signaling constraints.

Falkland

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train into Falkland Yard	5mph PSR immediately after Junction	2
Down train into DGL	Approach Control	½

Falkland		
Movement Up	**Reason**	**Value**
Up Goods train from Falkland Yard towards Prestwick	Acceleration from 5mph PSR	1½
Junction Margins		
First Movement	**Second Movement**	**Margin**
Up pass to Prestwick	Down pass to Yard	2
Down pass to Yard	Up pass	4
Arrive DGL	Down pass (not stopping Prestwick Town)	2½
Arrive DGL	Down depart Prestwick Town	½
Up depart/pass Prestwick Town towards Barassie	Up depart Yard to Prestwick Town	Same time

Newton-on-Ayr/Newton Junction		
Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**
Down train from Prestwick going to Annbank Single Line	Slowing for Token stop	1
Down train from Falkland Yard going to Ayr	Acceleration	1
Movement Up	**Reason**	**Value**
Up train going from Ayr to Falkland Yard/Docks	Approach Control	1
Up train from Annbank Single Line going towards Prestwick	Acceleration from Token or Signal stop	1
Junction Margins		
First Movement	**Second Movement**	**Margin**

Newton-on-Ayr/Newton Junction

Down Passenger train depart Newton-on-Ayr (towards Ayr)	Freight train depart Falkland Yard towards Newton Junction	2
Down train from Falkland to Annbank Single Line	Down arrive Station (not stopping Prestwick Town)	4½
Down train from Falkland to Annbank Single Line	Down pass (not stopping Prestwick Town)	4
Down train from Falkland to Annbank Single Line	Down depart Prestwick Town	2
Up train from Annbank Single	Down arrive Station (not stopping Prestwick Town)	4½
Up train from Annbank Single Line	Down pass (not stopping Prestwick Town)	4
Up train from Annbank Single Line	Down depart Prestwick Town	2
Down depart to Ayr	Up train from Annbank Single Line depart	2
Up pass from Ayr to Prestwick	Up train from Annbank Single Line depart to Falkland or Harbour	1
Up pass from Ayr to Prestwick	Up train from Annbank Single depart towards Prestwick	2½
Up depart Station towards Prestwick*	Down depart Falkland Yard or Harbour	1
Up depart Station towards Prestwick*	Up train from Annbank Single Line depart to Falkland or Harbour	1
Up depart Station towards Prestwick	Up train from Annbank Single Line depart towards Prestwick	3

*Up trains stopping at Newton –on-Ayr, foul points 135 and prevent access to/from Falkland yard at Newton Junction

Note
Should an Up train from Annbank Single Line stand for pathing purposes as well as relinquishing a token, then time must be allowed for a train coming to a stand, driver relinquishes token, returns to cab and draws forward to Signal PA334 – a minimum of {3} should apply approaching Newton Junction in these circumstances.

Restriction
Pathing time must not be used between Newton Junction and Falkland Yard and vice versa.
Pathing time must not be used between Newton Junction and Signal PA335 and vice versa.
Trains travelling from Newton Junction towards Annbank / Mauchline must not be allowed on to the Branch to stand at Signal PA335, awaiting acceptance from Mauchline Signal Box. Trains must not be planned to leave Falkland Yard or pass from Harbour until 2 minutes after the previous train has arrived at Mauchline.

Ayr

Dwell Time

DMU	1

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train going to Bay Platforms 1 or 2	Approach Control	1½

Junction Margins

First Movement	Second Movement	Margin
Up train arriving Platform 3 or 4	Down train arriving Platform 1 or 2	4
Down train arriving Platform 1 or 2	Up train arriving Platform 3 or 4	3
Down train arriving Platform 1 or 2	Up train departing Platform 3 or 4	1*
Train from Townhead Sidings arrive at Ayr	Departure from Townhead Sidings towards Ayr	1
Train from Ayr arriving at Townhead Sidings	Departure from Ayr towards Townhead Sidings	1
Train from Ayr arriving at Townhead Sidings	Departure from Townhead Sidings towards Ayr	1

Ayr

Train from Ayr arriving at Townhead Sidings	Train from Ayr depart/pass towards Dalrymple Junction from Platform 3	1

*Must have minimum dwell or turnaround of 5 minutes.

Note
Townhead (Ayr CSD): Trains arrive from Station on Carriage Washer Line (nearest to Up Girvan); train depart to Station from By-pass Loop Signal PA854 (the line furthest from Up Girvan). Attaching of units in through platforms only permitted during periods of significant disruption. An EMU can reverse on Down Girvan behind Signal PA858 subject to a maximum length of 8 vehicles.

Restriction
Trains arriving Platform 3 as Class 1 or Class 2 and then departing as Class 5 to Ayr CSD require a minimum dwell of 2 minutes due to approach control timeout.

Dalrymple Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train going to Chalmerston	Approach Control	1

Junction Margins

First Movement	Second Movement	Margin
Pass from Girvan	Pass to Girvan	3½
Pass from Girvan	Pass to Chalmerston	4½
Pass from Chalmerston	Pass to Girvan	4½
Pass from Chalmerston	Pass to Chalmerston	5
Pass to Girvan	Pass from Chalmerston	3
Pass to Chalmerston	Pass from Girvan	3

Girvan

Dwell Time

All Up trains (token duties)	1
Down trains using Platform 1 (token duties)	1

Junction Margins

First Movement	Second Movement	Margin
Down train arriving Platform 2	Up train arriving Platform 1	2
Up train departing Platform 1	Down train departing Platform 2	2

Method of Operation
All terminating services using Platform 2 are required to shunt via signal GV26 before accessing Platform 1. Trains reversing at GV26 signal are required to receive token to Barrhill therefore this line must be clear to permit shunt moves.

Passing Moves should be planned as follows

	Arr	Dep
Down train	XX.00	XX.05
Up train	XX.02	XX.03

Barrhill

Passing Moves should be planned as follows

First train arrive	XX:00
Second train arrive	XX:02
Second train depart	XX:03
First train depart	XX:05

SC061 SHIELDS JUNCTION TO PAISLEY CANAL

Paisley Canal

Minimum Turnround	4

SC065 PAISLEY GILMOUR STREET TO GOUROCK

Wemyss Bay Junction

Junction Margins

First Movement	Second Movement	Margin
Up train from Wemyss Bay	Down train towards Wemyss Bay (not stopping Port Glasgow)	1
Up train from Wemyss Bay	Down pass towards Gourock (not stopping Port Glasgow)	2½
Up train from Wemyss Bay	Down depart Port Glasgow to Wemyss Bay	Same time
Up train from Wemyss Bay	Down depart Port Glasgow to Gourock	1
Down pass Greenock	Pass from Wemyss Bay	3
Down pass to Greenock	Down depart GPL73 to Wemyss Bay	1
Down pass to Greenock	Down depart GPL73 to Greenock	2
Down pass to Wemyss Bay	Down depart GPL73 to Greenock	1
Arrive GPL75 on Down Branch	Up depart Whinhill	2
Arrive GPL75 on Down Branch	Up pass Wemyss Bay Junction (not stopping Whinhill)	5½
Up train from Wemyss Bay	Depart GPL75 to Wemyss Bay	1*
Up train arrive GPL74	Down train depart Port Glasgow going to Gourock	4
Up train arrive GPL74	Down train depart Port Glasgow going to Wemyss Bay	Same time
Up train arrive GPL74	Down pass going to Gourock	4
Up train arrive GPL74	Down pass going to Wemyss Bay	2
Pass to Gourock	Up train arrive GPL74	3

*Subject to a minimum dwell of 3 minutes.

Gourock

Junction Margins

First Movement	Second Movement	Margin
Depart Platform 1 or 2	Arrive Platform 1 or 2	4
Depart Platform 3	Arrive any Platform	4
Arrive	Depart (when conflicting)	1

SC067 WEMYSS BAY JUNCTION TO WEMYSS BAY

Dunrod Loop

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train passing Up train	Approach Control	½

Junction Margins

First Movement	Second Movement	Margin
Arrive Down Loop	Pass Up	3½
Pass Up	Depart Down Loop	1
Up arrive	Pass Down	3
Pass Down	Up depart	1

SC073 KILWINNING TO LARGS

Dubbs Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Byrehill	Pass to Byrehill	2
Depart/pass Kilwinning towards Saltcoats	Pass to Byrehill	3½
Pass to Byrehill	Depart Kilwinning to Saltcoats	½
Pass to Byrehill	Pass Kilwinning to Saltcoats	3
Pass Down	Up depart	1

Stevenston

Junction Margins

First Movement	Second Movement	Margin
Arrive DGL	Down arrive Station	3½
Arrive DGL	Pass Dubbs from Irvine	4
Arrive DGL	Depart Kilwinning to Saltcoats (not stopping Stevenston)	½
Arrive DGL	Pass Kilwinning to Saltcoats (not stopping Stevenston)	3
Down depart Stevenston	Down depart UGL	1
Arrive/pass Saltcoats (not stopping Stevenston)	Down depart UGL	2½
Down depart DGL towards Dubbs Junction	Down arrive Station	3½
Down depart DGL towards Dubbs Junction	Pass Dubbs from Irvine	4
Down depart DGL towards Dubbs Junction	Depart Kilwinning to Saltcoats (not stopping Stevenston)	½
Dwell	1	

Saltcoats

Junction Margins

First Movement	Second Movement	Margin
Arr/Pass Saltcoats from Up & Down Largs Line	Depart Saltcoats	½
Arr/Pass Saltcoats from Up & Down Largs Line	Pass Saltcoats	2½

Ardrossan South Beach

Junction Margins

First Movement	Second Movement	Margin
Depart/pass towards Largs	Arr/pass from Ardrossan Town	3
Depart/pass towards Ardrossan Town	Arr/pass from Hunterston Junction on Up & Down Largs Line	3
Depart/pass to Hunterston or Ardrossan Town	Depart EMU Siding	1
Up depart Platform	Depart EMU Siding	1

Hunterston Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Largs	Pass from Hunterston Low Level	3
Depart to Hunterston High Level	Pass from Hunterston Low Level	3
Depart to Hunterston High Level	Pass from Largs (not stopping Fairlie)	4
Pass to Hunterston Low Level	Pass from Largs (not stopping Fairlie)	4
Pass from Hunterston Low Level to Up Freight	Pass to Largs (not stopping West Kilbride)	4
Pass from Hunterston Low Level or Largs to Up Freight	Down depart West Kilbride	Same time
Pass to Hunterston Low Level	Depart Fairlie	Same time
Depart to Hunterston High Level	Depart Fairlie	Same time
Pass from Hunterston High Level	Arrive going to Hunterston High Level	4

For trains arriving at Hunterston High Level Sidings

	Arr	Dep
Ardrossan South Beach		XX/XX
Hunterston Junction	XXOP00	XXOP02
Hunterston H L Sdgs	XX:XX	

Restriction

One train movement only can take place between Hunterston Junction and Hunterston Low Level at any one time.

Hunterston High Level

Note: this location is outwith NR infrastructure. Information included for guidance only

Junction Margins

First Movement	Second Movement	Margin
Arrive Hunterston High Level Sidings	Depart Hunterston High Level Sidings	5*

*GBRf services can depart 1 minute after arrival services as a shunter will be provided to operate set of points for departing service.

Largs

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train entering an occupied Platform	Approach Control	1

SC077 ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR

Ardrossan Town

Dwell Time

All Trains	1 Down trains to Harbour for operation of Level Crossing Plunger

SC087 NEWTON JUNCTION TO MAUCHLINE (GOODS LINE)

Annbank

Junction Margins

First Movement	Second Movement	Margin
Train arrives at Ayr Signal 334/Mauchline	Train from Killoch Colliery departs Annbank	10
Train departs to Killoch Colliery*	Second train departs to Killoch Colliery	46
Train arrives from Killoch Colliery*	Second train departs from Killoch Colliery	66
Train departs to Newton Junction*	Second train departs from Killoch Colliery	66

* These times reflect a trial Method of Working on the Killoch Branch (until further notice)

Operating Stop
8 minutes. Trains running to/from Killoch Colliery for purposes of token exchange and ground frame operation.

Restriction
Trains from Killoch Colliery cannot proceed on to the Mauchline to Newton Junction branch until previous trains to/from Newton Junction/Mauchline have run clear of the branch and handed in their token, i.e. 2 minutes after departure of the first train at Signal PA334/Mauchline. Also, trains cannot proceed from Newton Junction or Mauchline toward Annbank if a train to/from Killoch Colliery is in the section between Annbank and Newton Junction

Ayr Signal PA335/PA334 (Mauchline to Newton Junction Branch)

Operating Stop
2 minutes. Trains running to/from Mauchline for purposes of token exchange.

Restriction
Trains travelling from Newton Junction towards Annbank/Mauchline must not be allowed on to the Branch to stand at Signal PA335, awaiting acceptance from Mauchline SB. Trains standing at Signal PA335 for the purposes of operating the token instrument must not be planned to exceed the 2 minutes allowed for this activity.
Trains travelling to Killoch Colliery must not be allowed on to the Branch until the previous train to Mauchline Junction has run clear of the Branch and handed in the token, i.e. 2 minutes after arrival of the first train at Mauchline.

SC089 ANNBANK TO KILLOCH COLLIERY

Killoch

Note: These times reflect a trial Method of Working on the Killoch Branch (until further notice)

Junction Margins

First Movement	Second Movement	Margin
Train arrives from Annbank	Second train departs from Annbank	46
Train arrives from Annbank	Train departs from Killoch to Annbank	16
Train departs to Annbank	Second train departs to Annbank	112

SC089 ANNBANK TO KILLOCH COLLIERY

Killoch

Operating Stop
8 minutes. Trains running to/from Annbank for purposes of token exchange and ground frame operation.

Restriction
See Sectional Appendix SC089 for Local Instructions regarding trains working the Killoch Branch

Terminal Time	3 hrs

SC093 MOTHERWELL TO GREENHILL LOWER JUNCTION

Braidhurst Up Goods Loop

Junction Margins

First Movement	Second Movement	Margin
Up Stopping train departs Motherwell	Up train departs Braidhurst Up Goods Loop (using same platform)	1
Up Stopping train arrives Motherwell	Up train departs Braidhurst Up Goods Loop (using different platform)	1
Up train passes Motherwell	Up train departs Braidhurst Up Goods Loop	1
Up train arrives Braidhurst Up Goods Loop	Up train passes Mossend South Junction	1

Braidhurst Down Goods Loop

Junction Margins

First Movement	Second Movement	Margin
Up Stopping train departs Motherwell	Up train departs Braidhurst Down Goods Loop (using same platform)	1
Up Stopping train arrives Motherwell	Up train departs Braidhurst Down Goods Loop (using different platform)	1
Up train passes Motherwell	Up train departs Braidhurst Down Goods Loop	1
Down train passes Mossend South Junction	Down train departs Braidhurst Down Goods Loop	1
Down train arrives Braidhurst Down Goods Loop	Down stopping train arr Motherwell (using same platform)	1
Down train arrives Braidhurst Down Goods Loop	Down stopping train depart Motherwell (using different platform)	1
Down train arrives Braidhurst Down Goods 8Loop	Down train passes Motherwell	2
Up train arrives Braidhurst Down Goods Loop	Up train passes Mossend South Junction	1
Arrive Braidhurst Down Goods Loop	Train Depart M368 or M372 to Motherwell TMD	1

Signal M372

Junction Margins

First Movement	Second Movement	Margin

Signal M372		
Depart to Motherwell TMD or Braidhurst Down Loop	Down train from Motherwell pass Mossend South Junction	5
Down train pass Mossend South Junction	Arrive M372 from Motherwell TMD or Braidhurst Down Loop	2

Signal M368		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Depart towards Motherwell TMD or Braidhurst Down Loop	Down train from Motherwell pass Mossend South Junction	5
Depart towards Motherwell TMD or Braidhurst Down Loop	Up train pass Mossend South Junction	3
Arrive M368 from Motherwell TMD or Braidhurst Down Loop	Down train from Motherwell pass Mossend South Junction	4
Down train pass Mossend South Junction	Arrive M368 from Motherwell TMD or Braidhurst Down Loop	2
Up train pass Mossend South Junction	Arrive M368 from Motherwell TMD or Braidhurst Down Loop	5
Down train pass Mossend South Junction	Depart M368 towards Motherwell TMD or Braidhurst Down Loop	Same time

Motherwell TMD		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Arrive TMD	Arrive or depart TMD	10
Arrive TMD	Depart Motherwell Station or Braidhurst Down Goods Loop	Same time*
*A train cannot depart from Motherwell Station to Braidhurst Down Goods Loop if a train is routed into Motherwell TMD due to the signalling overlap at GMM361		

Mossend South Junction		
Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**

Mossend South Junction

Pass to Mossend East Junction	Approach control before Mossend South Junction	½
Pass to North Junction, going to Mossend Yards and Down Goods Loop	Approach Control before Mossend South Junction	2
Down train from Ravenscraig Siding	Acceleration	1
Movement Up	**Reason**	**Value**
Up train from East or West Junction	Acceleration (Freight, LH, HST, Voyager, DMU)	1
Up train from East or West Junction	Acceleration (EMU)	Nil
Junction Margins		
First Movement	**Second Movement**	**Margin**
Pass to Mossend North or Mossend East Junction	Pass from Mossend West Junction	2½
Pass to Mossend East Junction	Pass from Mossend North Junction	3
Pass Up from Bellshill	Pass Down to Mossend North Junction	3
Pass Up from Bellshill / Mossend North Junction	Pass Down to Holytown,	2
Pass Up	Depart Braidhurst Down Loop to Mossend East Junction	1
Pass Up	Depart Ravenscraig Siding	1

Overlap Restrictions

A train on the Up Coatbridge cannot be signalled from Mossend North Junction to Mossend South Junction at the same time a train is routed from Mossend East Junction to Mossend South Junction. Pathing time must be inserted approaching Mossend North Junction in this scenario.

A train on the Up Mossend East Curve cannot be signalled from Mossend South Junction to Mossend East Junction at the same time a train is routed from Mossend East Junction to Mossend West Junction. Pathing time must be inserted approaching Mossend South Junction in this scenario.

Mossend North Junction

Adjustments to Sectional Running Times

Movement Down	**Reason**	**Value**
Down train into Up Yard, Down Yard, LHS, Euroterminal	Approach Control	1
Movement Up	**Reason**	**Value**
Up train from Up Yard, Down Yard, LHS, Euroterminal	Acceleration approaching Mossend East Junction	1
Up train from Up Yard, Down Yard, LHS, Euroterminal	Acceleration approaching Mossend South Junction	2
Up train from Mossend Euroterminal, Down Yard or Up Yard with a length of 60 SLU to 95 SLU	Acceleration approaching next timing point	2½
Up train from Mossend Euroterminal, Down Yard or Up Yard with a length of 95 SLU +	Acceleration approaching next timing point	3½

Junction Margins

First Movement	**Second Movement**	**Margin**
Down pass	Up depart Down Yard	1

Mossend North Junction

Up depart Down Yard	Down pass from Mossend South Junction	6
Pass from Mossend East Junction	Depart Up Yard/LHS to Mossend South Junction	1
Pass from Mossend East Junction	Pass from Up Coatbridge	4
Pass from Mossend East Junction to Up Goods	Pass from Up Coatbridge	5
Pass to Mossend South Junction	Pass from Mossend East Junction	4
Pass from Up Coatbridge to Mossend East Junction	Depart from Up Yard/Down Yard/LHS to Mossend East Junction	4
Pass from Up Coatbridge to Mossend East Junction	Depart from Up Yard/Down Yard/LHS to Mossend South Junction	2
Pass from Up Coatbridge to Mossend South Junction	Depart from Up Yard/Down Yard/LHS to Mossend South Junction	3

Overlap Restrictions
A train on the Up Coatbridge cannot be signalled from Mossend North Junction to Mossend South Junction at the same time a train is routed from Mossend East Junction to Mossend North Junction. Pathing time must be inserted approaching Mossend North Junction in this scenario.

Passenger services on the Down Coatbridge must not have pathing time inserted approaching Mossend North Junction if a train is crossing ahead of MY325 signal to / from Mossend East Junction and Mossend Down Yard. Pathing time must be inserted approaching Mossend South Junction in this scenario.

Note
No pathing time should be inserted between Mossend Yards, LHS, Euroterminal, Down Goods Loop and Mossend North Junction in both directions due to no signals between these locations. Trains approaching terminating location can have pathing allowance for rounding purposes only with a maximum of ½ allowance added to schedules.

Mossend Up Yard

Junction Margins

First Movement	Second Movement	Margin
Depart to North	Depart to North	5
Depart to North	Depart to South	5
Depart to South	Depart to North	5
Depart to South	Depart to South	5

Restriction
Trains cannot terminate in Mossend Up Reception Lines. All shunting time between the EuroTerminal and Reception Lines must be reflected in train schedules. Maximum dwell time in Mossend Up Reception Lines is 120 minutes.

Mossend Euroterminal

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train from Mossend North Junction with a length of 60 SLU +	Slow Speed Entering the Terminal	2
Down train from Mossend North Junction with a length of 95 SLU +	Slow Speed Entering the Terminal	3

Mossend North Exit

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train from Down Yard / Up Yard / Down Goods Loop (except MU)	Acceleration approaching Whifflet South Junction	1
Down train from Down Yard or Up Yard (MU)	Acceleration approaching Whifflet South Junction	½

Movement Up	Reason	Value
Up train to Down Yard (except MU)	Approach Control	1
Up train to Down Yard (MU)	Approach Control	½
Up train to Up Yard (except MU)	Approach Control	1
Up train to Up Yard (MU)	Approach Control	½

Junction Margins

First Movement	Second Movement	Margin
Pass Down from Mossend North Junction/Up Yard	Up pass to Down Yard	2
Pass Down from Down Yard	Up pass to Down Yard	2
Up pass to Down Yard	Depart Down Yard	3
Up pass to Down Yard	Pass Down from Mossend North Junction	3
Up pass to Down Yard	Down depart Up Yard	1
Up pass to Mossend North Junction	Down depart Up yard	2
Down depart Up Yard	Pass to Mossend North Junction/Up Yard (not stopping Whifflet)	3
Down depart Up Yard	Up depart Whifflet	½

Whifflet / Whifflet South Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train to Whifflet Basin	Approach Control	1
Down train to Langloan Junction	Approach Control	1 except EMU ½ EMU

Junction Margins

First Movement	Second Movement	Margin
Pass to Down Sunnyside	Pass from Langloan	3
Pass to Down Sunnyside	Depart Coatbridge Central	½
Pass to Down Sunnyside	Pass from Coatbridge (not stopping Coatbridge Central)	3
Up pass/depart	Depart South Junction to Down Sunnyside	1
Up pass/depart	Pass to Down Sunnyside	2
Pass/arrive from Langloan	Down arrive/pass going to Coatbridge	2
Depart/pass to Coatbridge	Arrive/pass from Langloan	3
Down arrive Down Goods	Up depart Up Goods	1
Up arrive Up Goods	Down depart Down Goods	1
Up arrive/pass	Depart Up/Down Goods to Down Line	1
Down train arrive Up or Down Goods	Up train pass from Sunnyside	5
Up train arrive Up or Down Goods	Down train pass to Sunnyside	2

Minimum Turnround	3 Whifflet South Junction
	3 Whifflet Loop (Down Goods or Up Goods)

Whifflet / Whifflet South Junction

Restrictions

Pathing time should not be used between Whifflet – Whifflet South Junction
There is no signal on Down line between Whifflet Station and Whifflet North Junction
Down trains towards Coatbridge cannot arrive in platform while train is passing Up from Langloan Junction
Up trains in excess of 90 SLUs (incl. loco) must not have pathing time between Coatbridge Central and Whifflet.
Trains shorter than 90 SLUs should have pathing time kept to a minimum on this section.

Coatbridge Central

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up trains from Up fast towards Langloan Junction approaching Coatbridge Central (not stopping Coatbridge)	Approach control	1

Junction Margins

First Movement	Second Movement	Value
Pass/arrive Down	Pass from Up fast to Langloan	2
Pass/arrive Down	Pass from Up Slow to Langloan	4
Depart/pass to Langloan	Arrive/pass from Langloan	5
Depart/pass to Langloan	Down depart Whifflet	½
Depart/pass to Langloan	Down pass from Mossend (not stopping Whifflet)	4
Up pass from Freightliner Terminal / DGL	Down arrive	2
Up pass from Freightliner Terminal / DGL	Down pass	3
Down arrive Freightliner Terminal / Headshunt / DGL	Down arrive/pass	1
Pass from Up Slow towards Langloan	Up arrive/pass Coatbridge	4
Up depart Coatbridge	Up pass from Up Slow	4
Down depart Coatbridge	Pass to Langloan	5

Restriction

Due to signaling constraints an Up train cannot stand in Platform 2 at Coatbridge Central if it is being passed by a train on the Up Slow.
A Down train must have departed Coatbridge 1 minute before a train can be signaled from Up Slow towards Langloan.

Coatbridge Freightliner Terminal / Down Goods Loop

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train departing Coatbridge FLT towards Cumbernauld	Acceleration to be applied between Gartsherrie South and Garnqueen North Junctions	2

Junction Margins

First Movement	Second Movement	Margin
Up depart/pass Coatbridge Central	Up depart FLT / Down Goods Loop	2
Down pass Gartsherrie	Up depart FLT / Down Goods Loop	1
Down pass Gartsherrie South Junction to Cumbernauld	Down depart FLT / Down Goods Loop to Down Stepps	2
Down pass Gartsherrie South Junction to Cumbernauld	Down depart FLT / Down Goods Loop to Down Cumbernauld	3
Down pass Gartcosh Junction to Down Stepps	Down depart FLT / Down Goods Loop to Down Stepps	2

Coatbridge Freightliner Terminal / Down Goods Loop

Down pass Gartsherrie South Junction to Down Stepps	Down depart FLT / Down Goods Loop to Down Cumbernauld	2
Arrive Coatbridge FLT from Shunt Neck	Depart Down Goods Loop to Shunt Neck	1

Restriction

Trains travelling from Gartsherrie South Junction to Coatbridge FLT can only arrive if travelling from Gartcosh Junction. Trains from Garnqueen North Junction require a run round to access the terminal from the Coatbridge Central end of the terminal.

Due to the electrification limits inside the terminal electric hauled freight trains planned to arrive at Coatbridge FLT cannot run into the terminal direct from the Coatbridge Central direction they should be timed as follows:

	ARR	DEP
Coatbridge Central dep/pass		XX/XX
Coatbridge DGL	XXOP00	XXOP00½
Coatbridge FLT Shunt Neck	XXRMPR06	XXRMPR08
Coatbridge FLT	XX:20	

Gartsherrie South Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train passing to Gartcosh	Approach Control	1
Movement Up	**Reason**	**Value**
Train passing from Up Perth to Up Slow	Approach Control	1

Junction Margins

First Movement	Second Movement	Margin
Pass Down Perth	Up pass from Gartcosh Junction	4
Up pass from Gartcosh Junction	Pass Down Perth (not stopping Coatbridge)	4
Up pass from Gartcosh Junction	Down depart Coatbridge Central	Same time

Cumbernauld

Junction Margins

First Movement	Second Movement	Margin
Depart Down Relief Siding	Down train not stopping Greenfaulds pass Garnqueen North Junction	Same time*
Depart station to Down Relief Siding	Down Freight train passes station	5
Depart station to Down Relief Siding	Down Passenger train passes station	4
Down train arriving Cumbernauld	Depart Down Relief Sidings	2½
Down train pass/depart Cumbernauld	Depart Down Relief Sidings	1½
Down train pass Garqueen North Junction	Depart Up DRS to Cumbernauld	1
Up train arriving Cumbernauld from DRS	Down arrive Greenfaulds	1½

* May pass earlier if the equivalent amount of ( ) or [ ] is inserted before Cumbernauld

SC099 WHIFFLET NORTH JUNCTION TO RUTHERGLEN EAST JUNCTION

Langloan Junction

Junction Margins

First Movement	Second Movement	Margin
Down pass from Coatbridge Central	Up pass to Whifflet (not stopping Kirkwood)	4½
Down pass from Coatbridge Central	Depart from Kirkwood towards Whifflet	1
Up pass to Whifflet	Depart Coatbridge towards Kirkwood	½
Up pass to Whifflet	Pass towards Kirkwood (not stopping Coatbridge)	5

SC103 GARNQUEEN NORTH JUNCTION TO COWLAIRS WEST JUNCTION

Springburn

Please refer to SC129 margins

Restrictions
Pathing time must not be used between:

Gartcosh and Gartcosh Junction
Gartcosh Junction and Gartcosh
Stepps and Gartcosh

Owing to signalling constraints.

SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

Edinburgh

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains arriving in Platform 4F on top of another train	Approach control	1
Trains arriving into South Loop Siding	Approach control	2

Connectional Allowance	10

Dwell Time – Through trains

MU	1½
Mk IV, HST & 80X	4
22X	3 (Increased to 4 if catering supplies are required to be replenished)
Maximum standage time Through Platforms	60* ^
Maximum standage time Bay Platforms	75 ^#
Trains Stabling Overnight	Must not be diagrammed to arrive before 22:30^

*****With the exception of Southbound Sleeper services where capacity permits; to allow passengers to board significantly earlier than scheduled passenger services

^ With the agreement of Network Rail, dwells & trains stabling overnight may exceed the maximum standage times stated where platform capacity permits and running additional ECS moves is considered to potentially have an adverse effect on overall network performance Network Rail reserve the right to apply the maximum standage times after it has

been demonstrated to the relevant TOC through apporopriate discussion that leaving the train in the platform will have an adverse impact on capacity & performance.

Does Not Apply to South Loop Siding or 16 Mid Road

Minimum Turnround - values can be reduced where prior agreement has been reached between Network Rail and Train Operators

Loco change	12
Loco runround	16
ECS forming Passenger service LNER	25
Passenger service forming ECS LNER	20
Passenger service forming Passenger service LNER	40 (25 from Newcastle)
ECS off/forming Virgin Trains West Coast	20
Passenger service forming Passenger service Virgin Trains West Coast	30 However, values can be amended to 20 where specific agreement exits between Network Rail and Virgin Trains West Coast.
TPE	20
CrossCountry	20 (10 if origin is in Scotland). However, values can be amended to 10 (5 if origin is in Scotland) where specific agreement exists between NR and XC

Operating Restrictions
When trains divide and depart in opposite directions, following their uncoupling, 2 minutes must elapse prior to departure of the second train.

Platform 7. Restricted to 8 car 22X if reversing or detaching two sets where 22Xs will then depart in opposite directions. Please note that 9 car 22X can only be accommodated if a departure is in the same direction of travel as when arriving. Also 9 car 22X can only be accommodated if detaching and both 22Xs will continue to depart in the same direction of travel as when arriving.

Caledonian Sleeper services 1B26, 1C11, 5C11 & 5B26 when arriving from Haymarket direction must NOT be planned to use this platform owing to SPAD risk when shunting is taking place.

Platform 9. Freight trains are prohibited from working through the station via platform 9 line due to track alignment and potential structure damage resulting from vibration.

Platform End Conflicts

First Movement	Second Movement	Margin
Arrive Platform 1 from East	Arrive Platform 2 via Platform 20	4
Arrive Platform 1 from East	Arrive Platform 20 from West	4
Arrive Platform 1 from East	Depart Platform 2 via Platform 20	2
Arrive Platform 1 from East	Arrive Platform 2 via Platform 20	4
Arrive/Depart Platform 1 via Platform 19	Arrive Platform 2 from East	4
Depart Platform 1 to East	Arrive Platform 2 from West	3
Arrive Platform 2 from East	Arrive Platform 1 via Platform 19	4
Arrive Platform 2 from East	Depart Platform 1 via Platform 19	2
Arrive Platform 2 from East	Depart Platform 19 via Platform 1	2
Arrive Platform 2 from East	Arrive Platform 19 from West	3
Arrive Platform 2 from West	Depart Platform 1 to East	2
Arrive/depart Platform 2 via Platform 20	Arrive Platform 1 from East	4
Arrive Platform 7 from East	Arrive Platform 11 from West	4
Arrive Platform 7 from East	Depart Platform 11 via South Loop	2
Arrive Platform 8 from East or West	Arrive Platform 8 from opposite direction	3
Arrive Platform 9 from East or West	Arrive Platform 9 from opposite direction	3
Arrive Platform 10 from West	Arrive platform 11 via South Loop	4

Arrive Platform 10 from West	Depart platform 11 via South Loop	2
Arrive Platform 10 via Platform 7	Arrive Platform 11 from West	3
Depart Platform 10 via Platform 7	Arrive Platform 11 from West	4
Arrive Platform 11 from West	Arrive/depart Platform 10 via Platform 7	4
Arrive Platform 11 from East	Arrive Platform 12	3
Arrive Platform 11 from East	Depart from Platform 12	2
Arrive Platform 11 from West	Arrive Platform 7 from East	4
Depart Platform 11 via South Loop	Arrive Platform 7 from East	5
Arrive/depart Platform 11 via South Loop	Arrive Platform 10 from West	4
Arrive/depart Platform 12	Arrive Platform 11 from East	3
Arrive Platform 19 from East	Depart Platform 20 to West	2
Arrive Platform 19 from West	Arrive Platform 2 from East	4
Arrive Platform 19 from East	Arrive Platform 20 from West	3
Arrive Platform 20 from West	Arrive Platform 19 from East	3
Depart Platform 20 to West	Arrive Platform 19 from East	3
Arrive Platform 20 from West	Arrive Platform 1 from East	4
Train Watering Points	All platforms except Platforms 3 and 4	

Princes Street Gardens

Junction Margins

First Movement	Second Movement	Margin
Up train pass	Down train pass coming from separate line*	2
All other margins		3

* Only applies to trains departing Edinburgh Waverley; trains passing 3 minutes

Haymarket

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Trains arriving/departing Platform 0	Approach to terminal platform/Slower speed over Junction	½

Dwell Time

MU	1
Mk IV	1½
LH Slam Doors	2
HST Power Doors	1½
22x	1½

ECS moves to T.M.D
ECS moves from Edinburgh to Haymarket T.M.D. require a ½ minute. OP stop at Haymarket.

Restrictions
Maximum of ½ minute pathing to be used for trains between Haymarket and Haymarket Depot for rounding purposes only

Junction Margins

First Movement	Second Movement	Margin

Haymarket

Depart to Haymarket TMD	Arrive into Platform 0 or 1	5
Depart to Haymarket TMD	Depart to Down North	1
Depart Platform 0	Arrive Platform 1	4
Train pass/arrive from Haymarket TMD	Depart to West	½
Depart to West	Train pass/arrive from Haymarket TMD	3½
Train arrives/pass from Slateford direction	Depart to West from Platform 4	½
Depart to West from Platform 4	Train arrives/pass from Slateford direction	3½
Up train arrive Platform 3	Down train depart Platform 2, calling at Haymarket Central	Same time

Minimum Turnround	10 via Depot or Slateford
Platform Re-occupation	2½ * * May be reduced to 2 minutes if first train is booked to run towards Slateford and formed of 6 cars or less and second train has {1} approaching Haymarket

Haymarket Depot

Junction Margins

First Movement	Second Movement	Margin
Arrive Depot from East or West	Depart Depot to East or West	8
Arrive Depot from East or West	Arrive Depot from East or West	8
Depart Depot to East or West	Arrive Depot from East or West	8
Depart Depot to East or West	Depart Depot to East or West	8

Restriction
Maximum length of train arriving or departing 145 metres

Haymarket Central Junction

Junction Margins

First Movement	Second Movement	Margin
Down train pass from DN to DS Line	Up train pass Haymarket West from Newbridge Junction	2½
Up train cross US to UN	Down depart Platform 2	1½

Note
Trains crossing US onto UN at Haymarket Central Junction should have {1} approaching Haymarket West Junction due to trains running on restrictive aspects

Haymarket West Junction

Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**

Haymarket West Junction		
Trains from Gorgie Junction to Newbridge Junction	Acceleration	1 approaching next timing point
Trains from Gorgie Junction to Dalmeny Junction	Acceleration	1 approaching next timing point
Movement Up	**Reason**	**Value**
Up trains crossing US to UN at Haymarket Central Junction	Approach Control	1
Up train travelling towards Gorgie Junction	Approach Control	1
Junction Margins		
First Movement	**Second Movement**	**Margin**
Up/Down passenger train	Up/Down Passenger train	3
Up/Down passenger train	Up Freight from Dalmeny Junction/Polmont to Gorgie Junction	4
Up Freight from Dalmeny Junction/Polmont to Gorgie Junction	Up/Down Passenger train	3
Up/Down Passenger train	Down Freight from Gorgie Junction to Dalmeny Junction	4
Down Freight from Gorgie Junction to Dalmeny Junction	Up/Down Passenger train	3

Edinburgh Park	
Platform Re-occupation	3

Newbridge Junction		
Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**
Trains to Bathgate only between Edinburgh Park and Newbridge Junction	Slower speed over Junction	½ DMU
Trains from Haymarket West Junction to Down Passenger Loop	Approach Control	1
Movement Up	**Reason**	**Value**
Trains from Bathgate only, between Newbridge Junction and Edinburgh Park	Slower speed over Junction	½ DMU
Junction Margins		
First Movement	**Second Movement**	**Margin**
Pass from Winchburgh Junction	Pass from Bathgate	2½
Pass to Winchburgh Junction	Depart to Haymarket West Junction (Having Come from Bathgate)	1
All other conflicting moves		3

Winchburgh Junction		
Junction Margins		
First Movement	**Second Movement**	**Margin**

Winchburgh Junction		
All conflicting moves		3
Up pass towards Newbridge Junction	Up depart towards Linlithgow	1

Polmont

Connectional Allowance	3

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Grangemouth Junction that have not stopped Polmont	Slower Speed over Polmont Junction	½ approaching next timing point
Trains travelling towards Grangemouth Junction	Approach Control	1

Junction Margins

First Movement	Second Movement	Margin
Train pass towards Carmuirs East	Up Passenger train not stopping Falkirk High	4
Train pass towards Carmuirs East	Up Passenger train from stop at Falkirk High	3½
Passenger train from Falkirk High	Train towards Carmuirs East	2½
Up train departs Polmont Station	Up train departs either Up North/Up South Loop	2
Up train (non-stopping Polmont) passes from Falkirk High	Train (stopping Polmont) pass from Up Grahamston	3

Carmuirs West Junction

Refer to SC119

Greenhill Lower Junction

Refer to SC119

Greenhill Upper Junction

Adjustments to Sectional Running Times

Movement Down/Up	Reason	Value
Up train timed at 90mph + routed towards Greenhill Lower Junction	Deceleration to be applied approaching Greenhill Upper Junction	½^
Down train timed at 90mph +routed towards Croy	Acceleration to be applied approaching Croy	½^

^ Value Does not apply to trains timed as HSTSR5 & 385

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		3
Up Pass towards Falkirk High	Down depart towards Croy	1

Restriction
A maximum of 1½ minutes pathing time to be shown approaching Greenhill Upper Junction for Up trains passing

Greenhill Upper Junction

to Greenhill Lower Junction, any further pathing time needs to be shown between Greenhill Upper and Lower Junctions

Croy

Connectional Allowance	3	

Lenzie

Connectional Allowance	3

Cadder

Junction Margins

First Movement	Second Movement	Margin
Up arrive Cadder Up Loop or Cadder Down Loop	Up Pass/Depart Bishopbriggs	Simultaneous
Arrive Down Departure Arrival Line	Up Pass/Depart Bishopbriggs	Simultaneous
Up Pass Lenzie	Up depart Cadder Down Loop or Cadder Up Loop	1
Up Depart Lenzie	Up depart Cadder Down Loop or Cadder Up Loop	2½
Down arrive Cadder Down Loop	Down Pass Lenzie	½
Arrive Down Departure Arrival Line	Down Pass Lenzie	½
Down arrive Cadder Down Loop	Down Depart Lenzie	Simultaneous
Arrive Down Departure Arrival Line	Down Depart Lenzie	Simultaneous
Down pass/depart Bishopbriggs	Down depart Cadder Down Loop	2
Up arrive Cadder Down Loop or Departure/Arrival Line	Down Pass/Depart Lenzie	Simultaneous

Cowlairs East Junction

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up trains towards Bishopbriggs from Cowlairs North Junction	Acceleration (to be applied between Cowlairs East Junction and Bishopbriggs)	½ LH

Movement Down	Reason	Value
Down trains diverging at Cowlairs East Junction towards Cowlairs North Junction	Approach Control (to be applied approaching Cowlairs East Junction)	1 LH

Junction Margins

First Movement	Second Movement	Margin
Pass from Cowlairs North Junction	Pass to Cowlairs North Junction	3
Pass to Cowlairs North Junction	Pass from Cowlairs West Junction	3
Pass Cowlairs West Junction	Pass to Cowlairs North Junction	3

Cowlairs West Junction

Adjustments to Sectional Running Times

Cowlairs West Junction

Movement Up	Reason	Value
Up trains diverging towards Cowlairs North Junction approaching Cowlairs West Junction	Approach control	½

Movement Down	Reason	Value
Down trains joining at Cowlairs West Junction from Eastfield TMD / Passenger Loop	Acceleration (to be applied between Cowlairs West Junction and Cowlairs South Junction)	½
Up trains from Springburn towards Bishopbriggs	Acceleration (to be applied approaching Bishopbriggs)	1 LH

Junction Margins

First Movement	Second Movement	Margin
Pass from Cowlairs North Junction to Cowlairs South Junction	Pass from Cowlairs South Junction to Cowlairs East Junction	2½
Down pass Cowlairs South Junction	Depart Eastfield TMD	½
Up train pass Cowlairs West Junction	Down which called at Ashfield pass	2½
Down pass from Springburn towards Bishopbriggs	Pass from Bishopbriggs	4
Down Pass Cowlairs West Junction	Down Depart Cowlairs West Junction	2½
Up Pass Cowlairs West Junction	Down depart Cowlairs West Junction	1

Cowlairs South Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Springburn	Pass from Cowlairs West Junction	3
Pass from Cowlairs West Junction	Pass to Springburn	2½

Glasgow Queen Street

Connectional Allowance	10 30 To/from Glasgow Central

Platform End Conflicts

First Movement	Second Movement	Margin
Depart all platforms	Arrive all platforms where confliction occurs	4
Arrive all platforms	Depart all platforms where confliction occurs at platform end	1*
Arrive all platforms	Depart all platforms where confliction occurs at points 747 or 748 in tunnel	Simultaneous

* If incoming service has ½ minute or more pathing time immediately approaching Queen Street, simultaneous arrive/depart is permissible

SC109 POLMONT TO CARMUIRS WEST JUNCTION

Grangemouth Junction

Junction Margins

First Movement	Second Movement	Margin

SC109 POLMONT TO CARMUIRS WEST JUNCTION

Grangemouth Junction

Trains from Carmuirs East to Polmont	Freight trains from Grangemouth to Carmuirs East	3
Freight trains from Grangemouth to Carmuirs East	Trains from Carmuirs East to Polmont	4
Down train departs Falkirk Grahamston	ECS departs from Goods Lines	2

Falkirk Grahamston

Connectional Allowance	3

Dwell Time	
150 / 158 / 170	1
HST/LH Slam Doors	2
HST Power Doors	1½

Restriction
Pathing time must not be used between Falkirk Grahamston and Grangemouth Junction in either direction, owing to signaling constraints.

Camelon

Connectional Allowance	4

Restriction
Pathing time must not be used between Camelon and Carmuirs East Junction in either direction, owing to signaling constraints.

Carmuirs East Junction

Adjustments to Sectional Running Times

Movement Up	**Reason**	**Value**
Up Freight trains from Carmuirs West Junction	Acceleration from slow speed	½

Junction Margins

First Movement	**Second Movement**	**Margin**
Pass to Larbert Junction	Pass from Carmuirs West Junction	5*
Pass from Carmuirs West Junction	Pass to Larbert Junction	4
Pass from Carmuirs West Junction	Depart Camelon to Larbert Junction	1
Pass from Carmuirs West Junction	Depart Falkirk Grahamston (non stop at Camelon) to Larbert Junction	1
Pass to Larbert Junction (Camelon stopping service)	Pass from Carmuirs West Junction	3

* Can be reduced to 3 minutes if trains do not have pathing allowance approaching Greenhill Lower Junction or Carmuirs West Junction. Trains with pathing allowance approaching these junctions would require an approach control aspect at CEJ1 signal rather than flashing yellows requiring a 5 minute margin.

~~Camelon~~

~~Connectional Allowance~~	4

SC111 NEWBRIDGE JUNCTION TO BATHGATE

Bathgate East Junction

Junction Margins

First Movement	Second Movement	Margin
Up train pass from Down to Up Main from Bathgate LMD	Down train passes/arrives at Bathgate	5
Pass from Sig. EN2031	Down train departs Livingston North	Same time
Pass from Sig. EN2031	Down train passes Uphall	Same time
Up train non-stop from Bathgate	Pass Bathgate East Junction from LMD	6

Signal EN2031

Junction Margins

First Movement	Second Movement	Margin
Depart to Bathgate	Depart L.M.D.	1
z.,Depart/pass eastwards	Depart L.M.D.	2½
Depart/pass to LMD	Depart Bathgate to Signal EN2031	1

Bathgate L.M.D.

Junction Margins

First Movement	Second Movement	Margin
Arrive L.M.D	Depart L.M.D.	12
Down train arrives Bathgate	Depart L.M.D.	Same time
Arrive L.M.D. from Bathgate	Down train departs Livingston North	2 before 1st move arrives
Arrive L.M.D. from Bathgate	Down train passes Uphall	2 before 1st move arrives
Arrive L.M.D. from Bathgate	Down train passes Bathgate East Junction from Up line	½ before 1st move arrives

Bathgate

Junction Margins

First Movement	Second Movement	Margin
Pass/arrive Down Main	Arrive Up Platform from LMD	3
Pass/arrive Down Main	Pass/arrive Down Platform from LMD	4
Arrive Up Platform from LMD	Pass/arrive Down Main	4
Pass/depart Up Main	Arrive Up Platform from LMD	3
Depart Up Platform to LMD	Pass/arrive Down Main	5
Pass/arrive Down Main	Depart Up Platform to LMD	1
Down train passes/arrives	Depart from LMD eastwards on Down to Bathgate East Junction	1

SC115 COWLAIRS WEST JUNCTION TO KNIGHTSWOOD NORTH JUNCTION

Cowlairs North Junction

Junction Margins

First Movement	Second Movement	Margin

Pass from Cowlairs East Jn	Pass to Cowlairs East Jn	3½

Maryhill

Junction Margins

First Movement	Second Movement	Margin
Pass to Westerton	Pass from Anniesland	2½
Pass from Anniesland	Pass to Westerton	2
Pass from Anniesland	Pass to Anniesland (train not stopping at Summerston or Maryhill)	2
Pass from Anniesland	Down stopping train depart Summerston	1

Cowlairs North Junction

Restriction

Pathing time must not be used between Ashfield and Cowlairs North Junction due to signalling constraints

SC117 GRANGEMOUTH JUNCTION TO GRANGEMOUTH NR BOUNDARY

Fouldubs Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Grangemouth Oil Refinery	Depart Grangemouth Oil Refinery	2
Arrive Grangemouth TDG	Pass from Grangemouth Jn	SLU specific: 0-29: 10 30-59: 20 60-89: 30 90+: 40

Grangemouth R.R

Restriction

When a train is working to Grange Dock Sidings 1 loop remains occupied until corresponding Departure.

SC119 GREENHILL UPPER JUNCTION TO DUNDEE CENTRAL JUNCTION AND BRANCHES

Greenhill Lower Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
~~Trains~~ Pass from Cumbernauld joining SC119 at Greenhill Lower Junction	Acceleration allowance	½ approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Freight pass towards Cumbernauld	Pass from Greenhill Upper	5
Passenger pass towards Cumbernauld	Pass from Greenhill Upper	3
Pass from Greenhill Upper	Pass towards Cumbernauld	3

SC119 GREENHILL UPPER JUNCTION TO DUNDEE CENTRAL JUNCTION AND BRANCHES

Greenhill Lower Junction

Restriction

A maximum of 1½ minutes pathing time to be shown approaching Greenhill Upper Junction for Up trains passing to Greenhill Lower Junction, any further pathing time needs to be shown between Greenhill Upper and Lower Junctions

Carmuirs West Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Freight from Greenhill Lower Junction towards Falkirk approaching Carmuirs West	Approach control	1

Movement Up	Reason	Value
Up Freight from Falkirk towards Greenhill Lower Junction after Carmuirs West	Acceleration allowance	2

Junction Margins

First Movement	Second Movement	Margin
All conflictions except		3
Down Passenger train passes towards Carmuirs East Junction	Passenger train stopping at Larbert passes towards Greenhill Lower Junction	2½
Pass to Carmuirs East Junction	Pass from Larbert (non-stop from Stirling)	5

Larbert Junction

Junction Margins

First Movement	Second Movement	Margin
Up train passes towards Greenhill Junction (DMU)	Down train passes from Falkirk (not stopping Camelon)	3
Up train passes towards Greenhill Junction (HST/Freight)	Down train passes from Falkirk (not stopping Camelon)	4
Up train passes towards Greenhill Junction	Down train passes from Falkirk (stopping Camelon)	2½
Down train passes from Falkirk (Passenger)	Up train passes towards Greenhill Junction(not stopping Larbert)	3
Down train passes from Falkirk (Freight)	Up train passes towards Greenhill Junction (not stopping Larbert)	4
Down train passes from Falkirk	Up train passes towards Greenhill Junction (stopping Larbert)	2

Larbert

For Down trains accessing Down Goods Loop

	ARR	DEP
Larbert Junction		XX/XX
Larbert	XXOP00	XXOP00½
Larbert Down Goods Loop	XX:XX	

Larbert

Restriction
Pathing time must not be used between Larbert and Larbert Junction in either direction, owing to signaling constraints.

Stirling

Adjustments to Sectional Running Times

Movement Down	Reason	Value
ECS moves from Platform 6 or 9 to Stirling North and Dunblane	Speed differential approaching Dunblane	2
ECS moves from Centre Sidings (Platform 4 or 5) to Stirling North and Dunblane	Inspection of hand points	2

Movement Up	Reason	Value
Trains arriving Plat 9 from Dunblane	Approach control	1
ECS moves from Stirling North to Platform 6 or 9	Speed differential	2
ECS moves from Stirling North to Centre Sidings (Platform 4 or 5)	Inspection of hand points	2

Dwell Time

MU	1
HST/LH Slam Doors	2
HST Power Doors	1½

Junction Margins

First Movement	Second Movement	Margin
Up departure to Larbert	Down Freight pass Platform 6	5
Up departure to Larbert	Down Passenger arrives Platform 3, 7, 8	4½
Up departure to Larbert	Down Passenger arrives Platform 6, 10	5
Up Freight arrives Platform 9 from Dunblane	Down train depart Platform 6 to Alloa	2
Up Passenger arrives Platform 9 from Dunblane	Down Passenger arrives Platform 6	4½
Up Passenger arrives Platform 9 from Dunblane	Down train departs Platform 6	2
Down train arrives Platform 6	Up train arrives Platform 9 from Alloa	Same time
Down Freight pass Platform 6	Up Passenger depart	1½
Down Freight pass Platform 6	Up Passenger arrives Platform 9 from Dunblane	5
Down train departs Platform 6 to Dunblane	Down Passenger arrives Platform 6	5
Down train departs Platform 6 to Alloa	Up Passenger arrives Platform 9 from Dunblane	5
Depart Platform 6 to Alloa	Arrive Platform 6 from South	4
Depart Platform 6 to Larbert	Arrive Platform 6 from North	4
Shunt move arrive Stirling North from Platform 4,5,6 or 9	Up train arrive/pass Platform 3	3

Permissive Working
Platform 6. PP-A - Permissive Working - Attaching and Detaching use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.
Platform 7 & 8. PF - Permissive Working not permitted from Signal EM87 on the Down Main. Permissing Working only permitted from SM51 (Stirling UPL) or SM61 (Up Main)
Platform 9. PP-A - Permissive Working - Attaching and Detaching use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.
Platform 10. PF - Permissive Working not permitted from Signal EM87 on the Down Main. Permissing Working only permitted from SM51 (Stirling UPL) or SM61 (Up Main)

Restriction
Class 1 & 2 Trains cannot be planned from the North into Platforms 4 or 5.

Stirling

Operating Note

Down trains can terminate in Platform 2 and use SM12 shunt signal to shunt at Stirling Middle.
Platform 6 and 9 are fully bi-directionally signalled to and from the Kincardine lines.
Trains can depart Platform 6 or 9 to Stirling North.
Trains can not depart Stirling North to Platform 6.
Trains can depart Stirling North to Platform 9.

LNER services that exceed 3 hours 30 minutes running between Edinburgh Waverley-Inverness must have 5 minute dwell at either Stirling, Perth or Pitlochry for Driver PNB requirements

Dunblane

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Terminating services into Platform 3	Approach control	1
Terminating services into Platform 2	Approach control	½

Dwell Time

MU	1
HST/LH Slam Doors	2
HST Power Doors	1½

Junction Margins

First Movement	Second Movement	Margin
Arrive Platform 1 from Dunblane SB	Pass/Depart Blackford (when Greenloaning SB is switched out)	2
Arrive Platform 1 from Dunblane SB	Pass/Depart Greenloaning SB	2
Arrive DPL	Pass Down	5
Depart/pass Down	Depart DPL to Dunblane SB	1½
Depart/pass Up	Arrive from Dunblane SB	3
Depart Dunblane SB to Platform 1	Arrive/Pass Platform 2	4½

Blackford Freight Terminal

Junction Margins

First Movement	Second Movement	Margin
Up Passenger Pass Blackford	Arrive into Freight Terminal having stopped at Blackford South Junction	4
Up Freight Pass Blackford	Arrive into Freight Terminal having stopped at Blackford South Junction	4½
Arrive into Freight Terminal having stopped at Blackford South Junction	Up Passenger Pass Blackford	2
Arrive into Freight Terminal having stopped at Blackford South Junction	Up Freight Pass Blackford	2

For trains to Blackford Freight Terminal

	ARR	DEP
Greenloaning		XX/XX
Blackford South Junction	XXOP00	XXOP00½
Blackford Freight Terminal	XX†03	

Gleneagles

Dwell Time	
HST Slam Doors	2

Hilton Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down trains from Ladybank between Hilton Junction and Perth	Acceleration	1

Junction Margins

First Movement	Second Movement	Margin
Up pass to Dunblane	Down pass from Ladybank	3
Down pass from Ladybank	Up pass to Dunblane	3
Down pass from Ladybank	Up pass to Ladybank	3

Restriction
Locomotive hauled trains (including Light Engines but excluding HSTs) must not be timed to pass any other train over UB88 (Earn Viaduct). Trains must be timed to pass at Hilton Junction, or have a minimum margin of 8 minutes at Hilton Junction.
Train arrive from Ladybank / train pass to Dunblane should not be planned.

Perth

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains departing Platform 3 to Stanley Junction	Longer departure route at low speed	1

Dwell Time	
MU	1½
HST Power Doors	1½
LH	3

Junction Margins

First Movement	Second Movement	Margin
Arrive Down Dundee Loop from South	Depart/pass Up	1
Depart/pass Up	Arrive Down Dundee Loop from South	4
Arrive from South	Pass Barnhill (when conflicting)	Same time
Arrive from South	Pass from Stanley Junction (when conflicting)	2½

Operating Note:
LNER services that exceed 3 hours 30 minutes running between Edinburgh Waverley-Inverness must have 5 minute dwell at either Stirling, Perth or Pitlochry for Driver PNB requirements

Barnhill

Junction Margins

First Movement	Second Movement	Margin
Pass from Single Line	Pass to Single Line	5

SC123 BATHGATE TO HELENSBURGH (VIA SINGER)

Airdrie

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up trains from Coatdyke to Platform 1 between Coatbridge/Coatdyke and Airdrie	Approach control	1½
Up trains from Coatdyke to Platform 2 between Coatbridge/Coatdyke and Airdrie	Approach Control	½

Dwell Time

MU	1

Junction Margins

First Movement	Second Movement	Margin
Down pass/depart	Up arrive Platform 1 or 2	3
Down pass/depart	Up arrive Down Carriage Siding	3
Up arrive Platform 1 or Down Carriage Siding	Pass/arrive Platform 2	3*
Arrive Platform 1	Down depart Platform 2	½

* Down trains may arrive at the same time if ½ adjustment is added to the SRT approaching Airdrie.

Restriction

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

Coatbridge Sunnyside

Restrictions

Pathing time must not be used between Coatbridge Sunnyside and Blairhill, owing to signalling constraints.

Pathing time must not be used between Coatbridge Sunnyside and Coatdyke, owing to signaling constraints.

Sunnyside Junction

Junction Margins

First Movement	Second Movement	Margin
Down depart Coatbridge Sunnyside	Pass towards Whifflet	3½
Pass from Whifflet	Pass towards Whifflet	3½

Blairhill

Restrictions

Pathing time must not be used between Blairhill and Easterhouse, owing to signalling constraints.

Garrowhill

Restrictions

Pathing time must not be used between Garrowhill and Easterhouse and vice versa, owing to signalling constraints.

Shettleston

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up trains from Carntyne to Loop between Bellgrove/Carntyne and Shettleston	Approach control	½

Junction Margins

First Movement	Second Movement	Margin
Down pass/depart	Up pass to Loop	2
Up pass to Loop	Down Arrive	3
Up pass to Loop	Down non-stop passes	3½
Down arrive/pass	Up depart Loop	½
Up depart Loop	Down arrive	4
Up depart Loop	Down pass	5
Up arrive Loop	Up depart Carntyne	Same time
Down depart Carntyne	Down depart Loop to Shettleston station	½
Down depart Carntyne	Down depart Loop passing Shettleston station	4
Dwell	1	

Restrictions
Pathing time must not be used between Shettleston and Carntyne in the down direction, owing to signalling constraints.

Bellgrove

Junction Margins

First Movement	Second Movement	Margin
Depart/pass to Springburn	Arrive/Pass from Springburn	4
Depart/pass to Carntyne	Arrive/Pass from Duke Street	2½
Depart/pass to Carntyne	Pass from Springburn, not stopping Duke Street	3½
Pass/arrive from Springburn	Arrive/pass from High Street Junction / High Street / Glasgow Queen Street Low Level	2½*

* May be reduced to 2 minutes if ½ adjustment inserted approaching Bellgrove

Planning note
All reverse moves to be timed at Signal 783 or Signal 785

High Street Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Shields	Down depart Bellgrove	1
Pass from Shields	Down pass Bellgrove	2½
Down train arrive High Street	Pass from Shields	2 DMU 3½ Other
Down train arrive/pass Queen St. L.L. (not stopping High Street)	Pass from Shields	1 DMU 2½ Other
Down depart/pass Bellgrove	Depart from Sig. YF140/142	2
Down train depart/pass Glasgow Queen Street Low Level	Down train depart/pass High Street	1

Platform re-occupation	2

High Street Junction

Restrictions

Pathing time must not be used between High Street Junction and Bellgrove, and vice versa, owing to signalling constraints.

Glasgow Queen Street Low Level

Connectional Allowance	10
Dwell Time	
MU	1

Junction Margins

First Movement	Second Movement	Margin
Up train depart/pass High Street	Up train depart/pass Glasgow Queen Street Low Level	1½

Platform re-occupation	2

Charing Cross

Platform re-occupation	2

Partick

Dwell Time	
MU towards Glasgow Queen Street Low Level or Glasgow Cental Low Level	1
Terminating service formed of 1 unit	1
Terminating service formed of 2 units	2
Platform re-occupation	2

Hyndland

Connectional Allowance	3
Dwell Time	
MU towards Anniesland or Yoker	1
Traincrew relief purposes. The Operator should attempt to minimise the number of services requiring relief here	1½
Platform re-occupation	2

Hyndland U/DG Loop

Junction Margins

First Movement	Second Movement	Margin
Down train arrives U/DG Loop	Up train departs Jordanhill	1
Down train arrives U/DG Loop	Up train departs Anniesland Plat. 1	Same time

Hyndland East Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Up Yoker	Pass to Down Singer (stopping at Hyndland)	2
Pass from Up Yoker	Pass to Down Singer (not stopping)	2
Pass to Down Singer	Up depart Jordanhill	1
Pass to Down Singer	Pass from Up Yoker (not stopping Jordanhill)	2½
Pass from Up Yoker	Dep U/DG Loop to West	1
Pass from Up Singer	Dep U/DG Loop to West	1
Pass from U/DG Loop to West	Up depart Jordanhill	1
Pass from U/DG Loop to West	Pass from Up Yoker (not stopping Jordanhill)	2½
Pass from U/DG Loop to West	Pass from Up Singer (stopping at Anniesland)	2
Pass from U/DG Loop to West	Pass from Up Singer (not stopping at Anniesland)	3½
Pass from Jordanhill Platform 2	Pass to Down Yoker (stopping at Hyndland)	2½
Pass from Jordanhill Platform 2	Pass to Down Yoker (not stopping at Hyndland)	3½

Restriction

Pathing time must not be used between Hyndland East Junction and Jordanhill, and vice versa, owing to signalling constraints.

Pathing time must not be used between Hyndland East Junction and Hyndland, and vice versa, owing to signalling constraints.

Hyndland North Junction (trains timed at Anniesland)

Junction Margins

First Movement	Second Movement	Margin
Down pass/arrive Anniesland	Pass Anniesland to West Curve	2
Down pass/arrive Anniesland	Depart Anniesland to West Curve	½
Depart/pass Anniesland to West Curve	Arrive/pass Anniesland from Hyndland	3½
Depart/pass Anniesland to West Curve	Arrive/pass Anniesland from Finneston East Junction	4½

Anniesland

Junction Margins

First Movement	Second Movement	Margin

Pass towards Maryhill	Pass towards Hyndland from Westerton	3½
Pass towards Hyndland from Westerton	Pass towards Maryhill (stopping Hyndland)	3
Pass towards Hyndland from Westerton	Pass towards Maryhill (not stopping Hyndland)	2
Arrive/pass platform 1	Pass towards Maryhill	2½
Arrive/pass platform 1	Depart platform 2 to Maryhill	1
Arrive platform 3	Depart platform 2 to Maryhill	Same time

Westerton

Junction Margins

First Movement	Second Movement	Margin
Pass to Maryhill	Arrive/pass from Maryhill/Anniesland	3½
Depart to Maryhill	Arrive/pass from Maryhill/Anniesland	4
Arrive/pass from Milngavie/Singer	Arrive/pass train going to Milngavie	2
Down pass/depart	Arrive train going to Maryhill	4
Down pass/depart	Pass to Maryhill	3
Pass/depart to Bearsden	Arrive from Up Singer (not stopping Drumchapel)	4
Pass/depart to Bearsden	Arrive from Up Singer (stopping Drumchapel)	3
Arrive/pass from Milngavie/Singer	Depart to Milngavie	1*

* Provided down train arrives at least 1½ minutes before up train.

Restrictions
Pathing time must not be used between Westerton-Drumchapel, owing to signalling constraints.

Drumchapel

Restrictions
Pathing time must not be used between Drumchapel and Drumry, and vice versa, owing to signalling constraints.

Singer

Restrictions
Maximum of ½ minute pathing to be used between Singer and Dalmuir for trains terminating for rounding purposes only

Dalmuir

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Arriving platform 4 or 5 approaching Dalmuir	Approach Control	1

Dwell Time

MU	1½ for traincrew relief purposes only

Junction Margins

First Movement	Second Movement	Margin
Down arrive/pass/depart Platform 3 or 4	Up arrive Platform 2	3
Down arrive/pass/depart Platform 3 or 4	Up pass Platform 2	4
Down pass/arrive/depart Platform 3	Depart DRS	1
Arrive DRS	Down depart Platform 1/3	1

Dalmuir

Arrive Platform 2 from DRS	Up arrive Platform 4 non stop at Bowling and Kilpatrick	4
Arrive Platform 2 from DRS	Up arrive Platform 4 that has stopped at Kilpatrick	2½
Arrive Platform 4 from DRS	Up arrive Platform 2 non stop at Bowling and Kilpatrick	4
Arrive Platform 4 from DRS	Up arrive Platform 2 that has stopped at Kilpatrick	2½
Up arrive Platform 2 or 4	Depart DRS	1
Up depart, non-stop to Garscadden or beyond	Up depart, calling at Clydebank	2
Up depart towards Yoker	Down arrive Platform 4 or 5	3
Up arrive Platform 4	Down arrive Platform 5	3
Up depart Platform 4	Down arrive Platform 5	3
Arrive Platform 5	Up arrive/pass Platform 4	3
Arrive Platform 5	Down arrive Platform 3	2½
Up depart Platform 5	Up arrive Platform 4	3
Down depart Platform 1	Depart DRS	1
Down depart Platform 1	Down arrive Platform 3	3½
Up arrive Platform 2	Down arrive Platform 3 that has not stopped at Clydebank	2½
Up arrive Platform 2	Down arrive Platform 3 that has stopped at Clydebank	3
Up arrive Platform 2	Down arrive Platform 4 that has not stopped at Clydebank	3½
Up arrive Platform 2	Down arrive Platform 4 that has stopped at Clydebank	4
Down depart/pass (non-stop to Dumbarton)	Down depart to YY898 sig or stopping Kilpatrick	3
Down depart to Kilpatrick	Down depart to Siding	2

Restrictions
Pathing time must not be used between Dalmuir and Dalmuir DRS, and vice versa, owing to signalling constraints.

Pathing time must not be used between Dalmuir and Kilpatrick, and vice versa, owing to signalling constraints.

Dumbarton East

Dwell Time	1

Dumbarton Central

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train routed into Platform 3 / CE line not stopping at Dumbarton East	Approach Control	½

Junction Margins

First Movement	Second Movement	Margin
Arrive Platform 3 from Dalreoch	Down arrive/pass	3
Down depart/pass	Arrive Platform 3 from Dalreoch (stopping Dalreoch)	3
Down depart/pass	Arrive Platform 3 from Dalreoch (not stopping Dalreoch)	4
Down arrive/pass	Up depart Platform 3	1
Up depart Platform 3	Down arrive	3½

Dumbarton Central		
Up depart Platform 3	Down pass	4½
~~Up train depart stopping Dumbarton East~~	~~Up train depart not stopping Dumbarton East~~	~~5½*~~
~~*May be reduced to 4 minutes if {1½} inserted immediately after Dumbarton Central~~		

Dalreoch		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Arrive/Pass from Cardross	Depart to Balloch	1
Arrive/Pass from Cardross	Pass to Balloch from stop at Dumbarton Central	2
Arrive/Pass from Cardross	Pass to Balloch, not stopping Dumbarton Central	3
Depart/pass to Balloch	Arrive/pass from Cardross	3
Arrive/pass from Balloch	Depart to Balloch	½
Arrive/pass from Balloch	Pass to Balloch	2
Restrictions Pathing time must not be used between Dumbarton Central and Dalreoch, and vice versa, owing to signalling constraints.		

Craigendoran Junction		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Up pass	Down pass	3
Up depart West Highland Loop	Down pass	3
Down Pass	Up depart West Highland Loop	1
Down pass to West Highland	Up depart Craigendoran station	1
Down arrive West Highland Loop	Up depart Craigendoran station	1
Down pass to West Highland	Up pass (not stopping Craigendoran)	2½
Down arrive West Highland Loop	Up pass (not stopping Craigendoran)	2½
Down pass to Helensburgh Central	Up pass from West Highland Line	3½
Down arrive West Highland Loop	Up pass from West Highland Line	3
Up arrive West Highland Loop	Down pass	2½
Up Pass	Down depart to Helensburgh Central/Upper	1
Up Pass from Helensburgh Upper	Down Depart West Highland Loop	1

Helensburgh Central		
Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**
Down train approaching an occupied platform approaching Helensburgh Central	Approach control	1
Junction Margins		
First Movement	**Second Movement**	**Margin**
Arrive	Depart	1

SC125 HYNDLAND EAST JUNCTION TO DALMUIR (VIA YOKER)

Jordanhill

Restrictions
Pathing time must not be used between Hyndland East Junction and Jordanhill, and vice versa, owing to signalling constraints

Hyndland West Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Anniesland	Pass to Anniesland	3½
Pass from Anniesland	Up Depart Scotstounhill to Hyndland	1
Pass from Anniesland	Up pass Garscadden to Hyndland	Same time
Up arrive Jordanhill	Pass from Anniesland	4
Up pass Hyndland East Junction (not stopping Jordanhill)	Pass from Anniesland	4

Garscadden

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down ECS going to Yoker CS between Scotstounhill and Garscadden	Approach control	1½

Dwell Time

MU	1 ~~for traincrew relief purposes only~~

Junction Margins

First Movement	Second Movement	Margin
Pass Up/Down Main	Pass/arrive from Depot	3
Pass/arrive from Depot	Pass Down Main	3
Arrive/pass from Yoker C.S.	Pass to Yoker C.S.	3
Up pass from Down Yoker	Pass to Yoker or Yoker C.S.	3

Restrictions
Pathing time must not be used between Garscadden-Scotstounhill, owing to signalling constraints.

Yoker C.S.

Junction Margins

First Movement	Second Movement	Margin
Arrive Depot from East or West	Depart Depot to East or West	3
Arrive Depot from East or West	Arrive Depot from East or West	3
Depart Depot to East or West	Arrive Depot from East or West	3
Depart Depot to East or West	Depart Depot to East or West	3

Restrictions
Maximum of ½ minute pathing to be used between Garscadden-Yoker C.S for trains terminating for rounding purposes only

Yoker

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up Train to Yoker CS approaching Yoker	Approach control	1

Junction Margins

First Movement	Second Movement	Margin
Down arrive/pass	Depart to Yoker CS	1
Down arrive/pass	Pass to Yoker CS	2½
Depart/pass to Yoker CS	Down arrive	3½
Depart/pass to Yoker CS	Down pass (calling Garscadden)	3
Depart/pass to Yoker CS	Down pass (not calling at Garscadden)	3½

SC129 SPRINGBURN TO BELLGROVE JUNCTION

Springburn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train arriving Platform 2, 3 or 4 from Bellgrove (not stopping Barnhill) between Bellgrove and Springburn	Approach control	½

Junction Margins

First Movement	Second Movement	Margin
Arrive Platform 3 or 4	Pass from Cowlairs South Junction to Barnhill	2
Arrive Platform 3 or 4	Pass from Cowlairs West Junction to Barnhill	3
Depart to Stepps	Arrive from Stepps when conflicting	5½
Depart to Barnhill	Arrive Platform 1, 2, 3 or 4 from Barnhill when conflicting	3
Depart Platform 1 to Barnhill	Depart Platform 2 to Stepps	2
Depart Platform 2 to Stepps	Depart Platform 1 to Barnhill	2
Pass Platform 2 to Barnhill	Arrive Platform 2, 3 or 4 from Barnhill	2½
Depart Platform 1 to Cowlairs West Junction	Arrive Platform 1 or 2 from Cowlairs South Junction	2½
Arrive / Pass Platform 2 from Cowlairs South Junction	Arrive / Pass Platform 1 from either Barnhill or Stepps	3
Arrive Platform 1 from either Barnhill or Stepps	Arrive / Pass Platform 2 from Cowlairs South Junction	3
Depart Platform 2 to Cowlairs South Junction	Arrive Platform 2 from Cowlairs West Junction	3
Depart Platform 2 to Cowlairs West Junction via Up Springburn	Arrive Platform 2 from Cowlairs West Junction	3
Pass to Glasgow Works	Arrive from Stepps	5½

Barnhill

Junction Margins

First Movement	Second Movement	Margin
Arrive Platform 1 from Springburn Platform 1	Up depart Duke Street	1
Arrive Platform 1 from Springburn Platform 1	Up depart or pass Bellgrove (Not stopping at Duke Street)	1

Barnhill		
Depart Platform 2 to Springburn	Depart Springburn Platforms 1,2,3,4 to Bellgrove	1
Depart Platform 2 to Springburn	Pass Springburn Platform 2 from Cowlairs South Junction	2
Depart Platform 2 to Springburn	Pass Springburn Platform 2 from Cowlairs West Junction	3

Duke Street		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Up arrive	Down departure	1

SC133 WESTERTON TO MILNGAVIE		
Bearsden		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Down arrive/pass	Up depart	1
Down arrive/pass	Up pass	2

Hillfoot		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Up arrive/pass	Down Depart to Milngavie	½
Up arrive/pass	Down Pass to Milngavie	2
Restrictions Pathing time must not be used between Hillfoot and Bearsden, and vice versa, owing to signalling constraints.		

Milngavie		
Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**
Down train approaching an occupied platform. Approaching Milngavie	Approach control	1
Junction Margins		
First Movement	**Second Movement**	**Margin**
Arrive	Depart	1

SC135 DALREOCH TO BALLOCH

Dalreoch
Please refer to SC123 margins

SC141 CRAIGENDORAN JUNCTION TO FORT WILLIAM

General Restriction

At all Token Exchange Points where a token exchange has to be carried out, a minimum dwell of 1 minute is required. At a number of TEPs along this route, it is possible to receive a Long Section Token, allowing the train to traverse the next two sections without an intermediate token exchange stop. A Long Section Token can only be issued if both sections are clear.

The whole RETB area north of Helensburgh Upper is under the control of two consoles at Banavie PSB, covering (a) Helensburgh Upper to Oban, and (b) Upper Tyndrum to Mallaig. Therefore token exchanges within each area cannot take place simultaneously. Arrivals at any two separate locations within the same console area must be a minimum of 1 minute apart. However, trains passing at the same location can take place as shown below:-

Dwell Time	
Where a token exchange takes place	1

Crossing Margins

When both trains are able to fit into the crossing loop, the train that arrives first departs after the second train to arrive has departed.

When one of the trains is longer than the crossing loop, the train longer than the crossing loop always departs first.

Except when the first train is longer than the loop	No crew change	With crew change
First train arrive	xx00	xx00
Second train arrive	xx01	xx01
Second train depart	xx02	xx04
First train depart	xx03	xx05

When the first train is longer than the loop	No crew change	With crew change
First train arrive	xx00	xx00
Second train arrive	xx01	xx01
First train depart	xx02	xx04
Second train depart	xx03	xx05

Helensburgh Upper

All trains must stop for token exchange purposes: Dwell Time	
Down trains (RETB requirement)	3
Up trains (RETB requirement)	1

Garelochhead

All trains must stop for token exchange purposes.

If passing another train, an Up train requires the following dwell so that bell codes can be exchanged with Yoker signalbox:
If both trains fit into loops 3 minutes
If either train exceeds loop length 5 minutes
Otherwise standard values apply.

For Down trains, see general restrictions above

Glen Douglas

All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.

Arrochar & Tarbet

All trains must stop for token exchange purposes.

For Up trains, see general restrictions above.
For Down trains, see general restrictions above.

Ardlui

All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.

Crianlarich

All trains must stop for token exchange purposes.

For up trains, see general restrictions above.

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Second portion to arrive from Tyndrum Lower or Upper Tyndrum	RETB Intermediate Block	3

Dwell Time

Down trains (Junction plunger)	3
Departure of 1st train after dividing sets	6
All Up joining trains	6

Junction Margins

First Movement	Second Movement	Margin
Down train, first portion depart	Down train, second portion depart	3
Up train, first portion arrive	Up train, second portion arrive	4½
Up train arrive	Down train depart	3
Down depart to Oban	Up arrive from Fort William	4½
Down depart to Fort William	Up arrive from Oban	4½

Upper Tyndrum

All trains must stop for token exchange purposes.

Dwell Time

All trains (RETB requirement)	3

Bridge of Orchy
All trains must stop for token exchange purposes.
For down trains, see general restictions above.

Gorton
All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.
Restriction
Trains can not pass at Gorton under normal methods of working. Both ends of the loop are controlled by groundframes which are set and locked for main line under normal operating conditions.

Rannoch
All trains must stop for token exchange purposes.
For Up trains, see general restictions above.
For down trains, see general restictions above.

Corrour
All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.
Restriction
Trains can not pass at Corrour under normal methods of working. Both ends of the loop are controlled by groundframes which are set and locked for main line under normal operating conditions.

Tulloch
All trains must stop for token exchange purposes.
For Up trains, see general restictions above.
For Down trains, see general restictions above.

Roy Bridge
All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.

Spean Bridge
All trains must stop for token exchange purposes.
For Up trains, see general restictions above.

Spean Bridge

Adjustments to Sectional Running Times

Movement Down	Reason	Value
If diverted via Up Platform when passing stabled train	Driving at caution across points approaching Spean Bridge	3

Fort William Junction

Goods trains arriving from Spean Bridge, require a 2 minute RM at Fort William Junction before propelling to Alcan or Yard. Whilst the propelling move is in progress, no train can proceed to/from Banavie and no train can pass Spean bridge towards Fort William.

For Down trains, see general restictions above.

Junction Margins

First Movement	Second Movement	Margin
Pass to/from Spean Bridge, Alcan, Yard	Pass from Banavie	3½
Pass to/from Banavie, Yard	Pass from Spean Bridge	4
Pass to Spean Bridge	Depart Alcan	3
Pass to Banavie or Yard	Depart Alcan	1
Pass to Spean Bridge, Banavie	Depart Yard	1
Arrive Alcan	Pass from Banavie	3½

Fort William

Adjustments to Sectional Running Times

Movement	Reason	Value
Train arriving into occupied Platform	Approach Control	1

Dwell Time	
All through trains requiring watering	10 from Glasgow 8 from Mallaig

Junction Margins

First Movement	Second Movement	Margin
Arrive from Fort William Junction	Depart to Fort William Junction	1

Note
Normally trains departing Fort William Station need to be in possession of the relevant token towards Spean Bridge or Loch Eil Outward Bound. However, trains heading towards Loch Eil Outward Bound may leave Fort William Station without a token, provided a TW stop is inserted at Fort William Junction for both the train from Fort William and the train to Fort William.

Train Watering Points	Platform 2 also Platform 1 for trains of 4 vehicles or less

SC143 CRIANLARICH TO OBAN

General Restriction
At all Token Exchange Points where a token exchange has to be carried out, a minimum dwell of 1 minute is required. At a number of TEPs along this route, it is possible to receive a Long Section Token, allowing the train to traverse the next two sections without an intermediate token exchange stop. A Long Section Token can only be issued if both sections are clear.

SC143 CRIANLARICH TO OBAN

The whole RETB area north of Helensburgh Upper is under the control of two consoles at Banavie PSB, covering (a) Helensburgh Upper to Oban, and (b) Upper Tyndrum to Mallaig. Therefore token exchanges within each area cannot take place simultaneously. Arrivals at any two separate locations within the same console area must be a minimum of 1 minute apart. However, trains passing at the same location can take place as shown below:-

Dwell Time	
Where a token exchange takes place	1

Crossing Margins

When both trains are able to fit into the crossing loop, the train that arrives first departs after the second train to arrive has departed.

When one of the trains is longer than the crossing loop, the train longer than the crossing loop always departs first.

Except when the first train is longer than the loop	No crew change	With crew change
First train arrive	xx00	xx00
Second train arrive	xx01	xx01
Second train depart	xx02	xx04
First train depart	xx03	xx05

When the first train is longer than the loop	No crew change	With crew change
First train arrive	xx00	xx00
Second train arrive	xx01	xx01
First train depart	xx02	xx04
Second train depart	xx03	xx05

Tyndrum Lower

All trains must stop for token exchange purposes.

For Down trains, see general restictions above.

Dalmally

All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.

Taynuilt

All trains must stop for token exchange purposes.

For Up trains, see general restictions above.

For Down trains, see general restictions above.

If a train is occupying Platform 1 at Oban or in the process of shunting between Platform 1 and Platform 2, then the section from Connel Ferry to Oban is occupied and a Long Section Token from Taynuilt to Oban cannot be issued a token exchange stop must take place at Connel Ferry

Connel Ferry

All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.

If a train is occupying Platform 1 at Oban or in the process of shunting between Platform 1 and Platform 2, then the section from Connel Ferry to Oban is occupied and a token for this section cannot be issued.

Oban

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train arriving Platform 2	Operation of Ground Frame	4

Movement Up	Reason	Value
Up train departing Platform 2	Operation of Ground Frame	4

Restriction
If a train is occupying Platform 1 at Oban or in the process of shunting to Platform 2, then the section from Connel Ferry to Oban is occupied and a token for this section cannot be issued at Connel Ferry or Taynuilt. Any such shunt move can commence 5 minutes after an Up train has departed, or 7 minutes following a steam train or a large loco-hauled special departing via the ground frame.

If there are no trains between Oban and Taynuilt, please see general restrictions above.

SC145 FORT WILLIAM TO MALLAIG

General Restriction
At all Token Exchange Points where a token exchange has to be carried out, a minimum dwell of 1 minute is required. At a number of TEPs along this route, it is possible to receive a Long Section Token, allowing the train to traverse the next two sections without an intermediate token exchange stop. A Long Section Token can only be issued if both sections are clear.

The whole RETB area north of Helensburgh Upper is under the control of two consoles at Banavie PSB, covering (a) Helensburgh Upper to Oban, and (b) Upper Tyndrum to Mallaig. Therefore token exchanges within each area cannot take place simultaneously. Arrivals at any two separate locations within the same console area must be a minimum of 1 minute apart. However, trains passing at the same location can take place as shown below:-

Dwell Time	
Where a token exchange takes place	1
Where passing an overlength train	3

Crossing Margins
When both trains ~~are able to~~ fit into the crossing loop, the train that arrives first departs after the second train to arrive has departed.

When one of the trains is longer than the crossing loop, the train longer than the crossing loop ~~always~~ departs first.

Except when the first train is longer than the loop	No crew change	With crew change
First train arrive	xx00	xx00
Second train arrive	xx01	xx01
Second train depart	xx02	xx04
First train depart	xx03	xx05

When the first train is longer than the loop	No crew change	With crew change

SC145 FORT WILLIAM TO MALLAIG		
First train arrive	xx00	xx00
Second train arrive	xx01	xx01
First train depart	xx02	xx04
Second train depart	xx03	xx05

Loch Eil Outward Bound

All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.

Glenfinnan

All trains must stop for token exchange purposes.

For Up trains, see general restictions above.

For Down trains, see general restictions above.

If a train is occupying Platform 1 at Mallaig or in the process of shunting between Platform 1 and Platform 2, then the section from Arisaig to Mallaig is occupied and a Long Section Token from Glenfinnan to Mallaig cannot be issued a token exchange stop must take place at Arisaig.

Arisaig

All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.

If a train is occupying Platform 1 at Mallaig or in the process of shunting between Platform 1 and Platform 2, then the section from Arisaig to Mallaig is occupied and a token for this section cannot be issued.

Morar

All Up trains must stop to operate Level Crossing Plunger

Dwell Time

All Up trains (LC plunger)	1

Mallaig

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train arriving Platform 2	Operation of Ground Frame	4

Movement Up	Reason	Value
Up train departing Platform 2	Operation of Ground Frame	4

Restriction
If a train is occupying Platform 1 at Mallaig or in the process of shunting to Platform 2, then the section from Arisaig to Mallaig is occupied and a token for this section cannot be issued at Arisaig or Glenfinnan. Any such

Mallaig

shunt move can commence 5 minutes after an Up train has departed, or 7minutes following a steam train or a large loco-hauled special departing via the ground frame.

If there are no trains between Arisaig and Glenfinnan, please see general restrictions above.

SC147 BERWICK TO EDINBURGH WAVERLEY

Grantshouse

Junction Margins

First Movement	Second Movement	Margin
Up ~~Class 1~~ train pass Grantshouse	Up train depart Grantshouse UPL	2
Down ~~Class 1~~ train pass Grantshouse	Down train depart Grantshouse UPL	2

Minimum Run Round Allowance	30

Torness GSP

Junction Margins

First Movement	Second Movement	Margin
Up pass Oxwellmains Crossover	Depart Torness	2
Depart Torness GSP to Torness Power station	Up train pass/depart Dunbar	2*

* Margin may be reduced if second train has equivalent amount of pathing time between Dunbar and Oxwellmains Crossovers.

For trains to Torness Power station only

	ARR	DEP
Oxwellmains Crossovers		XX/XX
Torness GSP	XXOPRM00	XXOPPR04
Torness Power Station	XXPR08	

Oxwellmains Lafarge

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down trains from Oxwellmains Lafarge to Oxwellmains Crossover	For propelling purposes only	6

No pathing time to be inserted in Oxwellmains train schedules whilst propelling in this area

For trains from Oxwellmains Lafarge only

	ARR	DEP
Oxwellmains Lafarge		XX:00
Oxwellmains Crossovers	XXRMPR09	XXRMPR11
Grantshouse		XX/00

Oxwellmains Crossovers

Adjustments to Sectional Running Times

Movement Down	Reason	Value

Oxwellmains Crossovers

Down trains from Oxwellmains Up or Down Sidings between Oxwellmains Crossovers and Dunbar	For acceleration purposes	2

Junction Margins

First Movement	Second Movement	Margin
Arrive Oxwellmains Lafarge	Down Train Pass	4
Down train pass from Grantshouse	Train depart terminal	2
Down train pass from Grantshouse	Up train depart to Down Sidings	1
Down Train pass from Up sidings	Up trains pass (Passenger)	3
Down Train pass from Up sidings	Up trains pass (Freight)	4

For trains to Up or Down Sidings

	ARR	DEP
Dunbar dep/pass		XX/XX
Oxwellmains Crossovers	XXOP00	XXOP00½
Oxwellmains Up or Down Sidings	XX:XX	

Dunbar

Dwell Time

80X TPE Only	1½

Minimum Turnaround

MU	5
22x	501

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Class 22x crossing into P1	Slow Speed Crossover	½

Junction Margins

First Movement	Second Movement	Margin
Down arrival in Up Platform line	Up non-stop via Up Main	4
Down departure from Up Platform line	Up non-stop via Up Main	5
Up departure from Up Platform line	Down arrival in Up platform	5
Up arrival in up platform	Up non-stop via Up Main	5
Up train pass travelling at linespeed*	Up train depart station	2
Up train pass	Down train depart Up Platform	1
Down train pass travelling at linespeed*	Down train depart Up Platform	2

*Train capable of travelling at 85mph

Operating Notes:

All Scotrail Operated Services must be planned to use Platform 1 Only

Drem

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down trains departing from Drem DPL between Drem and Longniddry/Prestonpans	For acceleration purposes	2

Drem

Movement Up	Reason	Value
Up trains routed to Drem UPL between Prestonpans/Longniddry and Drem	Approach Control	2

Junction Margins

First Movement	Second Movement	Margin
Down train arr/pass from North Berwick	Up train pass	4
Down train arr/pass from North Berwick	Depart to North Berwick	1
Down train arr/pass from North Berwick	Arrive from Edinburgh	3½
Down train arr/pass from North Berwick	Arrive DPL	3
Up train pass/depart	Arr/pass from North Berwick	3½
Arrive DPL	Arr/pass from North Berwick	3
Depart UPL to Dunbar	Arr/pass from North Berwick	3½
Up Class 1 train pass Drem	Up train depart Drem UPL	2
Down Class 1 train pass Drem	Down train depart Drem DPL	2

Prestonpans

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up trains to UPL direct from Portobello Junction between Monktonhall Junction and Prestonpans	Approach control	2

Junction Margins

First Movement	Second Movement	Margin
~~Up train depart/pass towards Drem~~	~~Depart Cockenzie Signal EA833~~	~~1~~
~~Pass from Cockenzie~~	~~Pass to Drem~~	~~2½ Passenger 4 Freight~~
~~Pass from Cockenzie~~	~~Stopping train arrive from Edinburgh~~	~~3½~~
Up Class 1 train pass Prestonpans	Up train depart Prestonpans UPL	2

Restriction
Pathing time should not be inserted approaching Prestonpans in a Down train not stopping at Prestonpans if following a down train which is stopping at Prestonpans and / or Wallyford. This prevents the second train seeing restrictive aspects between Prestonpans and Monktonhall Junction

Monktonhall Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down trains from Drem to Millerhill between Prestonpans and Monktonhall Junction	Approach Control	2

Movement Up	Reason	Value
Up Trains from Millerhill to Drem between Monktonhall Junction and Prestonpans	For acceleration differential	3
Up Trains from Millerhill to Prestonpans UPL btrjf etween Monktonhall Junction and Prestonpans	For acceleration differential and approach control	4

Junction Margins

Monktonhall Junction		
First Movement	**Second Movement**	**Margin**
Up train not stopping at Wallyford pass from Portobello Junction	Up train from Millerhill pass	3

Portobello Junction		
Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**
Up Trains from Craigentinny Junction to Niddrie South or Niddrie West Junctions between Craigentinny Junction and Portobello Junction	For Approach control	1 except 22X 1½ 22X
Down Trains from Niddrie South or Niddrie West Junctions between Portobello Junction and Craigentinny Junction	For acceleration differential.	½ Passenger 1 Freight
Movement Up	**Reason**	**Value**
Up Trains from Leith Branch to Monktonhall Junction between Portobello Junction and Monktonhall Junction	For acceleration differential.	1
Down trains from Monktonhall Junction to Leith branch between Monktonhall Junction and Portobello Junction	For Approach control	1
Junction Margins		
First Movement	**Second Movement**	**Margin**
Down Train pass towards Leith	Up train pass from Edinburgh	3 Passenger 4 Freight
Up Train pass towards Monktonhall/Niddrie Junctions	Down Train pass towards Leith	4
Up/Down Train Pass	Down train pass from Niddrie Junctions towards Leith	6
Up Train pass from Leith towards Niddrie Junctions	Up train pass from Edinburgh	3 Passenger 4 Freight
Down Train pass to Craigentinny Junction	Up Depart towards Brunstane	1

Craigentinny Junction		
Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**
Down Trains from Craigentinny Depot between Craigentinny Junction and Abbeyhill Junction	For acceleration differential.	1
Movement Up	**Reason**	**Value**
Up Trains from Powderhall Branch between Craigentinny Junction and Portobello Junction	For acceleration differential.	1
Junction Margins		
First Movement	**Second Movement**	**Margin**

Craigentinny Junction

Up Train pass towards Portobello	Down train depart to Powderhall Branch	1
Down Train depart to Powderhall Branch	Up Train pass towards Portobello	3
Down Train pass towards Abbeyhill Junction	Up Train depart to Craigentinny TMD	1
Up Train departs to Craigentinny TMD	Down Train pass towards Abbeyhill Junction	3
Down Train departs to Powderhall Branch	Up Train departs to Craigentinny TMD	2
Up Train Departs to Craigentinny TMD	Down Train departs to Powderhall Branch	1
Down Train Pass Craigentinny Jn	Down Train Departs Craigentinny TMD	1

For trains to Craigentinny Depot			**For trains to Powderhall Branch**		
	ARR	**DEP**		**ARR**	**DEP**
Abbeyhill Junction		XX/XX	Portobello Junction		XX/XX
Craigentinny Junction	XXOP00	XXOP00½	Craigentinny Junction	XXOP00	XXOP00½
Craigentinny T&RSMD	XX†03½		Powderhall Refuse Sdg	XX:XX	

Abbeyhill Junction

Adjustments to Sectional Running Times (to be shown approaching Craigentinny Junction)

Movement Up	**Reason**	**Value**
Up trains from Edinburgh Waverley via North Line only when timed Abbeyhill Jn to Craigentinny Jn pass/pass.	Not at linespeed by Abbeyhill Junction	½ Class 91 & HST

Junction Margins

First Movement	**Second Movement**	**Margin**
Up Train pass from North Tunnel	Down train pass to North Tunnel	3
Up Train pass from South Tunnel	Down train pass to South Tunnel	3
Up Train pass	Down train depart	1

Operating Instruction
It is permitted to reverse any combination of gangwayed or non-gangwayed FSR unit.

Edinburgh

Refer to SC107

SC155 MONKTONHALL JN TO MILLERHILL YARD (GOODS LINE)

Millerhill Signal EM14

Operating Stop
2 minutes. Down trains required to stop at Millerhill Signal EM14 to receive permission to enter Millerhill Yard

Millerhill Yard

Please refer to SC161 margins

SC161 MILLERHILL TO PORTOBELLO JUNCTION (MILLERHILL LINE)

Millerhill Yard

Junction Margins

First Movement	Second Movement	Margin
Arrive from Monktonhall Jn	Depart to Monktonhall Jn	6

Operating Stop
5 minutes minimum stopping time required in Down direction for setting points into the Yard. Please note the 5 minutes does not include Crew Change allowance which should be bid by operator.

Restrictions
Physical Loop Lengths:
Freddie-Road 4 —320m
Freddie Road 5 – 371m
Freddie Road 6 – 435m
Freddie Road 7 – 742m

Millerhill EMU Yard

Junction Margins

First Movement	Second Movement	Margin
Down Train Pass Portobello Junction (Lothian)	Depart Millerhill EMU Yard	1

Newcraighall

Junction Margins

First Movement	Second Movement	Margin
Depart / Pass towards Shawfair	Depart Millerhill Yard/EMU yard	1
Depart / Pass towards Brunstane	Depart Millerhill Yard/EMU yard	1
Pass to Millerhill	Depart Shawfair or Brunstane	1
Pass from Millerhill	Depart Shawfair or Brunstane	1
Pass to / from Millerhill	Pass from Portobello Jn or Newcraighall South Jn	4
Down Pass Portobello Junction	Depart Newcraighall	1
Up Pass/Depart Newcraighall	Up Depart Brunstane	1
Depart Newcraighall towards Shawfair	Arrive Newcraighall from Shawfair	4
Pass to Millerhill EMU Yard	Depart/Pass Portobello Junction	1
Arrive Newcraighall Station	Depart Millerhill EMU Yard	1

Brunstane

Restriction
No pathing time should be inserted between Portobello Junction and Brunstane station in the Up direction (applies only to trains stopping at Brunstane)

SC163 PORTOBELLO JUNCTION TO NIDDRIE WEST JUNCTION (SUBURBAN LINE)

Restriction
Only one train can stand or be on SC163 between Portobello Junction and Niddrie West Junction at any one time in either direction.

SC164 TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION

Tweedbank

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up train approaching an occupied platform	Approach control	1

Junction Margins

First Movement	Second Movement	Margin
Train arrive	Train depart	1

Bowland Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Galashiels	Pass to Galashiels	2½

Stow and Galabank Junction

Junction Margins

First Movement	Second Movement	Margin
Up train pass	Down train pass	2½
Up train pass Galabank Junction, calling at Stow	Down train pass to Tynehead Junction, not calling at Stow	2½
Down train pass to Tynehead Junction, not calling at Stow	Up train pass from Tynehead Junction, not calling at Stow	2½

Tynehead Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Galabank Junction	Pass to Galabank Junction	2½

Fushiebridge Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Gorebridge	Pass to Gorebridge	2½

Kings Gate Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Shawfair	Pass to Eskbank	2½

Newcraighall South Junction

Restriction

No pathing time to be inserted between Newcraighall and Newcraighall South Junction
(No intermediate signals on single line)

Junction Margins

First Movement	Second Movement	Margin
Pass to Shawfair	Pass to Newcraighall	2½

SC165 NIDDRIE SOUTH JUNCTION TO GORGIE JUNCTION (EDINBURGH SUBURBAN)

Craiglockhart Junction

Restriction

Trains travelling on the Down Surburban cannot pass ES673 signal if a train that exceeds 530m is standing at ES675 signal on SC167

SC167 CRAIGLOCKHART JUNCTION TO SLATEFORD JUNCTION

Craiglockhart Junction and Slateford Junction

Restriction

Only one train can stand or be on SC167 between Craiglockhart Junction and Slateford Junction at any one time in either direction.

Slateford ES675

Restriction

Maximum length of train without fouling Down Surburban in rear = 530m.

SC171 HAYMARKET WEST JUNCTION TO DUNDEE CENTRAL JUNCTION (VIA KIRKCALDY)

Haymarket West Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
For adjustments to Sectional Running Times refer to SC107 for Junction Margins		

South Gyle

Dwell Time

Peak hours only	1

Edinburgh Gateway

Dwell Time

DMU	1

Dalmeny Junction

Junction Margins

First Movement	Second Movement	Margin
Down Pass to Inverkeithing	Depart Dalmeny UPL for Winchburgh Junction	1
Depart Dalmeny UPL for Winchburgh Junction	Down pass to Inverkeithing from Haymarket West Junction	3
Up Pass to Winchburgh Junction (Not Stopping in UPL)	Down Pass to Inverkeithing from Haymarket West Junction	3

Dalmeny (Forth Bridge)

Restriction
The Forth Bridge is classified as an RA8[LS] structure and trains booked to cross the bridge must not exceed RA7 without permission of the Scotland RAM (Structures) unless the vehicle is listed as clear at RA8 in the Scotland Freight Loads Book. The Scotland Freight Loads Book contains rolling stock and traction that are permitted to cross the Forth Bridge and should be referred to when planning.

Restriction
Pathing time must not be used between Dalmeny Junction & Dalmeny, and vice versa, owing to signalling constraints.

Inverkeithing

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Freight trains to Inverkeithing GL	Approach control.	2

Dwell Time

MU	1
LH	2

Junction Margins

First Movement	Second Movement	Margin
Down Train Depart to Burntisland	Up Train Arrive/Pass from Rosyth	2
Up Train Arrive/Pass from Rosyth	Down Train Pass to Burntisland	3

Restriction
Trains to/from the Rosyth Branch must have an “OP” stop at Inverkeithing to collect/surrender the Single Line token and contact the signaller.

Kirkcaldy

Dwell Time	
MU	1
LH	2

Thornton North Junction

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up trains routed towards Glenrothes non stop at Markinch not timed as HSTXC7	Approach Control	2
Up trains routed towards Glenrothes non stop at Markinch timed as HSTXC7	Approach Control	2½
Up trains routed towards Glenrothes stopping at Markinch	Approach Control	1
Movement Down	**Reason**	**Value**
XC & LNER trains routed towards Ladybank from SC173	Acceleration Purposes	1 app next timing point

Ladybank

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train departs Ladybank through Up/Down Branch Loop to Perth (When an Up train is stood on the Up/Down Branch at Signal EB668) after Ladybank	Slow speed on Up/Down Branch Loop	1
Down train passes Ladybank through Up/Down Branch Loop to Perth (When an Up train is stood on the Up/Down Branch at Signal EB668) after Ladybank	Slow speed on Up/Down Branch Loop	2
Movement Up	**Reason**	**Value**
Up train pass from Perth after Ladybank	Acceleration purposes	½

Junction Margins

First Movement	Second Movement	Margin
Arrive Up/Down Branch Loop from South	Arrive/Pass from Newburgh	4
Arrive/pass Ladybank station from Newburgh	Depart Up/Down branch Loop to Newburgh	½
Arrive Up/Down Branch Sig.EB668 from Newburgh	Depart Ladybank station to Newburgh	3
Arrive Up/Down Branch Sig.EB668 from Newburgh	Pass Ladybank station to Newburgh	3

Ladybank

Pass/Depart Ladybank station to Newburgh	Depart Up/Down Branch Sig.EB668 to South	2
Up Train Pass/Depart Platform 2 for Thornton North Junction	Down Train pass to Cupar/Newburgh	5
Down Pass/Depart to Cupar	Up Train Arrive/Pass Platform 2 from Newburgh	2½

Note:

For trains travelling towards Newburgh that are passing a service at Ladybank Sig668 the down service must be timed to travel via Ladybank Branch Loop and have the {2} added

Leuchars

Dwell Time

MU	1
LH	2

Junction Margins

First Movement	Second Movement	Margin
Down depart Leuchars (MU)	Pass / arrive Cupar	3½
Down depart Leuchars (HST/LH)	Pass / arrive Cupar	4
Pass Leuchars	Pass / arrive Cupar	3

Tay Bridge South

Operating Restriction & Junction Margin
Tay Bridge – High Girders. ~~Owing to weight restrictions on the Tay Bridge, the High Girders section of the bridge must be treated as a Single Line. A Down Train must not be planned to pass Tay Bridge South before an Up Train passes Tay Bridge South, trains must pass Tay Bridge South at the same time or an Up Train must pass before a Down Train.~~

Due to weight restrictions over the High Girders section of the Tay Bridge, this section must be treated as a Single Line. A Down Train can only pass Tay Bridge South at the same time or after an Up Train has passed Tay Bridge South.

Restriction
The Tay Bridge is classified as an RA8[LS] structure and trains booked to cross the bridge must not exceed RA7 without permission of the Scotland RAM (Structures) unless the vehicle is listed as clear at RA8 in the Scotland Freight Loads Book. The Scotland Freight Loads Book contains rolling stock and traction that are permitted to cross the Tay Bridge and should be referred to when planning.

Dundee Central Junction

Operating Restriction & Junction Margin
Tay Bridge – High Girders. ~~Owing to weight restrictions on the Tay Bridge, the High Girders section of the bridge must be treated as a Single Line. An Up train must be planned to pass Dundee Central Junction a maximum of 2 minutes before a Down train passes Dundee Central Junction~~

Due to weight restrictions over the High Girders section of the Tay Bridge, this section must be treated as a Single Line. An Up train can only pass a maximum of 2 minutes before a Down Train passes from Tay Bridge South.

SC173 INVERKEITHING CENTRAL JUNCTION TO THORNTON NORTH JUNCTION (VIA COWDENBEATH)

Dunfermline Town

Dwell Time	
All	1

Dunfermline Queen Margaret

Minimum Turnround	10 MUs via Townhill

Townhill Junction

Junction Margins

First Movement	Second Movement	Margin
Down train arrives Townhill Loop	Following Down train dep/pass Dunfermline Town	1

Cowdenbeath

Junction Margins

First Movement	Second Movement	Margin
Up train depart/pass Platform 1 to Dunfermline Town	Shunt Move depart Platform 2 for EC941 Signal	6

Glenrothes with Thornton

Connectional Allowance	2

SC183 STIRLING TO CHARLESTOWN JUNCTION

Causewayhead Junction

Junction Margins

First Movement	Second Movement	Margin
Up Train pass from Single Line	Down Train Depart to Single Line	2
Up Train pass from Single Line	Down Passenger Train pass to Single Line	3
Up Train pass from Single Line	Down Freight Train pass to Single Line	4

Cambus Loop

Junction Margins

First Movement	Second Movement	Margin
Up Freight arrives	Down Passenger pass	2½
Up Freight arrives	Down Freight pass	3½
Down Freight arrives	Up Passenger pass	3½
Down Freight arrives	Up Freight pass	4

Alloa

Junction Margins

First Movement	Second Movement	Margin
Down Freight pass	Up Passenger departs	1
Down Passenger arrives	Up Freight pass	2½

Alloa Loop

Junction Margins

First Movement	Second Movement	Margin
Up Freight arrives	Down Freight pass	3½
Up Freight arrives	Down Freight arrive	4
Down Freight arrives	Up Freight pass	3
Down Freight arrives	Up Freight arrive	3½

Longannet Power Station

Restriction
Only one train can be discharged at any one time at the Power Station

Longannet S.B.

Junction Margins

First Movement	Second Movement	Margin
First train pass from Charlestown Junction	Second train pass to Charlestown Junction	5
First train arrive Longannet P.S.	Second train depart Longannet P.S. to Alloa	Same time

SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN

Dundee Central Junction

Junction Margins

First Move	Second Movement	Margin
Up Pass to Errol from Platform 1, 2 or UTL	Down Pass from Tay Bridge South	2
Up Pass to Errol from Platform 3, 4 or DTL	Down Pass from Errol	3
Up Pass to Errol from Platform 3, 4 or DTL	Down Pass from Tay Bridge South	3
Up Pass to Tay Bridge South from DTL or Platform 4	Down Pass from Tay Bridge South	3
Down Train pass from Tay Bridge South	Up Train Pass to Errol	3

Operating Restriction & Junction Margin
Tay Bridge – High Girders. Owing to weight restrictions on the Tay Bridge, the High Girders section of the bridge must be treated as a Single Line. An Up train must be planned to pass Dundee Central Junction a maximum of 2 minutes before a Down train passes Dundee Central Junction

Dundee

Dwell Time

MU	1½
LH	3

Dundee

XC Services (HST & 22x)	2

Restriction

If a Class 170 is at the buffers in Platform 2 or 3, it is not possible to attach another unit

Minimum Turnaround

Cross Country	20 (10 if origin is in Scotland). However, values can be amended to 10 (5 if origin is in Scotland) where specific agreement exists between NR and XC

Junction Margins

First Movement	Second Movement	Margin
Down train arrive Dundee	Down train depart Dundee West Reception Line	1*
Down train depart Dundee	Down train depart Dundee West Reception Line	1**
Up depart to West Reception Line	Up depart to Tay Bridge South / Errol (when conflicting)	2
Up depart to Errol	Up depart to Tay Bridge South (when conflicting)	2
Up depart to Tay Bridge South	Up depart to Errol (when conflicting)	2
Up train pass Dundee Central Junction (when conflicting)	Down train depart Dundee West Reception Line	1

*If occupying a different platform at Dundee

**If occupying the same platform at Dundee

Restriction

Pathing time must not be used between Dundee and Dundee Central Junction in either direction, owing to signaling constraints except for rounding purposes.

Platform 1N: Trains Consisted of a Maximum of 4 Cars to be planned in this platform, anything more must be planned to use full Platform 1

Camperdown Junction

Junction Margins

First Movement	Second Movement	Margin
Down Train Pass from P4 or DTL	Up Train Crossing to P4 or DTL via 446 Points	3
Down Train Pass from P1 or UTL	Up Train Pass to P1 or UTL	4
Up Train Pass to P4 or DTL	Down Train Pass from P1 or UTL	5

Carnoustie

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Terminating trains into Platform 2	Approach control	2

Arbroath

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Terminating trains into Platform 2	Approach control	1

Arbroath

Dwell Time

LH	3

Junction Margins

First Movement	Second Movement	Margin
Depart Arbroath AH26 Shunt signal to Arbroath Up North Siding	Pass Carnoustie on the Down Line	2
Up train arrive Arbroath	Down ECS depart Arbroath to Arbroath Up North Siding	1
Up train pass Inverkeillor	Arrive Arbroath Up North Siding from Arbroath	1*
Up train depart Arbroath	Up ECS depart Arbroath Up North Siding to Arbroath	3

*This value is not to exceed 1 minute allowing trains on the Up to receive clear aspects from Inverkeillor

Usan

Junction Margins

First Movement	Second Movement	Margin
Up train pass	Down train pass	3
Up train pass	Down train depart	1½
Down train pass Usan	Down train depart Arbroath	2*

* This margin only applies when inverkeilor Signal Box is closed.

Montrose

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train non-stop through Up platform. After Montrose	Speed restriction through crossover	1

Dwell Time

LH	3

Junction Margins

First Movement	Second Movement	Margin
Down train arrive/pass	Up train pass	4
Down train pass/depart Up platform	Up train arrive/pass	4
Up train pass Usan	Up ECS depart to Montrose Up North Siding from Montrose	2
Arrive Montrose Up No 1 Through Siding	Up pass Craigo	2

Stonehaven

Dwell Time

LH	3

Junction Margins

First Movement	Second Movement	Margin
Up train departs Stonehaven to Signal SV40	Up train depart/pass from Newtonhill	2

Craiginches South

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Freight pass towards Loop/terminal. Before Craiginches South	Approach control	1

Junction Margins

First Movement	Second Movement	Margin
Up Freight Depart Craiginches Down Sidings	Down Train Pass to Aberdeen	5 ½
Down Train pass to Aberdeen	Up Freight Depart Craiginches Down Sidings	1 ½

Ferryhill Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Freight pass to Goods Loop. Before Ferryhill Junction	Approach control	1

Junction Margins

First Movement	Second Movement	Margin
Down train pass to Loop	Down train pass to station	4
Down/Up train pass	Depart Craiginches Down	1
Down depart/pass to Loop	Up train depart station	1
Up train pass	Down depart to Loop	1

Aberdeen

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train arriving Platforms 2 to 5 inclusive from Ferryhill Jn	Approach control	½*

* Value Not Required to be added if train is shunting whereby it has reversed at A77 or A27 signals

Dwell Time Through service to Inverness line

HST Power Doors	1½
DMU	1½
LH	4

Junction Margins

First Movement	Second Movement	Margin
Arrive platform 6 (any part) from N or S	Arrive platform 6 from opposite direction	4
Arrive platform 7 (any part) from N or S	Arrive platform 7 from opposite direction	4
Arrive platform 7N from South	Arrive platform 6N or 6S from Berryden Junction	4
Arrive platform 6N from South	Arrive platform 7N or 7S from Berryden Junction	4
Arrive/pass from North	Pass to North	3
Depart Aberdeen towards Ferryhill Line	Down train pass Ferryhill Junction	2
Up train depart Aberdeen	Depart Aberdeen towards Ferryhill Line	2

Aberdeen

Down train arrive Aberdeen	Depart Signal A27	Same time
Down train arrive Aberdeen	Depart Signal A77	2
Minimum Turnround		
Cross Country	20 (10 if origin is in Scotland). However, values can be amended to 10 (5 if origin is in Scotland) where specific agreement exists between NR and XC	
LNER	40	
Platform Re-occupation		
First Movement	**Second Movement**	**Margins**
Depart any platform to South*	Arrive any platform from South *	4
* When Conflicting		
Depart any platform to North	Arrive any platform from North	5

SC193 PERTH TO INVERNESS

Perth

Refer to SC119

Stanley Junction

Junction Margins

First Movement	Second Movement	Margin
Up Pass	Down Pass	3

Dunkeld & Birnam

Dwell Time

HST Power Door	1½
LH	2
MU	1

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train when passing Up train	Approach Control	1

Junction Margins

First Movement	Second Movement	Margin
Down Arrive	Up Pass	3½
Up Arrive	Down Arrive	1½
Down Arrive	Up Depart	1
Down Arrive	Up Arrive	4*
Up Arrive	Down Depart	1
Up Arrive	Down Pass	2

*Can be reduced to 2 minutes if {½} inserted approaching Dunkeld due to sighting signal at danger.

Operating Restriction
Trains cannot arrive simultaneously; must arrive at least ½ minutes apart as per margins above. However, trains can depart simultaneously subject to satisfying the above rules.

Dunkeld & Birnam

Loop Length Restriction/Operating Instructions

Trains must not exceed 307 metres / 47 SLU if using mainline or 321 metres / 50 SLU if using Down Loop. A train exceeding these lengths can pass (i.e not stop) another train subject to the above margins. Stopping trains normally use the Up platform, except when passing/being passed by an Up service.
Down trains may 'overtake' another Down train, the train being overtaken standing at the Down platform, the overtaking train stopping at or passing through the Up platform

Pitlochry

Dwell Time

HST Power Doors	1½
LH	2
MU	1

Junction Margins

First Movement	Second Movement	Margin
Arrive from Blair Atholl	Pass to Blair Atholl	3
Arrive from Dunkeld & Birnam	Pass to Dunkeld & Birnam	3

Operational Notes:

Platforms are Bi-Directional so it is possible for train to arrive in either platform and be overtaken by a train travelling in the same direction via the opposite platform

LNER services that exceed 3 hours 30 minutes running between Edinburgh Waverley-Inverness must have 5 minute dwell at either Stirling, Perth or Pitlochry for Driver PNB requirements

It is not possible for 2 trains to pass here where they both exceed the maximum length from the standage behind the signals:

Platform 1 (Up Train) ~~154~~ 174 Metres
Platform 1 (Down Train) ~~161~~ 159 Metres
Platform 2 (Down Train) ~~157~~ 174 Metres
Platform 2 (Up Train) ~~156~~ 159 Metres

In all platforming scenarios the overlength train must be planned to depart first

Blair Atholl

Junction Margins

First Movement	Second Movement	Margin
Down Arrive/pass	Up Depart	½
Down Arrive/pass	Up Pass	4

Dalwhinnie

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down non-stop train passing through Up platform. Approaching Dalwhinnie	Slow speed Junction	2

Junction Margins

First Movement	Second Movement	Margin

Dalwhinnie

Down Arrive Down Platform	Up Arrive Up platform	3
Down Arrive Down Platform	Up Pass Up platform	4
Up Arrive/pass	Down Arrive Down platform	3
Up Pass	Down Arrive Up platform	5
Up Arrive/pass	Down Pass	4
Up Arrive/pass	Down Depart	1

Operating Instructions
Down trains may 'overtake' another Down train, the train being overtaken standing at the Down platform, the overtaking train stopping at or passing through the Up platform. If, however, there is an Up train calling or passing whilst the first Down train is waiting to be overtaken, the following Margin shall apply to the Down overtaking train:

First Movement	Second Movement	Margin
Up Depart/Pass Up Platform	Down train using Up Platform, pass Dalnaspidal	3

Kingussie

Dwell Time

HST Power Doors	1½
MU	1

Junction Margins

First Movement	Second Movement	Margin
Up Arrive/Pass	Down Depart	½
Up Arrive	Down Pass	4
Up Arrive	Down Arrive	3*
Down Arrive/Pass	Up Depart	1
Down Arrive	Up Pass	3½
Down Arrive	Up Arrive	3½*

*Can be reduced to 1 minute if {2} inserted approaching Kingussie due to sighting signal at danger.

Operating Restriction
Trains cannot arrive simultaneously; must arrive at least 1 minute apart as per margins above.

Loop Length Restriction/Operating Instructions
Trains using Platform 1 must not exceed 307 metres/48 SLU; trains using Up Loop (Platform 2) must not exceed 358 metres / 56 SLU. A train exceeding these lengths can pass (i.e. not stop) another train subject to the above margins.
Stopping trains normally use the Down platform, except when passing/being passed by a Down service.
Up trains may 'overtake' another Up train, the train being overtaken standing at the Up platform, the overtaking train stopping at or passing through the Down platform.

Kincraig

Adjustments to Sectional Running Times

Movement Up/Down	Reason	Value
Train via Loop	Approach Control	1

Junction Margins

First Movement	Second Movement	Margin
Down Arrive Loop	Up Pass	5
Up Arrive Loop	Down Pass	4
Up/down pass on Mainline	Depart Loop in opposite direction	1

Kincraig

Restriction
Trains planned to stop must use the Loop.
Trains may 'overtake' another train running in the same direction, the train being overtaken standing in the Loop, the overtaking train passing through on the Main line.

Restriction
Trains cannot pass through on the Main line in either direction until the preceding train has arrived/passed Kingussie (Up) or arrived/passed Aviemore (Down); therefore any train in the Loop cannot depart until this has happened, as the train using the Main line will be at a stand at a signal, blocking the Loop exit awaiting signalling acceptance.

Aviemore

Dwell Time

HST Power Doors	1½
LH	2

Junction Margins

First Movement	Second Movement	Margin
Arrive from Kingussie	Depart to Kingussie	1
Arrive from Carrbridge	Depart to Carrbridge	Same Time
Arrive from Kingussie	Pass to Kingussie	3
Arrive from Carrbridge	Arrive from Kingussie	Same Time
Arrive from Carrbridge	Pass to Carrbridge	3

Operating Instructions
Platforms are Bi-Directional so it is possible for train to arrive in either platform and be overtaken by a train travelling in the same direction via the opposite platform

For trains to and from Aviemore (Speyside):

Junction Margins

First Movement	Second Movement	Margin
Up Pass/Depart Aviemore	Pass/Depart Aviemore or Aviemore Strathspey to HA313	5
Arrive Aviemore Strathspey	Up Pass Aviemore	4
Arrive Aviemore Strathspey	Arrive Aviemore Platform 1 from Carrbridge	5*
Arrive Aviemore Strathspey	Depart Aviemore to Kingussie	1
Depart Sig. HA313 to Aviemore/Aviemore Strathspey	Down Pass Kincraig	5
Depart Sig. HA313 to Aviemore/Aviemore Strathspey	Down Depart Kincraig	3

* Arriving Down platform does not conflict

Aviemore to Aviemore Strathspey			**Kincraig to Aviemore Strathspey**		
	ARR	**DEP**		**ARR**	**DEP**
Aviemore		XX:00	Kincraig		XX:XX
Aviemore Signal HA313	XXRM03	XXPR05	Aviemore Signal HA313	XXOP00	XX:09
Aviemore Strathspey	XXPR08		Aviemore Strathspey	XX:12	

Aviemore Strathspey to Aviemore			**Aviemore Strathspey to Kincraig**		
	ARR	**DEP**		**ARR**	**DEP**

Aviemore

Aviemore Strathspey		XXPR00	Aviemore Strathspey		XX:00
Aviemore Signal HA313	XXPROP03	XX:05	Aviemore Signal HA313	XXOP03	XX:04
Aviemore	XX:08*		Kincraig	XX:XX*	

* Arrive or pass

Carrbridge

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train via Platform Loop (Platform 2). Approaching Carrbridge	Approach Control	1

Junction Margins

First Movement	Second Movement	Margin
Up Arrive	Down Arrive/pass	4
Down Arrive	Up Arrive/pass	4
Down Arrive	Up Depart	1
Up/Down Pass on Mainline	Depart Loop in opposite direction	1

Operating Instructions
Stopping trains normally use the Up platform (the Loop), except when passing another service, in which case the Down platform (main line) should be used. Trains may 'overtake' another train running in the same direction, the train being overtaken standing at the Up platform, the overtaking train stopping at or passing through the Down platform.

Restriction
Trains cannot pass through or stop at the Down platform in either direction until the preceding train has arrived/passed Slochd (Down) or arrived/passed Aviemore (Up); therefore any train in the Loop (Up platform) cannot depart until this has happened, as the train using the Down line will be standing on the main line, blocking the Loop exit awaiting signalling acceptance

Slochd

Adjustments to Sectional Running Times

Movement Up/Down	Reason	Value
Train via Loop	Approach Control	1

Junction Margins

First Movement	Second Movement	Margin
Down Arrive Loop	Up Pass	4
Up Arrive Loop	Down Pass	4
Up/Down Pass on Mainline	Depart Loop in opposite direction	1

Operating Instructions
Trains planned to stop must use the Loop.
Trains may 'overtake' another train running in the same direction, the train being overtaken standing in the Loop, the overtaking train passing through on the Main line.

Restriction
Use of this Loop should preferably be avoided for planning purposes due to weather problems in winter months. Trains cannot pass through on the Main line in either direction until the preceding train has arrived/passed Carr Bridge (Up) or arrived/passed Tomatin(Down); therefore any train in the Loop cannot depart until this has

Slochd

happened, as the train using the Main line will be at a stand at a signal, blocking the Loop exit awaiting signalling acceptance.

Tomatin

Adjustments to Sectional Running Times

Movement Up/Down	Reason	Value
Train via Loop	Approach Control	1

Junction Margins

First Movement	Second Movement	Margin
Down Arrive Loop	Up Pass	4
Up Arrive Loop	Down Pass	5
Up/Down pass on Mainline	Depart Loop in opposite direction	1

Operating Instructions
Trains planned to stop must use the Loop.
Trains may 'overtake' another train running in the same direction, the train being overtaken standing in the Loop, the overtaking train passing through on the Main line.

Restriction
Trains cannot pass through on the Main line in either direction until the preceding train has arrived/passed Slochd (Up) or arrived/passed Moy(Down); therefore any train in the Loop cannot depart until this has happened, as the train using the Main line will be at a stand at a signal, blocking the Loop exit awaiting signalling acceptance.

Moy

Adjustments to Sectional Running Times

Movement Up/Down	Reason	Value
Train via Loop	Approach Control	1

Junction Margins

First Movement	Second Movement	Margin
Down Arrive Loop	Up Pass	4
Up Arrive Loop	Down Pass	4
Up/Down pass on Mainline	Depart Loop in opposite direction	1

Operating Instructions
Trains planned to stop must use the Loop.
Trains may 'overtake' another train running in the same direction, the train being overtaken standing in the Loop, the overtaking train passing through on the Main line.

Restriction
Trains cannot pass through on the Main line in either direction until the preceding train has arrived/passed Tomatin (Up) or arrived/passed Culloden (Down); therefore any train in the Loop cannot depart until this has happened, as the train using the Main line will be at a stand at a signal, blocking the Loop exit awaiting signalling acceptance.

Culloden

Junction Margins

First Movement	Second Movement	Margin
Down Pass	Up Pass	3

Cradlehall

Junction Margins

First Movement	Second Movement	Margin
Up Pass Millburn Junction on Down Main	Down Pass Millburn Junction on Down Main	7
Up Pass Millburn Junction on Up Main	Down Pass Millburn Junction on Up Main	7

Millburn Junction

Junction Margins

First Movement	Second Movement	Margin
Pass towards Aberdeen	Pass from Culloden	3
Pass Millburn Junction	Depart Inverness	1
Pass Millburn Junction	Pass Rose Street Junction	2
Pass from Rose Street Junction	Towards Rose Street, pass from Culloden	3
Pass from Rose Street Junction/Inverness	Pass from Aberdeen	4

Planning Note
Trains must not be planned to stop in the Wash Road. The interlocking requires that I708 signal is showing proceed before a route can be set through the Wash Road.

Inverness

Dwell Time

MU	5 Local through service 10 Through service from Edinburgh or Glasgow

Operating Note
A 2-Car ECS DMU (maximum) can reverse in Platform 5, running Welsh's Bridge – Inverness – Dingwall but NOT vice-versa.

Planning Note
The LNER HST move should be planned as follows:

Depart Inverness	xx:00
Arrive Millburn Jn	xx:03
Depart Millburn Jn	xx:12
Arrive Rose Street	xx:16 *
Depart Rose Street	xx:37 *
Arrive Inverness TMD	xx:39 $
Depart Inverness TMD	x1:09
Arrive Millburn Jn	x1:12
Depart Millburn Jn	x1:17
Arrive Inverness	x1:20

* Trains can not arrive in Platform 5 or 6 whilst a LNER HST is standing at Rose Street.
$ Trains can be planned to depart Inverness Platform 5 or 6, 1 minute after the HST has arrived at Inverness TMD.

SC195 ABERDEEN TO INVERNESS

Berryden Junction

Junction Margins		
First Movement	**Second Movement**	**Margin**
Pass from Aberdeen	Pass to Aberdeen	5
Pass to Aberdeen	Depart Kittybrewster Junction	2

Kittybrewster Junction

Junction Margins		
First Movement	**Second Movement**	**Margin**
Pass from Up Main to Arrival Line	Depart Dyce	Same Time
Pass from Up Main to Arrival Line	Pass Dyce	1

Note
Method of Working

One train working beyond Kittybrewster Junction to Waterloo Goods. For trains towards Waterloo Goods the following method of working applies:

Trains arrives Kittybrewster Junction Arrival Line; Locomotive run round takes place via Rounding Line and attaches to south end. 20 minutes to be allowed for this movement, then train departs to Waterloo Goods.

For trains exiting Waterloo Goods the following method of working applies:

Trains arrives Kittybrewster Junction Arrival Line; Locomotive run round takes place via Rounding Line and attaches to south end. 20 minutes to be allowed for this movement, then train departs to Berryden Junction.

Dyce	
Dwell Time	1 (½ if originating at or terminating at Inverurie, unless LH)

Raith's Farm Junction

Junction Margins		
First Movement	**Second Movement**	**Margin**
Pass to Dyce	Depart Dyce	1
Pass to Raith's Farm	Depart Raith's Farm	10

Inverurie

Dwell Time	1

Junction Margins		
First Movement	**Second Movement**	**Margin**
Pass from Insch	Pass to Insch	1
Arrive from Turnback Line	Depart to Insch	½
Depart to Insch	Depart Turnback Line	4½
Pass to Insch	Depart Turnback Line	3

Inverurie Turnback Siding

Operating Note:

Maximum of 8 coaches can be accommodate in this siding.

Inverurie Turnback Siding

Permissive Working:

This is possible when it is a DMU on the buffer stops but not possible when the train already dwelling is an HST.

Insch

Dwell Time	
MU	½
LH	1

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up train arriving Insch while single line to/from Inverurie is occupied	Approach Control	1

Junction Margins

First Movement	Second Movement	Margin
Arrive from Kennethmont	Arrive/Pass from Inverurie	~~1~~ 3 May be reduced to 1 for stopping services if {1} is applied approaching Insch
Arrive/pass from Inverurie	Arrive/pass from Kennethmont	~~1~~ 3 May be reduced to 1 for stopping services if {1} is applied approaching Insch
~~Arrive/pass from Inverurie~~	~~Pass from Kennethmont~~	~~4½~~
Arrive/pass from Inverurie	Depart to Inverurie	1½

Note
Dwell in Down direction to be kept to a minimum due to Level Crossing. Crossing barriers ~~gates~~ must be lowered before Down trains can arrive at Platform.

Kennethmont

Junction Margins

First Movement	Second Movement	Margin
Pass from Huntly	Pass to Huntly	4
Pass from Huntly	Depart to Huntly	2

Huntly

Dwell Time	1	

Huntly

Junction Margins

First Movement	Second Movement	Margin
Arrive from Keith	Arrive from Kennethmont	2
Arrive from Kennethmont	Arrive from Keith	2
Arrive from Kennethmont	Depart to Kennethmont	1
Arrive from Keith	Depart to Keith	2
Arrive from Keith	Pass to Keith	4½
Arrive from Kennethmont	Pass to Kennethmont	3

Note
Trains use Platform 1 unless crossing another, when crossing all trains require {½} approaching Huntly from either Keith or Kennethmont due to Approach Control.
If trains passing it is preferable for train from Keith to arrive first (driver phones to confirm train complete).
Freight Yard (not in regular use). Max RR is 8 SLU; otherwise needs to be undertaken in Station (20 minutes is sufficient). Shunt keys required to pass beyond Loop ends, but cannot do so if train has been accepted from Keith and/or Kennethmont.

Keith Loop

Junction Margins

First Movement	Second Movement	Margin
Pass from Keith Station	Depart to Keith Station	1
Pass from Huntly	Depart to Huntly	1
Arrive from Keith Station	Arrive from Huntly	2
Arrive from Keith Station	Pass from Huntly	3
Arrive from Huntly	Depart to Huntly	3½
Arrive from Huntly	Depart Keith Station to Huntly	3
Arrive from Huntly	Pass from Elgin (not stopping Keith)	5

Note
Run round not possible if train has been accepted from Huntly and/or Elgin.

Keith Station

Dwell Time	
MU	½
LH	1

Note
Terminating trains use Branch Platform. Cannot use when Royal Scotsman stabled. Terminating train cannot arrive Station (Main Platform) from Keith Loop whilst preceding train en route to Elgin SB, or when train has been accepted from Elgin SB.

Elgin

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train pass Platform 2	Slower speed route	½ DMU/HST (to be shown approaching Forres)
Arriving Occupied Platform	Permissive Working	1

Movement Up	Reason	Value

Elgin

Up train pass Platform 2	Slower speed route	½ DMU/HST (to be shown approaching Keith or Keith Jn)

Dwell Time	1 DMU

Junction Margins

First Movement	Second Movement	Margin
Arrive/Pass from Keith	Depart to Keith	Same time
Arrive from Keith	Pass to Keith	½
Pass from Keith	Pass to Keith	1
Arrive from Forres (via Elgin Loop)	Pass to Forres (via East Single)	Same time
Arrive from Forres (via East Single)	Pass to Forres (via Elgin Loop)	½
Arrive/Pass from Forres	Depart to Forres	Same time
Pass from Forres	Pass to Forres	1
Depart/Pass to Elgin Yard	Arrive/Pass from Keith (via East Single)	7½

Note
If not crossing another, trains use Platform 1.
When an Up train divides, the Up portion must depart a minimum of 1 minute before the Down portion.

Forres

Dwell Time	½ DMU 1 LH

Junction Margins

First Movement	Second Movement	Margin
Arrive/Pass from Elgin	Depart to Elgin	Same time
Arrive from Elgin	Pass to Elgin	½
Pass from Elgin	Pass to Elgin	1
Arrive/Pass from Nairn	Depart to Nairn	Same time
Arrive/Pass from Nairn	Pass to Nairn	1

Nairn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Arrive/Pass Platform 2	Approach Control	½
Pass Platform 2	Slower speed route	½ DMU/HST 1 LH (to be shown approaching Forres)

Dwell Time	1 DMU

Junction Margins

First Movement	Second Movement	Margin
Arrive/Pass from Forres	Depart to Forres	1
Arrive/Pass from Inverness	Depart to Inverness	1
Arrive from Forres	Arrive from Inverness	Same time
Arrive from Inverness	Arrive from Forres	Same time

Nairn

Note

If not crossing another, trains use Platform 1.
Any trains terminating in Platform 2 must have a planned ECS move via HN7903 signal which will occupy the section to Forres for the duration of the RM.

Prohibitions

Reversal of loco hauled trains from Inverness direction prohibited.

SC197 KITTYBREWSTER JUNCTION TO WATERLOO GOODS (GOODS LINE)

Kittybrewster Junction Arrival Line

Junction Margins		
First Movement	**Second Movement**	**Margin**
Pass Berryden Junction to Aberdeen	Depart to Berryden Junction	2

SC203 INVERNESS TO WICK

General Restriction

At all Token Exchange Points where a token exchange has to be carried out, a minimum dwell of 1 minute is required. The only exception to this is Invergordon which requires a minimum dwell of 3 minutes. At a number of TEPs along this route, it is possible to receive a Long Section Token, allowing the train to traverse the next two sections without an intermediate token exchange stop. A Long Section Token can only be issued if both sections are clear.

The RETB area north of Inverness is under the control of two consoles at Inverness PSB. One module controls Inverness – Invergordon & Dingwall – Kyle of Lochalsh and the second module controls Invergordon – Georgemas Junction, Wick & Thurso. Token exchanges on the same module cannot happen simultaneously, irrespective of actual locations; arrivals therefore, at any location, must be a minimum of 1minute apart. Token exchanges on different modules can happen simultaneously.

Dwell Time	
Where a token exchange takes place	1 (unless otherwise specified)

Crossing Margins

When both trains are able to fit into the crossing loop, the train that arrives first departs after the second train to arrive has departed.

When one of the trains is longer than the crossing loop, the train longer than the crossing loop always departs first.

Except when the first train is longer than the loop	No crew change	With crew change
First train arrive	xx00	xx00
Second train arrive	xx01	xx01
Second train depart	xx02	xx04
First train depart	xx03	xx05

When the first train is longer than the loop	No crew change	With crew change
First train arrive	xx00	xx00
Second train arrive	xx01	xx01
First train depart	xx02	xx04
Second train depart	xx03	xx05

Inverness
Refer to SC193

~~**Inverness I413 Signal**~~	
~~**All through trains (Non ScotRail) originating at Inverness (South Side Platforms & Yards), SC193 & SC195**~~	
~~**Dwell Time**~~	
~~RETB Duties~~	~~3~~

~~**Inverness I410 Signal**~~	
~~**All through trains (Non ScotRail) destined for Inverness (South Side Platforms & Yards), SC193 & SC195**~~	
~~**Dwell Time**~~	
~~RETB Duties~~	~~1~~

Rose Street Curve	
Dwell Time	
RETB Duties (Up)	1
RETB Duties (Down)	3

Rose Street Junction		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Pass Rose Street from North	Depart Inverness to North	1
~~Pass to Inverness~~ Arrive Inverness	~~Pass/Depart Millburn Junction~~ Pass/Depart Rose Street	1
~~Pass from North~~	~~Depart Loops to North~~	~~1*~~
~~Arrive loops from East/South~~	~~Pass Clachnaharry from North~~	~~3*~~
~~* It is advisable to avoid using the bi-directional Loops (Up North/Down North), for planning purposes, from either the Millburn Junction or Inverness station directions, owing to restrictive speeds and overlaps, resulting in little or no time advantage being gained.~~		

Ness Viaduct South		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Pass/Arrive Rose Street or Arrive Inverness from North	Depart Ness Viaduct South to North	1*
Arrive Ness Viaduct South from East/South	Pass Clachnaharry from North	3*
* It is advisable to avoid using the bi-directional Loops (Up North/Down North), for planning purposes, from either the Millburn Junction or Inverness station directions, owing to restrictive speeds and overlaps, resulting in little or no time advantage being gained.		

Clunes TEP
All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.

Muir of Ord
All trains must stop for token exchange purposes

Dingwall	
All trains must stop for token exchange purposes	
Dwell Time	
All Up trains	1
All Down trains	1½

Evanton IB
All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.

Invergordon	
All trains must stop for token exchange purposes	
Dwell Time	
All trains (RETB duties)	3
Minimum Turnround	5 Arriving/departing Down platform 8 Arriving Down platform/departing Up platform

Fearn
All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.

Tain
All trains must stop for token exchange purposes

Ardgay
All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.

Lairg	
All trains must stop for token exchange purposes	
Dwell Time	
All Down trains (Level Crossing Plunger and RETB duties)	2

Lairg

Restriction
Up trains must not exceed 267 metres/41 SLUs

Rogart

All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.

Brora

All trains must stop for token exchange purposes

Helmsdale

All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.

Forsinard

All trains must stop for token exchange purposes

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Trains that have originated at Georgemas Junction C.E/Up Loop	Operation of Ground Frame	10

Halkirk

All down trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.

Georgemas Junction

All trains must stop for token exchange purposes

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train arriving Up Loop/Freight Terminal	Operation of Ground Frame	10

Movement Up	Reason	Value
Train arriving Up Loop from Wick	Operation of Ground Frame	10

Connectional Allowance	1

Dwell Time

Reversing move	3
Down MU dividing	5
Up MU combining	6

Bower

All up trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.

Wick

Restriction

If a train is occupying the platform at Wick or in the process of shunting to the Loop or one of the sidings, then the section from Georgemas Junction to Wick is occupied and a token for this section cannot be issued at Georgemas Junction. Any such shunt move can commence 5 minutes after an Up train has departed, or 7minutes following a steam train or a large loco-hauled special departing via the ground frame.

SC205 DINGWALL TO KYLE OF LOCHALSH

General Restriction

At all Token Exchange Points where a token exchange has to be carried out, a minimum dwell of 1 minute is required. At a number of TEPs along this route, it is possible to receive a Long Section Token, allowing the train to traverse the next two sections without an intermediate token exchange stop. A Long Section Token can only be issued if both sections are clear.

The whole RETB area north of Inverness is under the control of a single console at Inverness PSB. Therefore token exchanges anywhere north of Inverness, on the Thurso/Wick and Kyle lines, cannot happen simultaneously, irrespective of actual locations; arrivals therefore, at any location, must be a minimum of 1 minute apart.

Dwell Time

Where a token exchange takes place	1

Crossing Margins

When both trains are able to fit into the crossing loop, the train that arrives first departs after the second train to arrive has departed.

When one of the trains is longer than the crossing loop, the train longer than the crossing loop always departs first.

Except when the first train is longer than the loop	No crew change	With crew change
First train arrive	xx00	xx00
Second train arrive	xx01	xx01
Second train depart	xx02	xx04
First train depart	xx03	xx05

When the first train is longer than the loop	No crew change	With crew change
First train arrive	xx00	xx00
Second train arrive	xx01	xx01
First train depart	xx03	xx04
Second train depart	xx04	xx05

Dingwall	
All trains must stop for token exchange purposes	
Dwell Time	
All Up trains	1
All Down trains	1½

Foderty IB Signal
All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.

Garve	
All trains must stop for token exchange purposes	
Dwell Time	
All Down trains (Level Crossing Plunger and RETB duties)	2

Achnasheen
All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.

Strathcarron	
All trains must stop for token exchange purposes	
Dwell Time	
All Down trains (Level Crossing Plunger and RETB duties)	2

Kyle of Lochalsh		
Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**
Down train arriving Platform 2	Operation of Ground Frame	10
Movement Up	**Reason**	**Value**
Loco Hauled train departing Platform 2	Operation of Ground Frame	10
Multiple Unit train departing Platform 2	Operation of Ground Frame	3
Restriction All trains to be planned to arrive at Platform 1, except in extreme circumstances. If a train is occupying Platform 1 at Kyle of Lochalsh or in the process of shunting to Platform 2, then the section from Strathcarron to Kyle of Lochalsh is occupied and a token for this section cannot be issued at Strathcarron. Any such shunt move can commence 5 minutes after an Up train has departed. Minimum time required is 12 minutes (MU) and 20 minutes (loco hauled).		

SC207 GEORGEMAS JUNCTION TO THURSO	
General Restriction	
At all Token Exchange Points where a token exchange has to be carried out, a minimum dwell of 1 minute is required. At a number of TEPs along this route, it is possible to receive a Long Section Token, allowing the train to traverse the next two sections without an intermediate token exchange stop. A Long Section Token can only be issued if both sections are clear. The whole RETB area north of Inverness is under the control of a single console at Inverness PSB. Therefore, token exchanges anywhere north of Inverness, on the Thurso/Wick and Kyle lines, cannot happen simultaneously, irrespective of actual locations; arrivals therefore, at any location, must be a minimum of 1minute apart.	
Dwell time (all stops requiring RETB duties)	1
Crossing of trains: first train to arrive, second to depart (minimum)	2. Trains must depart at least 1 minute apart
As above but with traincrew changeover	4

Georgemas Junction	
All trains must stop for token exchange purposes	
Connectional Allowance	1
Dwell Time	
Reversing move	3
Down MU dividing	5
Up MU combining	6

Thurso	
Restriction	
If a train is occupying the platform at Thurso or in the process of shunting to the Dock Line, the Loop or one of the sidings, then the section from Georgemas Junction to Thurso is occupied and a token for this section cannot be issued at Georgemas Junction. Any such shunt move can commence 5 minutes after an Up train has departed, or 7minutes following a steam train or a large loco-hauled special departing via the ground frame.	
Dwell Time	
Reversing move	3

5.4 Platform Lengths

The table below shows the maximum length of train that may use each of the platforms at the following passenger stations. All lengths are in metres. The quoted lengths are the usable lengths from ramp to ramp unless specified. The measurements take no account of the need for signal sighting. Trains longer than the quoted lengths will only be accepted subject to the authority of the Territory Operations Safety Manager.

STATION	PLATFORM	USABLE LENGTH	NOTES
Aberdeen	3	222	Bay Platform
Aberdeen	4	220	Bay Platform

STATION	PLATFORM	USABLE LENGTH	NOTES
Aberdeen	5	243	Bay Platform
Aberdeen	6S	256	Up & Down Bi-Directional Platform
Aberdeen	6N	200	Up & Down Bi-Directional Platform
Aberdeen	6	460	Total Length of Platform 6N & 6S
Aberdeen	7S	173	Up & Down Bi-Directional Platform
Aberdeen	7N	177	Up & Down Bi-Directional Platform
Aberdeen	7	421	Total Length of Platform 7N & 7S
Aberdour	1	147	Up Platform
Aberdour	2	184	Down Platform
Achanalt		58	Single Platform
Achnasheen	1	67	Up Platform
Achnasheen	2	113	Down Platform
Achnashellach		66	Single Platform
Addiewell	1	149	Down Platform
Addiewell	2	151	Up Platform
Airbles	1	132	Down Platform
Airbles	2	132	Up Platform
Airdrie	1	191	Bay Platform
Airdrie	2	130	Down Platform
Airdrie	3	150	Up Platform
Alexandra Parade	1	131	Down Platform
Alexandra Parade	2	127	Up Platform
Alexandria		129	Single Platform
Alloa	1	151	Bay Platform
Alness		116	Single Platform
Altnabreac		95	Single Platform
Anderston	1	128	Up Platform
Anderston	2	128	Down Platform
Annan	2	152	Down Platform
Annan	1	130	Up Platform
Anniesland	1	142	Up Platform
Anniesland	2	142	Down Platform
Anniesland	3	123	Bay Platform
Arbroath	1	232	Up Platform
Arbroath	2	230	Down Platform
Ardgay	1	197	Up Platform
Ardgay	2	114	Down Platform
Ardlui	2	152	Down Platform
Ardlui	1	154	Up Platform
Ardrossan Harbour	1	170	Bay Platform
Ardrossan South Beach		190	Single Platform
Ardrossan Town		170	Single Platform
Argyle Street	1 & 2	128	Down Platform 1 / Up Platform 2
Arisaig	1 & 2	77	Down Platform 1 / Up Platform 2
Armadale	1 & 2	150	Down Platform 1 / Up Platform 2
Arrochar & Tarbet	1 & 2	153	Up Platform 1 / Down Platform 2
Ashfield	1 & 2	110	Up Platform 1 / Down Platform 2
Attadale		40	Single Platform
Auchinleck	1 & 2	141	Down Platform 1 / Up Platform 2
Aviemore	1	286	Highland Single Bi-Directional
Aviemore	2	312	Aviemore Loop Bi-Directional
Ayr	1	132	Bay Platform
Ayr	2	133	Bay Platform
Ayr	3	196	Up & Down Bi-Directional Platform

STATION	PLATFORM	USABLE LENGTH	NOTES
Ayr	4	195	Up & Down Bi-Directional Platform
Baillieston	1 & 2	110	Down Platform 1 / Up Platform 2
Balloch		132	Bay Platform
Balmossie	1 & 2	55	Up Platform 1 / Down Platform 2
Banavie		73	Single Platform
Barassie	1	133	Up Platform
Barassie	2	134	Down Platform
Bargeddie	1 & 2	110	Down Platform 1 / Up Platform 2
Barnhill	1	129	Down Platform
Barnhill	2	121	Up Platform
Barrhead	1	156	Up Platform Prohibited to passenger trains when station unstaffed
Barrhead	2	172	Down Platform
Barrhead	3	94	Bay Platform
Barrhill	2	69	Down Platform
Barrhill	1	77	Up Platform
Barry Links	1	242	Up Platform
Barry Links	2	176	Down Platform
Bathgate	1 & 2	150	Up Platform 1 / Down Platform 2
Bearsden	2	154	Down Platform
Bearsden	1	134	Up Platform
Beasdale		50	Single Platform
Beauly		15	Single Platform - Only front door of unit is opened
Bellgrove	1 & 2	139	Down Platform 1 / Up Platform 2
Bellshill	1	138	Down Platform
Bellshill	2	134	Up Platform
Bishopbriggs	1	165	Up Platform
Bishopbriggs	2	153	Down Platform
Bishopton	1	147	Up Platform
Bishopton	2	147	Down Platform
Blackridge	1 & 2	150	Down Platform 1 / Up Platform 2
Blair Atholl	1	144	Up Platform
Blair Atholl	2	229	Down Platform
Blairhill	1 & 2	148	Down Platform 1 / Up Platform 2
Blantyre	1	159	Down Platform
Blantyre	2	175	Up Platform
Bogston	1 & 2	138	Up Platform 1 / Down Platform 2
Bowling	1 & 2	131	Up Platform 1 / Down Platform 2
Branchton		137	Single Platform
Breich	1 & 2	128	Down Platform 1 / Up Platform 2
Bridge Of Allan	1 & 2	147	Up Platform 1 / Down Platform 2
Bridge Of Orchy	1 & 2	104	Up Platform 1 / Down Platform 2
Bridgeton	1	127	Down Platform
Bridgeton	2	130	Up Platform
Brora	1	149	Up Platform
Brora	2	146	Down Platform
Broughty Ferry	2	122	Down Platform
Broughty Ferry	1	134	Up Platform
Brunstane		143	Single Platform
Burnside	1	131	Down Platform
Burnside	2	133	Up Platform

STATION	PLATFORM	USABLE LENGTH	NOTES
Burntisland	1	154	Up Platform
Burntisland	2	151	Down Platform
Busby	1	133	Down Platform
Busby	2	143	Up Platform
Caldercruix	1 & 2	150	Down Platform 1 / Up Platform 2
Cambuslang	1 & 2	178	Down Platform 1 / Up Platform 2
Camelon	1 & 2	147	Up Platform 1 / Down Platform 2
Cardenden	1 & 2	147	Up Platform 1 / Down Platform 2
Cardonald	1 & 2	170	Up Platform 1 / Down Platform 2
Cardross	1	165	Up Platform
Cardross	2	155	Down Platform
Carfin	1	92	Up Platform
Carfin	2	97	Down Platform
Carluke	1	146	Down Platform
Carluke	2	136	Up Platform
Carmyle	1	125	Down Platform 1
Carmyle	2	124	Up Platform 2
Carnoustie	1	142	Up Platform
Carnoustie	2	148	Down Platform
Carntyne	1 & 2	128	Down Platform 1 / Up Platform 2
Carrbridge	1	258	Bi-Directional Mainline Platform
Carrbridge	2	256	Bi-Directional Loop Platform
Carstairs	1	270	Down Platform (Bi-Directional)
Carstairs	2	290	Up Platform
Cartsdyke	1 & 2	138	Up Platform 1 / Down Platform 2
Cathcart	1	153	Down Platform
Cathcart	2	151	Up Platform
Charing Cross	1 & 2	175	Up Platform 1 / Down Platform 2
Chatelherault		130	Single Platform
Clarkston	1 & 2	144	Down Platform 1 / Up Platform 2
Cleland	1 & 2	125	Down Platform 1 / Up Platform 2
Clydebank	1 & 2	193	Up Platform 1 / Down Platform 2
Coatbridge Central	1	134	Down Platform
Coatbridge Central	2	134	Up Platform
Coatbridge Sunnyside	1	144	Down Platform
Coatbridge Sunnyside	2	159	Up Platform
Coatdyke	1 & 2	129	Down Platform 1 / Up Platform 2
Connel Ferry		127	Single Platform
Conon Bridge		15	Single Platform - Only one door of unit is opened
Corkerhill		118	Single Platform
Corpach		79	Single Platform
Corrour		41	Single Platform
Cowdenbeath	1	156	Up Platform
Cowdenbeath	2	153	Down Platform
Craigendoran		170	Single Platform
Crianlarich	1	149	Up Platform
Crianlarich	2	151	Down Platform
Croftfoot	1 & 2	183	Down Platform 1 / Up Platform 2
Crookston		109	Single Platform
Crosshill	1	151	Down Platform
Crosshill	2	154	Up Platform
Crossmyloof	1	160	Down Platform

STATION	PLATFORM	USABLE LENGTH	NOTES
Crossmyloof	2	166	Up Platform
Croy	1 & 2	195	Up Platform 1 / Down Platform 2
Culrain		96	Single Platform
Cumbernauld	1	129	Up Platform
Cumbernauld	2	132	Down Platform
Cupar	1 & 2	182	Up Platform 1 / Down Platform 2
Curriehill	Down/Up	121	Up Platform 1 / Down Platform 2
Dalmally	1	137	Up Platform
Dalmally	2	118	Down Platform
Dalgety Bay	1 & 2	147	Up Platform 1 / Down Platform 2
Dalmarnock	1 & 2	128	Down Platform 1 / Up Platform 2
Dalmeny	1	192	Up Platform
Dalmeny	2	175	Down Platform
Dalmuir	1	153	Down Platform
Dalmuir	2	145	Up Platform
Dalmuir	3	140	Down Platform
Dalmuir	4	128	Up Platform
Dalmuir	5	128	Bay Platform
Dalreoch	1 & 2	134	Up Platform 1 / Down Platform 2
Dalry	1 & 2	132	Up Platform 1 / Down Platform 2
Dalwhinnie	1	100	Up Platform - Bi-Directional
Dalwhinnie	2	180	Down Platform
Dingwall	1	174	Down Platform
Dingwall	2	218	Up Platform
Drem	1	123	Up Platform
Drem	2	135	Down Platform
Drumchapel	1	120	Up Platform
Drumchapel	2	169	Down Platform
Drumfrochar		124	Single Platform
Drumgelloch	1 & 2	150	Down Platform 1 / Up Platform 2
Drumry	1 & 2	153	Up Platform 1 / Down Platform 2
Duirinish		89	Single Platform
Duke Street	1	156	Down Platform
Duke Street	2	177	Up Platform
Dumbarton Central	1 & 2	189	Up Platform 1 / Down Platform 2
Dumbarton Central	3	183	Up & Down Bi-Directional Loop Platform
Dumbarton East	1 & 2	164	Up Platform 1 / Down Platform 2
Dumbreck	1 & 2	108	Up Platform 1 / Down Platform 2
Dumfries	1	290	Down Platform
Dumfries	2	251	Up Platform
Dunbar	1	256	Up & Down Bi-Directional Loop Platform
Dunbar	2	271	Down Platform
Dunblane	1	170	Up Platform
Dunblane	2	175	Down Platform
Dunblane	3	149	Down Passenger Loop
Duncraig		37	Single Platform
Dundee	1	362	Up & Down Bi-Directional Platform
Dundee	1N	98	Up & Down Bi-Directional Platform
Dundee	1S	230	Up & Down Bi-Directional Platform
Dundee	2	198	Bay Platform
Dundee	3	123	Bay Platform
Dundee	4	316	Up & Down Bi-Directional Platform
Dunfermline Town	2	234	Down Platform

STATION	PLATFORM	USABLE LENGTH	NOTES
Dunfermline Town	1	165	Up Platform
Dunfermline Queen Margaret	1 & 2	147	Up Platform 1 / Down Platform 2
Dunkeld & Birnam	1	255	Up Platform – Bi-Directional
Dunkeld & Birnam	2	213	Down Platform
Dunlop	1 & 2	165	Up Platform 1 / Down Platform 2 – Bi-Directional
Dunrobin Castle		62	Single Platform
Dyce	1	168	Down Platform – Bi-Directional
Dyce	2	162	Up Platform – Bi-Directional
East Kilbride		144	Bay Platform
Easterhouse	1	123	Down Platform
Easterhouse	2	127	Up Platform
Edinburgh	1	156	Up & Down Bi-Directional Platform
Edinburgh	2	261	Up & Down Bi-Directional Platform
Edinburgh	3	119	Bay Platform
Edinburgh	4	206	Bay Platform
Edinburgh	5	275	Bay Platform
Edinburgh	6	275	Bay Platform
Edinburgh	7	222	Up & Down Bi-Directional Platform
Edinburgh	8	293	Up & Down Bi-Directional Platform
Edinburgh	9	289	Up & Down Bi-Directional Platform
Edinburgh	10	221	Up & Down Bi-Directional Platform
Edinburgh	11	239	Up & Down Bi-Directional Platform
Edinburgh	12	190	Bay Platform
Edinburgh	13	151	Bay Platform
Edinburgh	14	212	Bay Platform
Edinburgh	15	201	Bay Platform
Edinburgh	16	197	Bay Platform
Edinburgh	17	196	Bay Platform
Edinburgh	18	109	Bay Platform
Edinburgh	19	261	Up & Down Bi-Directional Platform
Edinburgh	20	156	Up & Down Bi-Directional Platform
Edinburgh Gateway	1 & 2	265	Up Platform 1 / Down Platform 2
Edinburgh Park	1 & 2	148	Up Platform 1 / Down Platform 2
Elgin	1	160	Bi-Directional Mainline Platform
Elgin	2	161	Bi-Directional Loop Platform
Eskbank		160	Single Platform
Exhibition Centre	1	130	Up Platform
Exhibition Centre	2	144	Down Platform
Fairlie		130	Single Platform
Falkirk Grahamston	1 & 2	152	Up Platform 1 / Down Platform 2
Falkirk High	1 & 2	195	Up Platform 1 / Down Platform 2
Falls Of Cruachan		66	Single Platform
Fauldhouse	1	128	Down Platform
Fauldhouse	2	137	Up Platform
Fearn		136	Single Platform
Forres	1	160	Bi-Directional Mainline Platform
Forres	2	160	Bi-Directional Loop Platform
Forsinard	1	76	Up Platform
Forsinard	2	72	Down Platform
Fort Matilda	1	181	Up Platform
Fort Matilda	2	147	Down Platform

STATION	PLATFORM	USABLE LENGTH	NOTES
Fort William	1 & 2	212	Bay Platforms
Galashiels		160	Single Platform
Garelochhead	1 & 2	150	Up Platform 1 / Down Platform 2
Garrowhill	1 & 2	128	Down Platform 1 / Up Platform 2
Garscadden	1 & 2	128	Up Platform 1 / Down Platform 2
Gartcosh	1 & 2	148	Down Platform 1 / Up Platform 2
Garve	1 & 2	104	Up Platform 1 / Down Platform 2
Georgemas		116	Single Platform
Gilshochill	1 & 2	110	Up Platform 1 / Down Platform 2
Giffnock	1 & 2	144	Down Platform 1 / Up Platform 2
Girvan	1	212	Up Platform – Bi-Directional
Girvan	2	218	Down Platform
Glasgow Central	1	279	Bay Platform
Glasgow Central	2	292	Bay Platform
Glasgow Central	3	166	Bay Platform
Glasgow Central	4	165	Bay Platform
Glasgow Central	5	142	Bay Platform
Glasgow Central	6 & 7	130	Bay Platform
Glasgow Central	8	124	Bay Platform
Glasgow Central	9	286	Bay Platform
Glasgow Central	10	276	Bay Platform
Glasgow Central	11	353	Bay Platform - Normal length 244, trains longer than this must give prior notice to Station Shift Manager
Glasgow Central	12	149	Bay Platform
Glasgow Central	13	149	Bay Platform
Glasgow Central	14	193	Bay Platform
Glasgow Central	15	235	Bay Platform
Glasgow Central Low Level	16 & 17	135	Up Platform 16 / Down Platform 17
Glasgow Queen Street High Level	1	98	Bay Platform
Glasgow Queen Street High Level	2	171	Bay Platform
Glasgow Queen Street High Level	3 & 4	196	Bay Platform
Glasgow Queen Street High Level	5	171	Bay Platform
Glasgow Queen Street High Level	6	147	Bay Platform
Glasgow Queen Street High Level	7	196	Bay Platform
Glasgow Queen Street Low Level	8 & 9	135	Down Platform 8 / Up Platform 9
Gleneagles	1	201	Up Platform
Gleneagles	2	203	Down Platform
Glenfinnan	1 & 2	75	Down Platform 1 / Up Platform 2
Glengarnock	1 & 2	131	Up Platform 1 / Down Platform 2
Glenrothes With Thornton	1	147	Bi-Directional South Curve Platform
Glenrothes With Thornton	2	147	Bi-Directional North Curve Platform
Golf Street	1 & 2	66	Up Platform 1 / Down Platform 2
Golspie		139	Single Platform
Gorebridge		160	Single Platform
Gourock	1	244	Bay Platform
Gourock	2 & 3	182	Bay Platform
Greenfaulds	1 & 2	120	Up Platform 1 / Down Platform 2
Greenock Central	1	189	Up Platform
Greenock Central	2	202	Down Platform
Greenock West	1	141	Up Platform
Greenock West	2	147	Down Platform
Gretna Green	1	112	Up Platform

STATION	PLATFORM	USABLE LENGTH	NOTES
Gretna Green	2	112	Down Platform
Hairmyres		144	Single Platform
Hamilton Central	1	133	Down Platform
Hamilton Central	2	193	Up Platform
Hamilton West	1	159	Down Platform
Hamilton West	2	162	Up Platform
Hartwood	1	134	Down Platform
Hartwood	2	128	Up Platform
Hawkhead		110	Single Platform
Haymarket	0	194	Bay Platform
Haymarket	1	185	Up Platform
Haymarket	2	233	Down Platform - Down trains: 233m, with restricted access / egress for rear most 10 metres
Haymarket	3	229	Up Platform
Haymarket	4	235	Down Platform
Helensburgh Central	1	188	Bay Platform
Helensburgh Central	2	203	Bay Platform
Helensburgh Central	3	177	Bay Platform
Helensburgh Upper		149	Single Platform
Helmsdale	1	134	Up Platform
Helmsdale	2	140	Down Platform
High Street	1	152	Down Platform
High Street	2	156	Up Platform
Hillfoot	1	140	Up Platform
Hillfoot	2	142	Down Platform
Hillington East	1 & 2	151	Up Platform 1 / Down Platform 2
Hillington West	1 & 2	186	Up Platform 1 / Down Platform 2
Holytown	1	143	Down Platform
Holytown	2	136	Up Platform
Howwood	1 & 2	140	Up Platform 1 / Down Platform 2
Huntly	1	160	Bi-Directional Loop Platform
Huntly	2	183	Bi-Directional Mainline Platform
Hyndland	2	128	Down Platform
Hyndland	1	131	Up Platform
IBM		124	Single Platform
Insch	1	130	Down Platform
Insch	2	128	Up Platform
Invergordon	1	163	Up Platform
Invergordon	2	177	Down Platform
Invergowrie	1	64	Up Platform
Invergowrie	2	70	Down Platform
Inverkeithing	1	188	Up Platform
Inverkeithing	2	190	Down Platform
Inverkip		130	Single Platform
Inverness	1	272	Bay Platform
Inverness	2	305	Bay Platform
Inverness	3	161	Bay Platform
Inverness	4	164	Bay Platform
Inverness	5	104	Bay Platform
Inverness	6	105	Bay Platform
Inverness	7	102	Bay Platform - No watering facilities

STATION	PLATFORM	USABLE LENGTH	NOTES
Invershin		94	Single Platform
Inverurie	1	172	Bi-Directional Mainline Platform
Inverurie	2	183	Bi-Directional Loop Platform
Irvine	1 & 2	170	Up Platform 1 / Down Platform 2
Johnstone	1 & 2	170	Up Platform 1 / Down Platform 2
Jordanhill	1 & 2	140	Up Platform 1 / Down Platform 2
Keith		181	Single Platform
Kelvindale		140	Single Platform
Kennishead	1	128	Down Platform
Kennishead	2	124	Up Platform
Kildonan		58	Single Platform
Kilmarnock	1	155	Bay Platform
Kilmarnock	2	127	Bay Platform
Kilmarnock	3	268	Up & Down Bi-Directional Platform
Kilmarnock	4	218	Up & Down Bi-Directional Platform
Kilmaurs		121	Single Platform
Kilpatrick	1	132	Up Platform
Kilpatrick	2	146	Down Platform
Kinbrace		91	Single Platform
Kilwinning	1	165	Up Platform
Kilwinning	2	169	Up & Down Bi-Directional Platform
Kilwinning	3	177	Up & Down Bi-Directional Platform
Kilwinning	4	177	Down Platform
King’s Park	1 & 2	183	Down Platform 1 / Up Platform 2
Kinghorn	1 & 2	147	Up Platform 1 / Down Platform 2
Kingsknowe	1	93	Up Platform
Kingsknowe	2	94	Down Platform
Kingussie	1	253	Down Platform – Bi-Directional
Kingussie	2	269	Up Platform
Kintore	1 & 2	160	
Kirkcaldy	1	193	Up Platform
Kirkcaldy	2	217	Down Platform
Kirkconnel	1	105	Down Platform
Kirkconnel	2	99	Up Platform
Kirkhill	1	137	Down Platform
Kirkhill	2	139	Up Platform
Kirknewton	1	99	Up Platform
Kirknewton	2	169	Down Platform
Kirkwood	1	102	Down Platform
Kirkwood	2	110	Up Platform
Kyle Of Lochalsh	1 & 2	183	Bay Platforms
Ladybank	2	179	Down Platform – Bi-Directional to/from Newburgh
Ladybank	1	137	Up Platform
Lairg	1	114	Down Platform
Lairg	2	118	Up Platform
Lanark	1	145	Bay Platform
Lanark	2	151	Bay Platform
Langbank	1 & 2	136	Up Platform 1 / Down Platform 2
Langside	1	151	Down Platform
Langside	2	149	Up Platform

STATION	PLATFORM	USABLE LENGTH	NOTES
Larbert	1 & 2	147	Up Platform 1 / Down Platform 2
Largs	1 & 2	170	Bay Platforms
Larkhall	1 & 2	155	Bay Platforms
Laurencekirk	1 & 2	147	Up Platform 1 / Down Platform 2
Lenzie	1	160	Up Platform
Lenzie	2	170	Down Platform
Leuchars	1	206	Up Platform
Leuchars	2	285	Down Platform
Linlithgow	1 & 2	195	Up Platform 1 / Down Platform 2
Livingston North	1	148	Up Platform
Livingston North	2	160	Down Platform
Livingston South	1 & 2	120	Down Platform 1 / Up Platform 2
Loch Awe		123	Single Platform
Loch Eil O.B.		28	Single Platform
Lochailort		76	Single Platform
Locheilside		75	Single Platform
Lochgelly	1 & 2	147	Up Platform 1 / Down Platform 2
Lochluichart		74	Single Platform
Lochwinnoch	1 & 2	127	Up Platform 1 / Down Platform 2
Lockerbie	1	308	Down Platform
Lockerbie	2	302	Up Platform
Longniddry	1 & 2	131	Up Platform 1 / Down Platform 2
Mallaig	1	127	Bay Platform
Mallaig	2	109	Bay Platform
Markinch	1	148	Up Platform
Markinch	2	173	Down Platform
Maryhill	1 & 2	110	Up Platform 1 / Down Platform 2
Maxwell Park	1	154	Up Platform
Maxwell Park	2	150	Down Platform
Maybole		141	Single Platform
Merryton		130	Single Platform
Milliken Park	1 & 2	130	Up Platform 1 / Down Platform 2
Milngavie	1 & 2	205	Bay Platforms
Monifieth	1	117	Up Platform
Monifieth	2	116	Down Platform
Montrose	1	253	Up Platform – Bi-Directional
Montrose	2	215	Down Platform
Morar		75	Single Platform
Mosspark		118	Single Platform
Motherwell	1	275	Up Platform
Motherwell	2	274	Down Platform
Motherwell	3	251	Down Platform – Bi-Directional
Motherwell	4	162	Up Platform – Bi-Directional
Mount Florida	1 & 2	145	Down Platform 1 / Up Platform 2
Mount Vernon	1 & 2	110	Down Platform 1 / Up Platform 2
Muir Of Ord	1 & 2	209	Up Platform 1 / Down Platform 2
Muirend	1 & 2	180	Down Platform 1 / Up Platform 2
Musselburgh	1 & 2	120	Up Platform 1 / Down Platform 2
Nairn	1	354	Bi-Directional Mainline Platform
Nairn	2	239	Up Platform 2 (Loop)
Neilston	1	144	Down Platform
Neilston	2	136	Up Platform

STATION	PLATFORM	USABLE LENGTH	NOTES
Newcraighall		143	Single Platform
New Cumnock	1 & 2	111	Down Platform 1 / Up Platform 2
Newton	1 & 2	137	Down Platform 1 / Up Platform 2 – Bi-Directional
Newton On Ayr	1 & 2	131	Up Platform 1 / Down Platform 2
Newtongrange		160	Single Platform
Newtonmore		212	Single Platform
Nitshill	1	138	Down Platform
Nitshill	2	139	Up Platform
North Berwick		148	Single Bay Platform
North Queensferry	1 & 2	147	Up Platform 1 / Down Platform 2
Oban	1	237	Displays as Platform 4 on Station Platform
Oban	2	187	Displays as Platform 3 on Station Platform
Paisley Canal		105	Single Bay Platform
Paisley Gilmour Street	1	250	Up & Down Bi-Directional Platform
Paisley Gilmour Street	2	231	Up & Down Bi-Directional Platform
Paisley Gilmour Street	3 and 4	251	Up & Down Bi-Directional Platform
Paisley St. James	1 & 2	175	Up Platform 1 / Down Platform 2
Partick	1	129	Up Platform
Partick	2	133	Down Platform
Patterton	1	148	Down Platform
Patterton	2	180	Up Platform
Perth	1	219	Up Platform
Perth	2	181	Down Platform
Perth	3	122	Bay Platform * Usable length between signal P98 and buffers is 230m
Perth	4	473	Up & Down Bi-Directional Platform
Perth	5	200	Bay Platform
Perth	6	172	Bay Platform
Perth	7	433	Up & Down Bi-Directional Platform
Pitlochry	1	245	Up Platform
Pitlochry	2	245	Down Platform
Plockton		132	Single Platform
Pollokshaws East	1	140	Up Platform
Pollokshaws East	2	138	Down Platform
Pollokshaws West	1	142	Down Platform
Pollokshaws West	2	144	Up Platform
Pollokshields East	1	121	Down Platform
Pollokshields East	2	146	Up Platform
Pollokshields West	1 & 2	152	Up Platform 1 / Down Platform 2
Polmont	1 & 2	195	Up Platform 1 / Down Platform 2
Port Glasgow	1	199	Up Platform
Port Glasgow	2	226	Down Platform
Portlethen	1 & 2	118	Up Platform 1 / Down Platform 2
Possilpark	1 & 2	110	Up Platform 1 / Down Platform 2
Prestonpans	1	134	Up Platform
Prestonpans	2	185	Down Platform
Prestwick Town	1	178	Up Platform
Prestwick Town	2	175	Down Platform
Prestwick International	1 & 2	165	Up Platform 1 / Down Platform 2
Priesthill & Darnley	1 & 2	109	Down Platform 1 / Up Platform 2

STATION	PLATFORM	USABLE LENGTH	NOTES
Queens Park	1	134	Down Platform
Queens Park	2	136	Up Platform
Rannoch	1 & 2	115	Down Platform 1 / Up Platform 2
Renton		138	Single Platform
Reston	1 & 2	270	Up Platform 1 / Down Platform 2
Robroyston	1 & 2	150	Down Platform 1 / Up Platform 2
Rogart	1	135	Up Platform
Rogart	2	101	Down Platform
Rosyth	1 & 2	182	Up Platform 1 / Down Platform 2
Roy Bridge		112	Single Platform
Rutherglen	1	134	Down Platform
Rutherglen	2	128	Up Platform
Saltcoats	1 & 2	170	Up Platform 1 / Down Platform 2
Sanquhar	1 & 2	111	Down Platform 1 / Up Platform 2
Scotscalder		77	Single Platform
Scotstounhill	1 & 2	148	Up Platform 1 / Down Platform 2
Shawlands	1 & 2	155	Up Platform 1 / Down Platform 2
Shawfair	1 & 2	160	Down Platform 1 / Up Platform 2
Shettleston	1 & 2	161	Down Platform 1 / Up Platform 2
Shieldmuir	1 & 2	132	Down Platform 1 (Bi-Directional) / Up Platform 2
Shotts	1	148	Down Platform
Shotts	2	152	Up Platform
Singer	1 & 2	182	Up Platform 1 / Down Platform 2
Slateford	1	153	Up Platform
Slateford	2	183	Down Platform
South Gyle	1 & 2	147	Up Platform 1 / Down Platform 2
Spean Bridge	1	178	Down Platform
Spean Bridge	2	117	Up Platform
Springburn	1	139	Up Platform (Bi-Directional)
Springburn	2	155	Down Platform (Bi-Directional)
Springburn	3	135	Bay Platform
Springburn	4	186	Bay Platform
Springfield	1	109	Up Platform
Springfield	2	114	Down Platform
Stepps	1 & 2	120	Down Platform 1 / Up Platform 2
Stevenson	1	170	Up Platform
Stevenson	2	132	Down Platform
Stewarton	1	165	Up Platform – Bi-Directional
Stewarton	2	165	Down Platform – Bi-Directional
Stirling	2	301	Down Platform
Stirling	3	255	Up Platform
Stirling	4 and 5	165	Bay Platform
Stirling	6	254	Up & Down Bi-Directional Platform
Stirling	7 and 8	105	Bay Platforms
Stirling	9	234	Up Platform
Stirling	10	235	Bay Platform
Stonehaven	1	173	Up Platform
Stonehaven	2	185	Down Platform
Stranraer	1	146	Bay Platform
Stranraer	2	135	Bay Platform
Strathcarron	1	74	Up Platform

STATION	PLATFORM	USABLE LENGTH	NOTES
Strathcarron	2	61	Down Platform
Stromeferry		169	Single Platform
Stow	1 & 2	160	Down Platform 1 / Up Platform 2
Summerston	1 & 2	110	Up Platform 1 / Down Platform 2
Tain	1	149	Up Platform
Tain	2	156	Down Platform
Taynuilt	1 & 2	126	Up Platform 1 / Down Platform 2
Thornliebank	1 & 2	160	Down Platform 1 / Up Platform 2
Thorntonhall		144	Single Platform
Thurso		186	Single Bay Platform
Troon	1	170	Up Platform
Troon	2	167	Down Platform
Tulloch	1 & 2	108	Up Platform 1 / Down Platform 2
Tweedbank	1 & 2	228	Bay Platforms
Tyndrum Lower		87	Single Platform
Uddingston	1	133	Down Platform
Uddingston	2	134	Up Platform
Uphall	1 & 2	160	Up Platform 1 / Down Platform 2
Upper Tyndrum	1 & 2	123	Up Platform 1 / Down Platform 2
Wallyford	1 & 2	150	Up Platform 1 / Down Platform 2
Wemyss Bay	1	215	Bay Platform
Wemyss Bay	2	228	Bay Platform
West Calder	1	131	Down Platform
West Calder	2	129	Up Platform
West Kilbride		132	Single Platform
Wester Hailes	1 & 2	120	Up Platform 1 / Down Platform 2
Westerton	1	129	Up Platform
Westerton	2	125	Down Platform
Whifflet	1 & 2	130	Down Platform 1 / Up Platform 2
Whinhill		131	Single Platform
Whitecraigs	1	162	Down Platform
Whitecraigs	2	142	Up Platform
Wick		210	Bay Platform
Williamwood	1	151	Down Platform
Williamwood	2	152	Up Platform
Wishaw	1 & 2	144	Down Platform 1 / Up Platform 2
Woodhall	1	186	Up Platform
Woodhall	2	185	Down Platform
Yoker	1 & 2	155	Up Platform 1 / Down Platform 2

5.4.1 Loop Lengths

~~The table below shows the maximum length of train that may use each of the loops at the following stations. All lengths are in SLUs (Standard Length Unit); an SLU measures 21 Feet, and metres. All lengths are exclusive of an allowance of one locomotive. Check Sectional Appendix for locations where standage is not quoted. Bids for trains longer than the quoted lengths will only be accepted subject to the authority of the Territory Operations Safety Manager. See also Section 4.5~~

The table below shows the maximum length of train that may use each of the loops at the following locations. All lengths are in SLU (Standard Length Unit – an SLU measures 21 feet) and metres. All lengths are measured from the signal at the exit to the loop to the block joint in rear unless started otherwise. All lengths quoted exclude allowance for locomotives or stand back unless stated otherwise. Check Sectional Appendix for locations where standage is not quoted.

SC001 GRETNA JN TO GLASGOW CENTRAL				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Quintinshill UPL	Up	579	90	
Quintinshill DPL	Down	566	88	
Lockerbie DPL	Up	535	83	
Lockerbie UPL	Down	645	101	
Beattock DPL	Down	550	85	
Beattock UPL	Up	645	101	
Beattock Summit DPL	Down	580	91	
Beattock Summit UPL	Up	580	91	
Abington DPL	Down	625	98	
Abington UPL	Up	720	113	
Carstairs DPL	Down	580	91	
Carstairs UPL	Up	490	77	
Law DPL	Down	580	91	
Law UPL	Up Holytown	645	101	
Motherwell UGL (Dalzell)	Up	1168	182	
Glasgow Central Sidings No1 No2 No3 No4 No5		 145 145 165 148 128	 22 22 25 23 19	

SC031 GRETNA JN TO GLASGOW CENTRAL (VIA KILMARNOCK)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Thornhill UPL	Up	620m	97SLU	
Mauchline Up Branch Down Branch	 Up Down	 377m 448m	 59SLU 70SLU	
New Cumnock UGL	Up	325m	51SLU	
Kilmarnock DPL	Down	330m	52SLU	

SC045 EAST KILBRIDE to BUSBY JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Hairmyres Loop (CL)	Crossing Point	300	46	

SC059 GLASGOW CENTRAL to STRANRAER

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Arkleston Jn DGL	Down	650	102	
Elderslie UPL	Up	896	139	
Glengarnock UGL	Up	260	41	
Brownhill UPL	Up	695	109	
Brownhill DPL	Down	695	109	
Kilwinning UGL	Up	398	62	
Barassie DPL	Down	359	56	
Barassie UGL	Up	410	64	
Falkland DGL	Down	353	55	
Maybole (CL)	Crossing Point	340	52	
Girvan (CL)	Crossing Point	370	58	
Barrhill SB (CL)	Crossing Point	385	60	
Glenwhilly (CL)	Crossing Point	310	49	
Dunragit (CL)	Crossing Point	500	78	

SC061 SHIELDS JN TO PAISLEY CANAL

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Crookston Loops	Up Down	347 329	54 51	

SC067 WEMYSS BAY JN TO WEMYSS BAY

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Dunrod LC (CL)	Crossing Point	230	36	

SC073 KILWINNING JN TO LARGS

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Stevenson DGL	Down	301	47	

SC093 MOTHERWELL TO GREENHILL LOWER JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Braidhurst UGL	Up	550	86	
Braidhurst DGL	Down	430	67	
Mossend DGL	Down	535	84	
Whifflet DGL	Down	490	76	
Whifflet UGL	Up	490	76	
Coatbridge DGL	Down	439	68	
Greenfoot DGL	Down	650	101	

SC107 EDINBURGH TO GLASGOW QUEEN STREET

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Edinburgh Middle Road		93	14	Platform 16
Newbridge DPL	Down	374	58	
Linlithgow UPL	Up	415	64	
Bo'ness DPL	Down	295	46	
Polmont UPL (South)	Up EGM	600	85	
Greenhill Upper DGL	Down	440	69	
Gartshore UPL	Up	530	82	
Gartshore DPL	Down	292	45	
Cadder UPL	Up	959	150	
Cadder DPL	Up Down	910 944	142 145	
Eastfield PL		315	49	
Cowlairs PL		166	25	

SC109 POLMONT JN TO GREENHILL UPPER JN (VIA FALKIRK GRAHAMSTON)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Polmont NPL	Up Grahamston	390	61	
Greenhill DBGL	Down Branch	400	62	

SC119 GREENHILL UPPER JN TO DUNDEE

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Greenhill DBGL	Down Branch	400	62	
Larbert DPL	Down	269	42	
Dunblane DPL (Platform 3)	Down	310	49	
Greenloaning UGL	Up	255	40	
Greenloaning DGL	Down	200	31	
Perth DDL	Down	270	42	
Perth UDL	Up	271	42	

SC123 BATHGATE TO HELENSBURGH (VIA SINGER)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Shettleston GL		620	96	
Hyndland GL (PF)		570	89	
Dumbarton Central DPL (Platfrom 3)	Down	128	20	
Craigendoren WHL Loop (CL)	WHL	275	43	

SC141 CRAIGENDOREN JN TO FORT WILLIAM

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Craigendoren WHL Loop (CL)	Crossing Point	275	43	
Garelochhead (CL)	Crossing Point	238	37	
Glen Douglas (CL)	Crossing Point	210	32	
Arrochar & Tarbert (CL)	Crossing Point	227	35	
Ardlui (CL)	Crossing Point	174	27	
Crainlarich (CL)	Crossing Point	212	33	
Upper Tyndrum (CL)	Crossing Point	190	29	
Bridge of Orchey (CL)	Crossing Point	209	32	
Rannoch (CL)	Crossing Point	171	26	
Tulloch (CL)	Crossing Point	235	37	
Spean Bridge (CL)	Crossing Point	285	44	

SC143 CRIANLARICH TO OBAN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Dalmally (CL)	Crossing Point	197	30	
Taynuilt (CL)	Crossing Point	229	35	

SC145 FORT WILLIAM to MALLAIG

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Fort William Jn (CL)	Crossing Point	260	41	
Fort William Yard Siding 1 Siding 2/3		 155 109	 24 17	
Glenfinnan (CL)	Crossing Point	139	21	
Arisaig (CL)	Crossing Point	180	28	

SC147 BERWICK TO EDINBURGH

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Grantshouse UPL	Up	580	91	
Grantshouse DPL	Down	647	101	
Dunbar PL (Platform 1)	Up	390	61	
Drem UPL	Up	400m	63	
Drem DPL	Down	470	74	
Prestonpans UPL	Up	365	57	

SC171 EDINBURGH TO DUNDEE (VIA KIRKCALDY)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Dalmeny UPL	Up	285	45	
Dalmeny DPL	Down	230	36	
Inverkeithing UPL	Up	390	61	
Thornton UPL	Up	410	64	
Thornton DPL	Down	365	57	

SC173 INVERKEITHING TO THORNTON NORTH JN (VIA COWDENBEATH)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Inverkeithing North GL	Down	400	63	
Townhill UGL	Up	415	65	
Townhill No 1 DGL	Down	390	61	
Townhill No 2 DGL	Down	390	61	

SC181 LADYBANK TO HILTON JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Ladybank North (CL)	Crossing Point	465	73	

SC183 STIRLING TO CAMPERDOWN JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Cambus Loop	Crossing Point	637	99	
Alloa Loop	Crossing Point	626	97	

SC191 DUNDEE TO ABERDEEN

LOCATION	DIRECTION	LENGTH		NOTES
Dundee Up Through Line	Up	92m	14SLU	
Dundee Down Through Line	Down	384m	60SLU	

SC193 PERTH TO INVERNESS

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Dunkeld & Birnam DL	Crossing Point	301	47	
Pitlochry Loop	Up Down	209 182	32 28	
Kingussie (CL)	Crossing Point	280	43	
Kincraig (CL)	Crossing Point	400	64	
Aviemore (CL)	Crossing Point	697	108	
Carrbridge (CL)	Crossing Point	375	60	
Slochd (CL)	Crossing Point	400	64	
Tomatin (CL)	Crossing Point	395	63	
Moy (CL)	Crossing Point	400	64	

SC195 ABERDEEN TO INVERNESS				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Huntly (CL)	Crossing Point	455	72	
Keith Jn (CL)	Crossing Point	435	69	
Elgin	Up Down	548 587	85 91	
Forres Loop	Up Down	1155 1289	180 201	
Nairn (CL)	Crossing Point	400	62	

SC203 INVERNESS TO WICK				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Muir of Ord (CL)	Crossing Point	466	73	
Dingwall (CL)	Crossing Point	410	52	
Invergorden (CL)	Crossing Point	395	63	
Tain (CL)	Crossing Point	255	40	
Ardgay (CL)	Crossing Point	435	69	
Lairg (CL)	Crossing Point	302	48	
Rogart (CL)	Crossing Point	330	53	
Brora (CL)	Crossing Point	330	59	
Helmsdale (CL)	Crossing Point	255	40	
Forsinard (CL)	Crossing Point	250	40	
Goergemas Jn (CL)	Crossing Point	240	39	

SC205 DINGWALL TO KYLE OF LOCHALSH				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Garve (CL)	Crossing Point	240	39	
Achnasheen (CL)	Crossing Point	305	49	
Strathcarron (CL)	Crossing Point	235	38	

5.5 Timing Allowances

All allowances shown are in minutes.

LH/HST,22x & 80X	Refers to non-freight locomotive hauled trains, High Speed Trains (two Class 43 locomotives with coaching stock) and Classes 220/221/222 & 80X
MU	Refers to all forms of multiple unit, whether diesel or electric as well as to light locomotives. # However, Scotrail EMU traction ~~on passenger trains in Scotland~~ includes 5% allowance for Engineering purposes and therefore the “E” allowances shown do not apply to these services.
FRT	Refers to locomotive hauled freight trains

SX Daytime allowances apply at all times except where specified differently in Sections 5.5.2, 5.5.3, 5.5.4, 5.5.5 and 5.5.6. The locations at which allowances are included within a Train Slot may vary. The total allowance included within a Train Slot will not exceed the maximum value allowed.
All allowances are indicative for the Final Principle Rules and are subject to change.
E refers to engineering allowance
P refers to performance allowances

5.5.1 SX Daytime (See routes for applicable times)

On Monday different allowances apply on some routes until the end of the 'Sunday' allowances at the times specified in the tables below. Please refer to Section 5.5.4 for the 'Sunday' allowances section to identify the routes to which those allowances apply.

SC001 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)					
Timing Section	**Type**	**LH HST 22X 80X**	**MU#**	**FRT**	**Remarks**
Down – Weekdays					
Approaching Carstairs South Junction/Law Junction	E	2	2	2	
Between Rutherglen East Junction and Eglinton Street Junction	E		2		Applies to SR Shotts services only
	E	1	1		Applies to LNER and Cross Country services only
	E	1	1		Applies to Virgin Trains West Coast and TPE
	P	1	1		To be applied between Motherwell and Bridge Street Junction for Class 1 trains that originate south of Carstairs/Edinburgh
# See note regarding EMUs at the beginning of Section 5.5					
Up – Weekdays					
Lanark Junction – Carstairs	E	1	1	1	Only for trains routed to Gretna Junction
Approaching Signal MC862	E	2	2	2	
# See note regarding EMUs at the beginning of Section 5.5					

SC003 CARSTAIRS SOUTH TO HAYMARKET EAST JUNCTION					
Timing Section	**Type**	**LH HST 22X 80X**	**MU#**	**FRT**	**Remarks**
Down – Weekdays					
Approaching Slateford/Midcalder Junction	P	1	1		Applies to Virgin Trains West Coast/TPE services only
Approaching Slateford or Haymarket	E	1	1	2	
Up – Weekdays					
Midcalder Junction – Carstairs East Junction	E	1	1	2	Passenger trains: Only for trains routed to Gretna Junction. (This should generally be positioned on approach to Carstairs South Junction).
# See note regarding EMUs at the beginning of Section 5.5					

SC007 MIDCALDER JUNCTION TO HOLYTOWN JUNCTION

Timing Section	Type	LH HST 22X	MU#	FRT	Remarks
Down – Weekdays					
Approaching Holytown Junction	E			2	Shotts line services
Livingston – West Calder	E		1		Terminating service
Up – Weekdays					
Approaching Shotts	E		1		Terminating DMU trains only
Approaching Livingston South	E		1 **	2#	** Terminating DMU only # This allowance should be applied approaching Livingston South, but may be moved to approaching Slateford in order to aid junction working at Midcalder Jn if required;
Approaching Midcalder Junction	E	1#	1#~		# This allowance should be applied approaching Midcalder Jn, but may be moved to approaching Slateford in order to aid junction working at Midcalder Jn if required. ~ DMU Trains Only
# See note regarding EMUs at the beginning of Section 5.5					

For these sections where there is 2 minutes engineering allowance for freight services, this may be increased STP if required for planned works subject to it being agreed within DPPP/CPPP timescales.

This provides the appropriate reassurance for work and access planners that we can still efficiently and effectively deliver the required work banks through CP6 on these lines of route.

SC011 LAW JUNCTION TO UDDINGSTON JUNCTION (VIA HOLYTOWN)

Timing Section	Type	LH HST 22X	MU	FRT	Remarks
Down – Weekdays					
Approaching Holytown Junction	E			1	
#See note regarding EMUs at the beginning of Section 5.5					

SC029 LARKFIELD JUNCTION TO SHIELDS JUNCTION

Timing Section	Type	LH HST 22X	MU	FRT	Remarks
Down – Weekdays					
Approaching Terminus Junction	E			1	Traffic from WCML South of Motherwell
	E		2		ECS from Shields and Corkerhill

SC031 GRETNA JUNCTION TO GLASGOW BRIDGE STREET JUNCTION (VIA KILMARNOCK)

Timing Section	Type	LH HST 22X	MU#	FRT	Remarks
Down – Weekdays					
Approaching Dumfries	E	1	1	1	
Approaching Mauchline	E			1	
Approaching Kilmarnock	E	1	1	1*	Trains via Barrhead
Approaching Muirhouse South Junction	E	1	1	1	
Up – Weekdays					
Approaching Kilmarnock	E	1	1		Trains from Barrhead only
Approaching Dumfries	E	1	1	2	
Approaching Gretna Junction	E	1	1	2	
# See note regarding EMUs at the beginning of Section 5.5					
* Applies to All Freight Services					

SC035 BANK JUNCTION TO KNOCKSHINNOCK

Timing Section	Type	LH HST 22X	MU#	FRT	Remarks
Down – Weekdays					
Up – Weekdays					
Bank Junction – Knockshinnoch	E			2	
# See note regarding EMUs at the beginning of Section 5.5					

SC039 KILMARNOCK TO BARASSIE

Timing Section	Type	LH HST 22X	MU#	FRT	Remarks
Down – Weekdays					
Up – Weekdays					
Approaching Kilmarnock					
	E		1	1	Trains from Barassie Junction only

SC059 GLASGOW BRIDGE STREET JUNCTION TO STRANRAER (VIA PAISLEY GILMOUR STREET)

Timing Section	Type	LH HST 22X	MU#	FRT	Remarks
Down – Weekdays					
Approaching Falkland Yard (terminating trains)	E			2	
Approaching Ayr	E		1		DMU only
Approaching Girvan	E	1	1		Terminating trains only
Approaching Stranraer	E	1	1	2	
Up – Weekdays					
Approaching Dalrymple Junction	E	1	1	2	
Approaching Shields Junction	E		1		DMU from South of Ayr only
# See note regarding EMUs at the beginning of Section 5.5					

SC067 WEMYSS BAY JUNCTION AND WEMYSS BAY

Timing Section	Type	LH HST 22X	MU	FRT	Remarks
Down – Weekdays					
Approaching Wemyss Bay	E	1			
	P		1		SR services only

SC073 KILWINNING TO LARGS

Timing Section	Type	LH HST 22X	MU	FRT	Remarks
Down – Weekdays					
Approaching Hunterston Junction	E			3	
Approaching Fairlie	P		1		SR services only

SC087 NEWTON JUNCTION TO MAUCHLINE (GOODS LINE)

Timing Section	Type	LH HST 22X	MU	FRT	Remarks
Down – Weekdays					
Approaching Annbank	E			4	Trains from Mauchline
	E			2	Trains from Killoch

SC093 MOTHERWELL TO GREENHILL LOWER JUNCTION

Timing Section	Type	LH HST 22X	MU#	FRT	Remarks
Down – Weekdays					
Mossend South Junction – Mossend East Junction	E	½	½	½	services routed via Holytown
Approaching Mossend North Junction (from Mossend South or East)	E			1	
Approaching Cumbernauld	E		1		Terminating trains only
Approaching Greenhill Lower Junction	E	2	2	2	
Up – Weekdays					
Approaching Mossend North Exit	E			2	Trains terminating or calling at Mossend Yards only
Approaching Mossend North Junction	E			2	Does not apply for trains coming from Mossend Yards, Euroterminal or Coatbridge Freightliner Terminal
Mossend East Junction – Mossend South Junction	E	½	½	½	Services routed via Holytown towards Motherwell
Approaching Motherwell	E		2		SR Cumbernauld to Motherwell services only.
# See note regarding EMUs at the beginning of Section 5.5					

SC099 WHIFFLET NORTH JUNCTION TO RUTHERGLEN EAST JUNCTION

Timing Section	Type	LH HST 22X	MU	FRT	Remarks
Down – Weekdays					
Approaching Rutherglen East Junction	E			3	
Up – Weekdays					
Approaching Coatbridge Central	E			3	
Langloan – Whifflet	E		2		Terminating trains at Whifflet only
# See note regarding EMUs at the beginning of Section 5.5					

SC103 GARNQUEEN NORTH JUNCTION TO COWLAIRS WEST JUNCTION

Timing Section	Type	LH HST 22X	MU	FRT	Remarks
Down – Weekdays					
Approaching Cowlairs West Junction	E			3	
Springburn – Cowlairs South Junction	E		1½		
Up – Weekdays					
Approaching Gartcosh Junction	E			3	Trains routed via Gartsherrie South Junction only
# See note regarding EMUs at the beginning of Section 5.5					

SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

Timing Section	Type	LH HST 22X 80X	MU#	FRT	Remarks
Down – Weekdays					
Approaching Winchburgh Junction	E		1		Trains to Glasgow Queen Street
Approaching Cowlairs West Junction	E	2	2 ¬	3	¬ Services from Dunblane/Stirling only.
	E		1		Trains from Edinburgh
Approaching Cowlairs West Junction	E	1	1		Services from Aberdeen, Dundee and Inverness
Up – Weekdays					
Approaching Winchburgh Junction	E		1		
Approaching Haymarket West Junction	E	2	1#	3	
# See note regarding EMUs at the beginning of Section 5.5					

SC109 POLMONT TO CARMUIRS WEST JUNCTION

Timing Section	Type	LH HST 22X 80X	MU#	FRT	Remarks
Down – Weekdays					
Approaching Grangemouth Junction	E		1		Edinburgh to Stirling (and beyond) trains only
Approaching Carmuirs East Junction	E	1	1*	3†	* Only for Fife – Glasgow Queen Street peak hour service. † Only for services routed to Stirling
Up – Weekdays					
Approaching Camelon	E	1	1		Trains routed via Stirling only. Allowance can be moved to before Larbert Junction to suit Junction working
Approaching Polmont	E			3	
# See note regarding EMUs at the beginning of Section 5.5					

SC111 NEWBRIDGE JUNCTION TO BATHGATE

Timing Section	Type	LH HST 22X	MU#	FRT	Remarks
Down – Weekdays					
Approaching Uphall	E			2	
# See note regarding EMUs at the beginning of Section 5.5					

SC113 WINCHBURGH JUNCTION TO DALMENY JUNCTION

Timing Section	Type	LH HST 22X	MU	FRT	Remarks
Down – Weekdays					
Approaching Dalmeny Junction	E	1	1		
Up – Weekdays					
Approaching Winchburgh Junction	E			5	

SC117 GRANGEMOUTH JUNCTION TO GRANGEMOUTH NR BOUNDARY

Timing Section	Type	LH HST 22X	MU#	FRT	Remarks
Down – Weekdays					
Up – Weekdays					
Approaching Fouldubs Junction	E			3	Trains terminating at Grangemouth Complex
# See note regarding EMUs at the beginning of Section 5.5					

SC119 GREENHILL UPPER JUNCTION TO DUNDEE CENTRAL JUNCTION

Timing Section	Type	LH HST 22X 80X	MU	FRT	Remarks
Down – Weekdays					
Approaching Greenloaning	E	1	1		
Approaching Hilton Junction	E	1	1	1	Applies to services terminating at Perth or to Inverness.
	E		1		Applies to services terminating at Dundee, Arbroath, Aberdeen, Dyce or Inverurie Only
	E			1	
	P		1		SR services timed as 170 that have called at Invergowrie
Up – Weekdays					
Approaching Errol	P		1		SR services timed as 170 that have called at Invergowrie
Approaching Dunblane	E	1	1		Services from Aberdeen, Dundee and Inverness
Carmuirs W Junction – Greenhill Lower Junction	E			3	Allowance can be moved beyond Greenhill Lower Junction to suit Junction working.
# See note regarding EMUs at the beginning of Section 5.5					

SC123 AIRDRIE TO HELENSBURGH AND ASSOCIATED ROUTES

Timing Section	Type	LH HST 22X	MU#	FRT	Remarks
# EMU Point to Point timings have 5% allowance built in. See note regarding EMUs at the beginning of Section 5.5. West Highland services have allowance built in to cover speed restrictions.					

SC143 CRIANLARICH TO OBAN

Timing Section	Type	LH HST 22X	MU	FRT	Remarks
Down – Weekdays					
Approaching Oban	E	1	1	1	
Up – Weekdays					
Approaching Crianlarich	E	1	1	1	Applies to trains from Oban line only
					West Highland services have allowance built in to cover speed restrictions (except Crianlarich – Oban section)

SC147 BERWICK TO EDINBURGH WAVERLEY

Timing Section	Type	LH HST 22X 80X	MU#	FRT	Remarks
Down – Weekdays					
Approaching Drem	P	1*	1*		0635 – 2305 FSX 0635 – 0005 FO 0635 – 2359 SO
	E			1	
Approaching Monktonhall Junction	E	1	1	1	0645 – 0030 EWD
Approaching Portobello Junction or Craigentinny Junction	P		1		SR trains routed from Prestonpans only
Up – Weekdays					
Approaching Drem	E			1	0530 – 0025 EWD
Approaching Drem	P	1*	1*		0530 – 0025 EWD
Approaching EG402	E	1	1	1	0615 – 2240 SX 0615 – 2359 SO
# See note regarding EMUs at the beginning of Section 5.5 * Only applies to services travelling south of Dunbar					

SC149 NORTH BERWICK TO DREM JUNCTION

Timing Section	Type	LH HST 22X	MU#	FRT	Remarks
# North Berwick EMU services have 5% allowance built in, except for last Down (ECS) and Up services					
Down – Weekdays					

SC149 NORTH BERWICK TO DREM JUNCTION

Timing Section	Type	LH HST 22X	MU#	FRT	Remarks
Up – Weekdays					
Approaching North Berwick	E		10		Last train only
# See note regarding EMUs at the beginning of Section 5.5					

SC151 PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)

Timing Section	Type	LH HST 22X	MU	FRT	
Down – Weekdays					
Portobello Junction – Leith South	E			1	
Up – Weekdays					
Leith South – Portobello Junction	E			1	

SC155 MONKTONHALL JUNCTION TO MILLERHILL YARD

Timing Section	Type	LH HST 22X	MU	FRT	
Down – Weekdays					
Monktonhall Junction – Millerhill SS	E			2	
Up – Weekdays					
Millerhill SS – Monktonhall Junction	E			2	

SC161 MILLERHILL YARD TO PORTOBELLO JUNCTION (MILLERHILL LINE)

Timing Section	Type	LH HST 22X	MU	FRT	
Down – Weekdays					
Millerhill SS – Portobello Junction	E			1	
Up – Weekdays					
Portobello Junction – Millerhill SS	E			1	

SC164 TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION

Timing Section	Type	LH HST 22X	MU	FRT	
Down – Weekdays					
Approaching Galabank Junction	E	1	1	1	
Approaching Newcraighall South Junction	E	1	1	1	
Up – Weekdays					
Approaching Tynehead Junction	E	1	1	1	
Approaching Tweedbank	E	1	1	1	

SC165 NIDDRIE SOUTH JUNCTION TO GORGIE JUNCTION (EDINBURGH SUBURBAN)

Timing Section	Type	LH HST 22X	MU	FRT	
Down – Weekdays					
Niddrie West Junction – Craiglockhart Junction	E	1	1	1	
Up – Weekdays					
Craiglockhart Junction – Niddrie West Junction	E	1	1	1	

SC171 HAYMARKET WEST JUNCTION TO DUNDEE CENTRAL JUNCTION (VIA KIRKCALDY)

Timing Section	Type	LH HST 22X 80X	MU	FRT	Remarks
Down – Weekdays					
Approaching Kirkcaldy	E	1	1		Terminating trains only For these sections where there is 1 minute engineering allowance for local terminating services, this may be increased STP if required for planned works subject to it being agreed within DPPP/CPPP timescales. This provides the appropriate reassurance for work and access planners that we can still efficiently and effectively deliver the required work banks through CP6 on these lines of route.
Thornton South Junction – Glenrothes	E			2	Freight services-terminating at Thornton Yard
Approaching Markinch	E		1		Terminating trains only For these sections where there is 1 minute engineering allowance for local terminating services, this may be increased STP if required for planned works subject to it being agreed within DPPP/CPPP timescales. This provides the appropriate reassurance for work and access planners that we can still efficiently and effectively deliver the required work banks through CP6 on these lines of route.
Approaching Tay Bridge South	E	1	1	2	Time can be placed approaching Dundee Central Junction if this assists with planning the High Girder Section of the Tay Bridge
Up – Weekdays					
Approaching Thornton North Junction	E	1	1	1	
Approaching Haymarket W Junction	E	1	1	1#	# Freight train orginating in Fife requires 2 minutes approaching Haymarket West Junction

SC173 INVERKEITHING CENTRAL JUNCTION TO THORNTON NORTH JUNCTION (VIA COWDENBEATH)

Timing Section	Type	LH HST 22X 80X	MU	FRT	Remarks
Down – Weekdays					
Approaching Cowdenbeath	E		1*		*Terminating trains only For these sections where there is 1 minute engineering allowance for local terminating services, this may be increased STP if required for planned works subject to it being agreed within DPPP/CPPP timescales. This provides the appropriate reassurance for work and access planners that we can still efficiently and effectively deliver the required work banks through CP6 on these lines of route.
Approaching Townhill DGL	E			2	Trains to Longannet only
Approaching Glenrothes Platform 2	E		1*	2	* Terminating services For these sections where there is 1 minute engineering allowance for local terminating services, this may be increased STP if required for planned works subject to it being agreed within DPPP/CPPP timescales. This provides the appropriate reassurance for work and access planners that we can still efficiently and effectively deliver the required work banks through CP6 on these lines of route.
Approaching Cardenden	E	1*	1*		*Terminating trains only For these sections where there is 1 minute engineering allowance for local terminating services, this may be increased STP if required for planned works subject to it being agreed within DPPP/CPPP timescales. This provides the appropriate reassurance for work and access planners that we can still efficiently and effectively deliver the required work banks through CP6 on these lines of route.

SC178 THORNTON SOUTH JN TO THORNTON WEST JN

Timing Section	Type	LH HST 22X	MU	FRT	Remarks
Up – Weekdays					
Approaching Glenrothes Platform 1 from Cowdenbeath	E		1*		* Terminating trains only
Glenrothes –Thornton South Jn	E		1*		* Not required for trains routed to Haymarket West Junction or that originate at Glenrothes Platform 1.

SC181 LADYBANK JUNCTION TO HILTON JUNCTION

Timing Section	Type	LH HST 22X 80X	MU	FRT	Remarks
Down – Weekdays					
Newburgh – Hilton Junction	E	2*	2*	3	* Can be reduced to 1 minute for Class 5 services if the associated passenger train has [3] approaching Kirkcaldy, Markinch, Cowdenbeath or Glenrothes with Thornton.

SC183 STIRLING TO CHARLESTOWN JUNCTION

Timing Section	Type	LH HST 22X	MU	FRT	Remarks
Down – Weekdays					
Approaching Alloa	E		2		Terminating services only
Approaching Longannet P.S.	E			2	Terminating services only
Approaching Charlestown Junction	E			2	Through services and trains starting Longannet PS.
Up – Weekdays					
Approaching Longannet P.S.	E			2	Terminating trains only
Approaching Alloa Loop	E			2	

SC189 WESTFIELD TO REDFORD JN (GOODS LINE)

Timing Section	Type	LH HST 22X	MU	FRT	Remarks
Down – Weekdays					
Approaching Westfield	E			2	
Up – Weekdays					
Westfield – Redford Junction	E			2	

SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN

Timing Section	Type	LH HST 22X 80X	MU	FRT	Remarks
Down – Weekdays					
Approaching Arbroath	E	1	1		Terminating trains only
Approaching Craigo	E	1	1	1	
Craiginches South – Aberdeen*	E	1	1	2	For these sections where there is 1 minute engineering allowance for local terminating services, this may be increased STP if required for planned works subject to it being agreed within DPPP/CPPP timescales. This provides the appropriate reassurance for work and access planners that we can still efficiently and effectively deliver the required work banks through CP6 on these lines of route. Allowance can be moved to suit junction margins.
Up – Weekdays					
Approaching Portlethen	P		½		SR trains timed as 170 calling at Portlethen only
Approaching Stonehaven	P		½		SR trains timed as 170 calling at Stonehaven only
Approaching Montrose	E	2*	2*	2	*Terminating trains only
Approaching Camperdown Junction	E	1	1	1	

SC193 PERTH TO INVERNESS

Timing Section	Type	LH HST 22X 80X	MU	FRT	Remarks
Down – Weekdays					
Approaching Dalwhinnie	E	1	1	2	
Approaching Aviemore	E	1	1	1	
Approaching Cradlehall	E	1	1	2	
Approaching Millburn Junction	P		2		SR trains timed as 170 only
Up – Weekdays					
Approaching Aviemore	E	1	1	1	
Approaching Blair Atholl	E	1	1	2	
Approaching Dunkeld & Birnam	P		2		SR trains timed as 170 only
Approaching Perth	E	1	1	2	

SC195 ABERDEEN TO INVERNESS

Timing Section	Type	LH HST 22X	MU	FRT	Remarks
Down – Weekdays					
Approaching Inverurie	E		1		Terminating trains only
Approaching Keith Loop	E	1	1	4	Trains terminating at Keith only
Approaching Elgin	E	1	1	2	
Approaching Millburn Junction	E	1	1	2	
Up – Weekdays					
Approaching Elgin	E	1	1	4	Terminating trains only
Approaching Keith	E	1	1	2	
Approaching Berryden Junction	E	1*	1*	2	* Trains originating at Inverurie require [1] approaching Berryden Junction. Trains originatng at Dyce do not require engineering allowance approaching Berryden Junction.

SC203 INVERNESS TO WICK

Timing Section	Type	LH HST 22X	MU#	FRT	Remarks
#ScotRail DMU services have 5% allowance built in for Up and Down directions7					
Far North Services have allowances built in to cover speed restrictions except:					
Down – Weekdays					
Approaching Invergordon	E	1	1	1	Trains terminating at Invergordon
Approaching Tain	E	1	1	1	Trains terminating at Tain or Ardgay
Approaching Lairg	E	2	2	2	
Approaching Georgemas Junction	E	2	2	2	
Up – Weekdays					
Approaching Forsinard or Lairg	E		2		Trains from Wick only
	E	2		2	
Approaching Dingwall	E	2	2	2	Trains from north of Lairg
	E	1	1	1	Trains from Lairg or south thereof (except trains from the Kyle of Lochalsh line)

SC205 DINGWALL TO KYLE OF LOCHALSH

Timing Section	Type	LH HST 22X	MU	FRT	Remarks
Far North Services have allowances built in to cover speed restrictions except:					
Down – Weekdays					
Up – Weekdays					

SC207 GEORGEMAS JUNCTION TO THURSO

Timing Section	Type	LH HST 22X	MU	FRT	Remarks
Far North Services have allowances built in to cover speed restrictions except:					
Down – Weekdays					
Approaching Georgemas Junction	E	2		2	

5.5.2 SX Night Time (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

SC149 NORTH BERWICK TO DREM JUNCTION
North Berwick EMU services have 5% allowance built in, except for last Down (ECS) and Up services

5.5.3 SO Daytime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section.

5.5.4 SO Night-time (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section.

5.5.5 Sundays Daytime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section.

SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)					
Timing Section	**Type**	**LH HST 22X**	**MU**	**FRT**	**Remarks**
Down and Up – Sundays					
As SX Daytime plus between Cowlairs West Junction and Glasgow Queen St., trains in either direction to be timed over the Up line only between 0745 and 0925 Sunday					
Down – Sundays					
Approaching Newbridge Junction	E		5		All trains 0400 to 1030 Sunday.
Up – Sundays					
Approaching Haymarket West Junction	E		5		All trains 0400 to 1030 Sunday.

SC147 BERWICK AND EDINBURGH WAVERLEY					
Timing Section	**Type**	**LH HST 22X 80X**	**MU#**	**FRT**	**Remarks**
# North Berwick services have 5% allowance built in.					
Down – Sundays					
Approaching Drem	P	1*	1*	1	
Approaching Monktonhall Junction	E	1	1	1	
Up –Sundays					
Approaching Drem	P	1*	1*	1	
Approaching EG402	E	1	1	1	
# See note regarding EMUs at the beginning of Section 5.5 * Only applies to services travelling south of Dunbar					

SC149 NORTH BERWICK TO DREM JUNCTION					
Timing Section	**Type**	**LH HST 22X**	**MU#**	**FRT**	**Remarks**
# North Berwick services have 5% allowance built in.					
Down – Sundays					
Up –Sundays					
# See note regarding EMUs at the beginning of Section 5.5					

SC151 PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)

Timing Section	Type	LH HST 22X	MU#	FRT	Remarks
Down – Sundays					
Portobello Junction – Leith South	E			1	
Up –Sundays					
Leith South – Portobello Junction	E			1	

SC155 MONKTONHALL JUNCTION TO MILLERHILL YARD

Timing Section	Type	LH HST 22X	MU	FRT	
Down – Sundays					
Monktonhall Junction – Millerhill SS	E			2	
Up – Sundays					
Millerhill SS – Monktonhall Junction	E			2	

SC161 MILLERHILL YARD TO PORTOBELLO JUNCTION (MILLERHILL LINE)

Timing Section	Type	LH HST 22X	MU	FRT	
Down – Sundays					
Millerhill SS – Portobello Junction	E			1	
Up – Sundays					
Portobello Junction – Millerhill SS	E			1	

SC171 HAYMARKET WEST JUNCTION TO DUNDEE CENTRAL JUNCTION (VIA KIRKCALDY)

Timing Section	Type	LH HST 22X 80X	MU	FRT	
Down – Sundays					
Dalmeny – North Queensferry	E	3	3	5	Until 08.00 – 10.30. Trains to be timed over one line only. Other Allowances As Weekdays
Up –Sundays					
North Queensferry – Dalmeny	E	3	3	5	Until 08.30 – 10.30. Trains to be timed over one line only. Other Allowances As Weekdays

5.5.6 Sunday Nighttime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section.

SC001 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)					
Timing Section	**Type**	**LH HST 22X**	**MU LL**	**FRT**	**Remarks**
Down – Sunday Night/Monday Morning Only					
ROTR allowances	Refer to Engineering Access Statement for details of times of S.L.W./weaves or other relevant information. Only 1 instance of Single Line Working (SLW) should be in operation between Preston and Carstairs/Law Junction when S.L.W. is in operation a maximum of 2 trains per hour is permitted. This applies in both directions (e.g. 1 in the Up and 1 in the Down). Note: Due to High Output work on Scotland Route during this timetable year, there should be no allowances applied on LNW between Preston – Gretna Junction for SLW during this period.				
Approaching Carstairs South Junction/Law Junction	E	30*	30*	30*	
Up – Sunday Night/Monday Morning Only					
Approaching Gretna Junction	E	30	30	30	Applies to all trains terminating at Carlisle and to trains routed via Wigton, Petteril Bridge Junction or WCML. Note: Due to High Output work on Scotland Route during this timetable year, there should be no allowances applied on LNW between Gretna Junction – Preston for SLW during this period.

6 Timetabling Considerations

6.1 Advertised and Working Times

It is not permissible for trains to be specified to be advertised to arrive before or depart after the booked times stated in the working timetable (WTT).
It is permissible for trains to be specified to be advertised to depart before the booked times stated in the working timetable in the following circumstances;
(i) Where the WTT departure time is delayed to achieve the required headway behind a preceding train or margin following a conflicting move.

(ii) As an aid to punctual departure where this practice has been agreed between the Train Operator and Network Rail.

By agreement between the Train Operator and Network Rail, trains may be specified to be advertised to arrive after the booked times stated in the WTT. This agreement is used instead of engineering/performance allowances.

6.2 Timing of Light Locomotives

It is a general principle that all light locomotive movements will be timed. Any exceptions to this must be agreed by the appropriate Operational Planning Specialist.