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## Commentary on the Scotland Timetable Planning Rules 2022

### Version 3

### DRAFT Rules for Subsidiary Change Timetable 2022

This document is a covering note for the Timetable Planning Rules – DRAFT Rules for Subsidiary 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 2.1 of the 2022 Timetable Planning Rules.

#### 1.3.4 Line Codes

- New entries DN, UN and WL.
- Alternative descriptions added for DS and US

## 2.1 Planning Geography

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

- Location Barrhill Signal BR15 added. This is a reversal location for trains from Girvan.

### SC117 GRANGEMOUTH JUNCTION TO GRANGEMOUTH NR BOUNDARY

- Location renamed from Grangemouth Refinery Ltd to Grangemouth Ineos

### SC119 GREENHILL UPPER JUNCTION TO DUNDEE CENTRAL JUNCTION

- New mandatory timing point added: Longforan

### SC147 BERWICK TO EDINBURGH WAVERLEY

- Locations Cockenzie Yard and Cockenzie Signal EA833 removed.
- Other references to Cockenzie Yard removed.

**SC161 MILLERHILL YARD TO PORTOBELLO JUNCTION (MILLERHILL LINE)**

- Route codes removed from Niddrie South Junction. This location is for information purposes only.

**SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN**

- New Down direction mandatory timing points A229 and A55 between Portlethen and Craiginches South
- New Up direction mandatory timing points A56 and A230 between Craiginches South and Portlethen
- Location added: Aberdeen Ferryhill Down Sidings
- Location added: Signal A75, for reversal moves only

**SC193 PERTH TO INVERNESS**

- Addition of reversal locations at Inverness Signals I389 and I707.
- Additional Up direction line code at Millburn Junction 'WL' for routings via the Washer line.
- Removal of locations Welsh's Bridge, Inverness Signal I410
- Rose Street Junction re-described as Rose Street. This location is to be used for all trains using the Rose Street curve.
- S codes have been added to locations Inverness Signal I395 and I397.

**SC203 INVERNESS TO WICK**

- Removal of locations Inverness I410 and I413. Rose Street is to be used instead for all services using the Rose Street curve.
- Removal of locations Inverness Signal I422, I424, I429, I427. These are replaced by a new location 'Ness Viaduct South' to be used by all trains booked into the loops.

**5.1 Sectional Running Times**

- Details of proposed SRTs can be found in the accompanying Excel spreadsheet.
- Splits for the introduction of Longforgan as a mandatory timing point
- Splits for the introduction of additional signal timing points between Portlethen and Craiginches South
- Proposals in connection with the planning Geography changes in the Inverness area

**5.2 Headways****SC003 CARSTAIRS SOUTH JUNCTION TO HAYMARKET EAST JUNCTION**

- Midcalder Junction – Slateford (Up direction): Additional note specifying an increased headway of 7½ minutes following a train stopping at Wester Hailes and Curriehill.

**SC119 GREENHILL UPPER JUNCTION TO DUNDEE CENTRAL JUNCTION**

- Additional AB section Errol – Longforgan
- Amended AB section to show Longforgan – Dundee Central Junction

**SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN**

- The 6 minute headway applying between Stonehaven and Craiginches South Jn is removed.
- Additional AB section Stonehaven – Newtonhill A223/A222.
- Additional TCB planned as AB sections:
  - Newtonhill A223/A222 – Aberdeen A229/A230

- Aberdeen A229/A230 – Aberdeen A55/A56 (inclusive)
- 3 minute headway to apply Aberdeen A55/A56 (exclusive) to Aberdeen.

## 5.3 Junction Margins and Station Planning Rules

### Standard Values

- Minimum dwells for classes 185 and 350 removed.
- Standard dwell for ScotRail services changing driver added, 2 minutes.
- Additional ScotRail DMU/EMU reversal and turnaround values.
- Class 380/385 specific reversal and turnaround values added.
- Reference to LNER HST and MKIV stock removed.

## SC001 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)

### Carstairs South Junction

- Reference to classes 185 & 350 replaced with 397.

### Carstairs Station

- Additional restriction on the use of pathing time between Carstairs Station and Carstairs South Junction for trains calling at Carstairs.

### Motherwell

- Wording amendment to Up direction adjustment time to specify that it is not to apply to trains stopping at Motherwell.
- 1½ minute dwell for 80X removed.
- Additional margin (originally proposed for V1) for departure from platform 2 towards Uddingston to arrival from Hamilton.
- Additional junction margins (originally proposed for V1) for trains from the Braidhurst loop or Motherwell depot.

### Glasgow Central

- Reference to Virgin Trains replaced with Avanti.
- Minimum turnaround for Avanti West Coast services reduced to 30 minutes.
- Planning restriction on class 350s removed due to the stock no longer using the station.

## SC023 MOTHERWELL TO NEWTON (VIA HAMILTON)

### Hamilton West

- New junction margins for moves to/from E.G. Steele.

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

### **Paisley Gilmour Street**

- Up Gourock added as approach route requiring adjustment approaching platform 2.
- Additional adjustment added for trains routed to Platform 3 from Down Ayr or Up Gourock due to approach control.

### **Ayr**

- 2 minute minimum dwell added for ECS trains or passenger trains forming ECS

### **Barrhill**

- New operating restriction added governing reversals.

## **SC061 SHIELDS JUNCTION TO PAISLEY CANAL**

### **Paisley Canal**

- Minimum turnround increased from 4 to 5 minutes.

## **SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)**

### **Edinburgh**

- Reference to Virgin Trains replaced with Avanti
- LNER passenger forming passenger turnround reduced from 40 to 34 minutes

### **Haymarket**

- Additional margin originally proposed with V1: Depart to TMD followed by arrival in platform 0 or 1
- Additional margin originally proposed with V1: Depart platform 0 followed by arrival in platform 1

### **Polmont**

- Adjustment time: wording tweaks to state 'passing' vice 'not stopping at Polmont'

### **Carmuir West Junction**

- Entry removed as not on this line of route

### **Greenhill Lower Junction**

- Entry removed as not on this line of route

### **Cadder**

- Revised junction margins. Addition of junction margin to cover East end crossing move.

## **SC109 POLMONT TO CARMUIRS WEST JUNCTION**

### **Galkirk Grahamston**

- Reference to slam door HSTs removed

## **SC111 NEWBRIDGE JUNCTION TO BATHGATE**

### **Bathgate L.M.D.**

- New restriction added. Trains cannot depart from L.M.D. if a Down train has arrived at or is en-route from Livingston North.

## **SC117 GRANGEMOUTH JUNCTION TO GRANGEMOUTH NR BOUNDARY**

### **Fouldubs Junction**

- Length dependent margins originally proposed for V1 re-instated. Arrive Grangemouth TDG to pass from Grangemouth Jn.

### **Grangemouth Run Round**

- Restriction relating to trains towards Grangemouth Docks added. Originally proposed for V1.

**SC119 GREENHILL UPPER JUNCTION TO DUNDEE CENTRAL JUNCTION****Stirling**

- Reference to slam door HSTs removed.

**Dunblane**

- Reference to slam door HSTs removed

**Gleneagles**

- Entry removed as reference to slam door HSTs no longer required.

**SC123 BATHGATE TO HELENSBURGH (VIA SINGER)****Hyndland**

- Dwell for traincrew relief purposes removed. Superseded by standard ScotRail value.

**Dalmuir**

- Dwell for traincrew relief purposes removed. Superseded by standard ScotRail value.

**SC125 HYNDLAND EAST JUNCTION TO DALMUIR (VIA YOKER)****Garscadden**

- Dwell for traincrew relief purposes removed. Superseded by standard ScotRail value.

**SC145 FORT WILLIAM TO MALLAIG**

- Addition of extended dwell for trains passing an overlength train to allow for token exchange and overlength train to shunt clear of the section.

**SC147 BERWICK TO EDINBURGH WAVERLEY****Torness GSP**

- Additional margin for a departure following an Up pass. Previously proposed for V1.

**Oxwellmains Crossover**

- Additional margins originally proposed for V1.
  - Arrive Oxwellmains Lafarge to Down train pass
  - Down train pass to departure from terminal

**Dunbar**

- Revised margin for Down departure from platform 1 followed by Up pass.

**Drem**

- Additional margin: Depart to North Berwick followed by Up pass
- Additional margin: Down pass followed by Arrival from North Berwick
- Reference to Class 1 amended to read 'non-stop passenger'

**Craignentinny Junction**

- Additional margin: Down pass followed by departure from TMD
- Restriction added: Pathing time must not be inserted between TMD and junction.

**Abbeyhill Junction**

- Reference to Class 91 removed.

**SC171 HAYMARKET WEST JUNCTION TO DUNDEE CENTRAL JUNCTION (VIA KIRKCALDY)****Thornton South Junction**

- New entry. Added adjustment for Down trains routed towards Glenrothes due to approach control

**Ladybank**

- Additional margin between an arrival at EB668 to arrival at Ladybank of Newburgh bound train.

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

### **Glenrothes with Thornton**

- New junction margins and restriction to reflect the constraints of the layout.

## **SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN**

### **Stonehaven**

- Text amended for junction margin to specify second train has come from A222 signal

## **SC193 PERTH TO INVERNESS**

### **Cradlehall**

- Junction margins defined relative to passing time at Millburn Junction removed since all trains are timed at Cradlehall
- Additional margin between Down freight to Millburn Yard and an Up pass at Millburn junction via UH.

### **Inverness**

- Reference to timings for LNER HST shunt moves removed.

## **SC195 ABERDEEN TO INVERNESS**

### **Insch**

- Added adjustment for Up trains arriving while single line is occupied. Originally proposed in V1.
- Revised junction margins originally proposed in V1.

## **SC203 INVERNESS TO WICK**

### **Rose Street**

- New location replaces Inverness I410 & I413 for RETB dwells.

### **Rose Street Junction**

- Junction margin wording revised to reflect changed planning locations.

### **Ness Viaduct South**

- New location. Junction margins included here cover moves to/from the loops north of Inverness station.

## **5.5 Timing Allowances**

### **SC001 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)**

- References to Virgin Trains replaced by Avanti.
- Reference to 'Class 1' replaced by 'express passenger'.

### **SC003 CARSTAIRS SOUTH JUNCTION TO HAYMARKET EAST JUNCTION**

- Word 'junction' added. Missing from line of route title.
- References to Virgin Trains replaced by Avanti.

### **SC147 BERWICK TO EDINBURGH WAVERLEY**

- Performance time for cross-border services may now be applied between the route boundary and Monktonhall Junction. Additional remark permitting splitting of performance time if required.
- Removal of ScotRail only performance time approaching Portobello Junction or Craighentenny Junction.

**\*\*No further changes\*\***

These represent the revised Timetable Planning Rules (the “Draft Rules”) for the Subsidiary May 2022 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

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# **TIMETABLE PLANNING RULES**

## **Scotland**

**2022 TIMETABLE**

**Version 3**

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Draft Rules for Subsidiary Change Timetable 2022  
26/03/2021



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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 Haymarket 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  |
| 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)<br>(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 Gourrock   |
| 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 Cowlares West Junction   |
| SC105     | Gartsherrie South Junction to Gartcosh Junction  |
| SC106     | Sighthill West Junction to Cowlares South Junction   |
| SC107     | Edinburgh to Glasgow Queen Street (Via Falkirk High)                                       |
| SC109     | Polmont Junction to Carmuir West Junction  |
| SC110     | Carmuir East Junction to Larbert Junction  |
| SC111     | Newbridge Junction to Bathgate   |
| SC113     | Winchburgh Junction to Dalmeny Junction  |
| SC115     | Cowlares 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 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<br>Nominated postal or parcels train<br>Breakdown or overhead line equipment train going to clear the line (1Z99)<br>Traction unit going to assist a failed train (1Z99)<br>Snow plough going to clear the line (1Z99) |
| 2              | Ordinary passenger train<br>Officers' special train (2Z01)   |
| 3              | Freight train if specially authorised<br>A parcels train<br>Autumn-railhead treatment train<br>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 35 mph (55 km/h)   |
| 9              | Class 373 train<br>Other passenger train if specially authorised   |
| 0              | Light locomotive or locomotives  |

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

| Reporting number        | Description  |
|-------------------------|--|
| <b>Class 1</b>          |  |
| 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<br>[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<br>[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                    | Edinburgh to Dundee & Perth (both directions)  |
| 1Lxx                    | Glasgow Central to Carlisle (via Glasgow & South West Route SC031)   |
| 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  |

| Reporting number        | Description   |
|-------------------------|---|
| 1Oxx                    | Glasgow Central and Edinburgh to locations on the Southern Region   |
| 1Qxx                    | Network Rail test train (loco hauled 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<br>[Low numbered]  | Aberdeen to Glasgow Queen Street (via Montrose, Dundee, Perth & Stirling)<br>N.B. 1T08 is not to be used on the Scotland Route      |
| 1Txx<br>[High numbered] | Inverness to Glasgow Queen Street (via Aviemore, Perth & Stirling)  |
| 1Txx                    | Glasgow Central to Largs<br>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)   |
| <b>Class 2</b>          |   |
| 2Axx                    | Glasgow Central to Barrhead, Kilmarnock, Dumfries, Girvan (via Kilmarnock) and Stranraer (via Kilmarnock)                           |
| 2Axx                    | Aberdeen to Inverurie & Dyce  |
| 2Bxx                    | Glasgow Central to Motherwell and Lanark  |
| 2Cxx                    | Milngavie to Cumbernauld / Motherwell (via Hamilton Central)  |
| 2Dxx                    | Edinburgh to Dunfermline (both directions)  |
| 2Dxx                    | Glasgow Central to Paisley Canal  |
| 2Exx                    | Airdrie to Balloch via Westerton (both directions)  |
| 2Fxx                    | Cumbernauld / Motherwell to Dalmeir (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 Gourrock   |
| 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                    | Dalmeir to Larkhall (via Westerton)   |
| 2Mxx                    | Edinburgh to Milngavie (both directions)  |
| 2Mxx                    | Glasgow Central to Newton (via Maxwell Park)  |
| 2Nxx<br>[Low numbered]  | Glasgow Queen Street to Dunblane (both directions)  |
| 2Nxx<br>[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)  |
| 2Rxx                    | Dalmeir to Whifflet (via Yoker)   |
| 2Sxx                    | Whifflet / Motherwell to Dalmeir (via Westerton)  |
| 2Txx                    | Edinburgh to Tweedbank (both direction)   |



| Reporting number | Description   |
|------------------|---|
| 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)   |
| <b>Class 3</b>   |   |
| 3Qxx             | Network Rail test train (Ultrasonic Test Unit loco hauled at 75mph or below)                                      |
| 3Sxx             | Network Rail Railhead Treatment Train (RHTT)  |
| <b>Class 9</b>   |   |
| 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

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

| 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  |
| <b>Suffixes</b> |  |
| 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  |
| <b>General</b>  |  |
| BHX             | Denotes that this train does not run on a bank holiday                             |

### 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 and 803 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                 |
| DN           | Down North Line                |
| DPL          | Down Passenger Line            |
| DPV          | Down Passenger Loop            |
| DS           | Down Sidings / Down South Line |
| 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                   |
| UN           | Up North Line                  |
| UP           | Up Line                        |
| UPL          | Up Passenger Loop              |
| US           | Up Sidings / Up South Line     |
| USH          | Up Shotts                      |
| USL          | Up Slow Line                   |
| V            | Loop Platform or Loop          |
| WL           | Washer Line                    |
| 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 –1 <sup>st</sup> 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

- Any passenger train that stops at a location automatically generates a T Activity unless it is suppressed.
- 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.
- Up to 6 Activities may be shown for each event.
- No two Activities may be duplicated at the same event. At any one event, the following groups are mutually exclusive:
  - D, U, T, N, S, TW, OP
  - D, -U, -T
  - TB, TF
  - 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 |

| <b>SC001 GREтна JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)</b> |              |              |             |  |
|--|--------------|--------------|-------------|--|
| <b>TIMING POINT</b>  | <b>DOWN</b>  | <b>UP</b>    | <b>CODE</b> | <b>NOTES</b>   |
| <b><u>Gretna Junction</u></b>                                  | –            | –            |             | To/from Carlisle Refer to North West & Central Timetable Planning Rules - NW4001<br>To/from Annan – SC031  |
| Quintinshill   | –            | –            | S           | Up and Down Loops  |
| <i>Route Boundary: NW&amp;C/Scotland</i>                       |              |              |             | 12 miles 30 chains   |
| <b><u>Kirkpatrick Signal MC863</u></b>                         | –            |              |             | Applies only in the DOWN direction   |
| <b><u>Cove Signal MC862</u></b>                                |              | –            |             | Applies only in the UP direction   |
| Lockerbie DPL  | –            |              | S           |  |
| <b><u>Lockerbie</u></b>  | –            | –            |             | Platform / line detail must be shown   |
| <b><u>Beattock</u></b>   | –            | –            |             | Platform / line detail must be shown   |
| <b><u>Beattock Summit</u></b>                                  | –            | –            |             | Platform / line detail must be shown   |
| <b><u>Abington</u></b>   | –            | –            |             | Platform / line detail must be shown   |
| <b><u>Carstairs South Junction</u></b>                         | –            | –            |             | To/from Carstairs East Junction – SC003  |
| <b><u>Carstairs</u></b>  | –            | –            |             | To/from Carstairs East Junction – SC005<br>Platform detail must be shown<br>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           |  |
| <b><u>Lanark Junction</u></b>                                  | –            | –            |             | To/From Lanark SC009   |
| Carluke  | –            | –            | S           |  |
| Law Jn D.P.L.  | –            |              | S           |  |
| Law Jn U.P.L.  |              | –            | S           | Access from SC011 only<br>Trains timed here should not be timed at Law Junction  |
| <b><u>Law Junction</u></b>                                     |              |              |             | To/from Wishaw SC011   |
| Shieldmuir Royal Mail Terminal                                 | –            | –            | S           |  |
| <b><u>Shieldmuir</u></b>                                       | –            | –            |             | To/from Wishaw Central Junction SC013  |
| Dalzell B.S.C.   | –            | –            | F           |  |
| Motherwell UGL (Dalzell)                                       | –            | –            | F           |  |
| <b><u>Motherwell</u></b>                                       | –            | –            |             | To/from Airbles – SC023<br>To/from Mossend South Junction – SC093<br>Platform detail must be shown   |
| <b><u>Uddingston Junction</u></b>                              | –            | –            |             | To/from Mossend West Junction SC011  |
| Uddingston   | –            | –            | S           |  |
| <b><u>Newton East Junction</u></b>                             | –            | –            |             |  |
| <b><u>Newton West Junction</u></b>                             | –            | –            |             |  |
| Cambuslang   | –            | –            | S           |  |
| <b><u>Rutherglen East Junction</u></b>                         | 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  |
| <b><u>Shawfield</u></b>  | FL SL<br>CDL | FL SL        |             |  |
| Polmadie Down Clydesdale                                       | CDL          |              | S           |  |
| Polmadie Up Clydesdale   |              | FL SL        | S           |  |
| Polmadie G818  | SL           | –            | S           |  |
| Polmadie   | –            | –            | S           |  |
| Polmadie G779  | –            | SL           | S           |  |
| <b><u>Larkfield Junction</u></b>                               | FL SL        | FL SL<br>CDL |             | To/from Terminus Junction – SC029<br>To/from Muirhouse South Junction – SC047  |
| <b><u>Eglinton Street Junction</u></b>                         | 2 3          | –            |             |  |

**SC001 GREटना JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)**

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

**SC003 CARSTAIRS SOUTH JUNCTION TO HAYMARKET EAST JUNCTION**

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

**SC005 CARSTAIRS TO CARSTAIRS EAST JUNCTION**

| TIMING POINT                          | DOWN | UP | CODE | NOTES                           |
|---------------------------------------|------|----|------|---------------------------------|
| <b><u>Carstairs</u></b>               | –    | –  |      | To/from Lanark Junction – SC001 |
| <b><u>Carstairs East Junction</u></b> | –    | –  |      | To/from Auchengray – SC003      |

**SC007 MIDCALDER JUNCTION TO HOLYTOWN JUNCTION**

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

**SC009 LANARK TO LANARK JUNCTION**

| TIMING POINT           | DOWN | UP | CODE | NOTES                               |
|------------------------|------|----|------|-------------------------------------|
| <b>Lanark</b>          | –    | –  |      | Platform detail must be shown       |
| <b>Lanark Junction</b> | –    | –  |      | <i>To/From Law Junction – SC001</i> |

**SC011 LAW JUNCTION TO UDDINGSTON JUNCTION (VIA HOLYTOWN)**

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

**SC013 WISHAW CENTRAL JUNCTION TO SHIELDMUIR JUNCTION**

| TIMING POINT                   | DOWN | UP | CODE | NOTES                             |
|--------------------------------|------|----|------|-----------------------------------|
| <i>Wishaw Central Junction</i> | –    | –  |      | <i>To/from Wishaw – SC011</i>     |
| <i>Shieldmuir Junction</i>     | –    | –  |      | <i>To/from Shieldmuir – SC001</i> |

**SC015 MOSSEND EAST JUNCTION TO MOSSEND NORTH JUNCTION**

| TIMING POINT                  | DOWN | UP | CODE | NOTES   |
|-------------------------------|------|----|------|---|
| <b>Mossend East Junction</b>  | –    | –  |      | <i>To/from Law Junction – SC011</i>             |
| <b>Mossend North Junction</b> | –    | –  |      | <i>To/from Greenhill Lower Junction – SC093</i> |



**SC017 MOSSEND EAST JUNCTION TO MOSSEND SOUTH JUNCTION**

| TIMING POINT                  | DOWN | UP | CODE | NOTES                               |
|-------------------------------|------|----|------|-------------------------------------|
|                               |      |    |      |                                     |
| <u>Mossend East Junction</u>  | –    | –  |      | <i>To/from Law Junction – SC011</i> |
| <u>Mossend South Junction</u> | –    | –  |      | <i>To/from Motherwell – SC093</i>   |

**SC019 MOSSEND SOUTH JUNCTION TO MOSSEND WEST JUNCTION**

| TIMING POINT                  | DOWN | UP | CODE | NOTES                                      |
|-------------------------------|------|----|------|--|
|                               |      |    |      |  |
| <u>Mossend South Junction</u> | –    | –  |      | <i>To/from Motherwell – SC093</i>          |
| <u>Mossend West Junction</u>  | –    | –  |      | <i>To/from Uddingston Junction – SC011</i> |

**SC023 MOTHERWELL TO NEWTON (VIA HAMILTON)**

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

**SC024 LARKHALL TO HAUGHHEAD JUNCTION**

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

**SC025 RUTHERGLEN TO FINNIESTON JUNCTIONS**

| TIMING POINT                     | DOWN | UP | CODE | NOTES                                       |
|----------------------------------|------|----|------|---|
| <u>Rutherglen</u>                | –    | –  |      | To/from Rutherglen Central Junction – Sc001 |
| Rutherglen North Junction        | –    | –  | X    | To/from Rutherglen West Junction – SC027    |
| Dalmarnock                       | –    | –  | S    |   |
| Bridgeton                        | –    | –  | S    |   |
| Argyle Street                    | –    | –  | S    |   |
| <u>Glasgow Central Low Level</u> | –    | –  |      |   |
| Anderston                        | –    | –  | S    | Platform detail must be shown               |
| Exhibition Centre                | –    | –  | S    | Platform detail must be shown               |
| <b>Finnieston East Junction</b>  | –    |    |      |   |
| <b>Finnieston West Junction</b>  |      | –  |      | 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   |
|---------------------------|------|----|------|---|
| <u>Larkfield Junction</u> | –    | –  |      | To/from Shawfield – SC001   |
| <u>Terminus Junction</u>  | –    | –  |      | To/from Muirhouse Central Junction - SC049                              |
| <u>Shields Junction</u>   | –    | –  |      | To/from Paisley Gilmour Street – SC059<br>To/from Paisley Canal – SC061 |

**SC031 GREтна JUNCTION TO GLASGOW BRIDGE STREET JUNCTION (VIA KILMARNOCK)**

| TIMING POINT           | DOWN | UP | CODE | NOTES  |
|------------------------|------|----|------|--|
| <u>Gretna Junction</u> | –    | –  |      | To/from Carlisle Refer to North West & Central Timetable Planning Rules (NW4001) |
| Gretna Green           | –    | –  | S    |  |
| Eastriggs MOD          | –    | –  | F    |  |
| <u>Annan</u>           | –    | –  |      |  |
| <u>Dumfries</u>        | –    | –  |      | Platform detail must be shown  |
| <u>Holywood</u>        | –    | –  |      |  |
| <u>Thornhill</u>       | –    | –  |      |  |
| Sanquhar               | –    | –  | S    |  |
| <u>Kirkconnel</u>      | –    | –  |      |  |
| New Cumnock U.R.S.     | –    | –  | F    |  |
| <u>New Cumnock</u>     | –    | –  |      |  |
| Bank Junction          | –    | –  | F    | To/from Knockshinnoch/Greenburn – SC035/SC036                                    |
| Auchinleck             | –    | –  | S    |  |
| <u>Mauchline</u>       | –    | –  |      | To/from Annbank – SC087  |
| <u>Kilmarnock</u>      | –    | –  |      | Platform detail must be shown<br>To/from Barassie Junction – SC039               |

**SC031 GREтна JUNCTION TO GLASGOW BRIDGE STREET JUNCTION (VIA KILMARNOCK)**

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

**SC035 BANK JUNCTION TO KNOCKSHINNOCH**

| TIMING POINT       | DOWN | UP | CODE | NOTES   |
|--------------------|------|----|------|---|
| Bank Junction      | –    | –  | F    | <i>To/from Kilmarnock – SC031</i>                   |
| Greenburn Junction | –    | –  | X    | Only for trains to/from Greenburn<br>Opencast SC036 |

**SC036 GREENBURN JUNCTION TO GREENBURN OPEN CAST**

| TIMING POINT        | DOWN | UP | CODE | NOTES                                   |
|---------------------|------|----|------|---|
| Greenburn Junction  | –    | –  | X    |   |
| Greenburn Open cast | –    | –  | F    | <i>To/from Greenburn Junction SC035</i> |

**SC039 KILMARNOCK TO BARASSIE**

| TIMING POINT                         | DOWN | UP | CODE | NOTES   |
|--------------------------------------|------|----|------|---|
| <b>Kilmarnock</b>                    | –    | –  |      | Platform detail must be shown<br><i>To/from Gretna Junction – SC031</i> |
| Kilmarnock Sig 72                    | –    | –  | F    |   |
| Long Lyes Sidings                    | –    | –  | F    |   |
| Kilmarnock Hunslet Barclay           | –    | –  | F    |   |
| Irvine Caledonian Paper (Meadowhead) | –    | –  | F    |   |
| Barassie Junction Sig 275            |      | –  | S    |   |
| <b>Barassie Junction</b>             | –    | –  |      | <i>To/from Ayr – SC059</i>  |

**SC045 EAST KILBRIDE TO BUSBY JUNCTION**

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

**SC047 MUIRHOUSE SOUTH JUNCTION TO LARKFIELD JUNCTION**

| TIMING POINT                    | DOWN         | UP | CODE | NOTES                          |
|---------------------------------|--------------|----|------|--------------------------------|
| <b>Muirhouse South Junction</b> | –            | –  |      | To/from Busby Junction – SC031 |
| <b>Larkfield Junction</b>       | FL SL<br>CDL |    |      | To/from Shawfield - SC001      |

**SC049 MUIRHOUSE CENTRAL JUNCTION TO TERMINUS JUNCTION**

| TIMING POINT                      | DOWN | UP | CODE | NOTES                                    |
|-----------------------------------|------|----|------|--|
| <b>Muirhouse Central Junction</b> | –    | –  |      | To/from Muirhouse North Junction - SC031 |
| <b>Terminus Junction</b>          | –    | –  |      | To/from Shields Junction – SC029         |

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

| TIMING POINT                      | DOWN | UP | CODE | NOTES   |
|-----------------------------------|------|----|------|---|
| <b>Muirhouse Central Junction</b> | –    | –  |      | To/from Muirhouse North Junction - SC031                  |
| Pollokshields West                | –    | –  | S    |   |
| Maxwell Park                      | –    | –  | S    |   |
| Shawlands                         | –    | –  | S    |   |
| Pollokshaws East                  | –    | –  | S    |   |
| Langside                          | –    | –  | S    |   |
| <b>Cathcart West Junction</b>     | –    | –  |      | To/from Neilston SC053                                    |
| Cathcart                          | –    | –  | S    |   |
| <i>Cathcart North Junction</i>    |      |    |      | To/from Cathcart East Junction – SC057                    |
| <b>Mount Florida</b>              | –    | –  |      | Platform detail must be shown<br>To/from Kings Park SC055 |
| Crosshill                         | –    | –  | S    |   |
| Queens Park                       | –    | –  | S    |   |
| Pollokshields East                | –    | –  | S    |   |
| <b>Muirhouse North Junction</b>   | –    | –  |      | To/from Eglinton Street Junction - SC001                  |

**SC053 NEILSTON TO CATHCART WEST JUNCTION**

| TIMING POINT    | DOWN | UP | CODE | NOTES |
|-----------------|------|----|------|-------|
| <b>Neilston</b> | –    | –  |      |       |

**SC053 NEILSTON TO CATHCART WEST JUNCTION**

| TIMING POINT                         | DOWN | UP | CODE | NOTES  |
|--------------------------------------|------|----|------|--|
|                                      |      |    |      |  |
| Patterton                            | –    | –  | S    |  |
| Whitecraigs                          | –    | –  | S    |  |
| Williamwood                          | –    | –  | S    |  |
| Muirend                              | –    | –  | S    |  |
| <b><u>Cathcart West Junction</u></b> | –    | –  |      | To/from Cathcart – SC051<br>To/from Newton – SC055 |

**SC055 NEWTON TO CATHCART WEST JUNCTION**

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

**SC057 CATHCART EAST JUNCTION TO CATHCART NORTH JUNCTION**

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

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

| TIMING POINT                         | DOWN        | UP                                | CODE | NOTES  |
|--------------------------------------|-------------|-----------------------------------|------|--|
|                                      |             |                                   |      |  |
| <b><u>Bridge Street Junction</u></b> | DA UA<br>TS | 4B 4C<br>4D 5C<br>5D 6D<br>8D 6 8 |      | To/from Glasgow Central – SC001  |
| Smithy Lye                           | –           | –                                 | S    |  |
| <b><u>Shields Junction</u></b>       | DA TS       | –                                 |      | To/from Terminus Junction – SC029<br>To/from High St Junction – SC131 City Union Line<br>To/from Paisley Canal – SC061 |
| Gower Street Junction                | DA UA<br>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   |

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

| TIMING POINT                    | DOWN           | UP             | CODE | NOTES  |
|---------------------------------|----------------|----------------|------|--|
| Hillington East                 | DA             | UG             | S    | Platform detail must be shown  |
| Hillington West                 | DA             | UG             | S    | Platform detail must be shown  |
| <b>Arkleston Junction</b>       | DA DG<br>UA UG | UA UG<br>DA    |      |  |
| Paisley Down Goods Loop         | –              |                | S    |  |
| <b>Paisley Gilmour Street</b>   | –              | UA UG<br>DA DG |      | Platform detail must be shown<br><i>To/from Paisley St James – SC065</i> |
| Elderslie Signal GPE143         |                | -              | X    | To Loop/Freight Terminal   |
| Elderslie W H Malcolm           |                | -              | F    |  |
| Elderslie Loop                  | -              | -              | S    |  |
| <b>Elderslie</b>                | –              | –              |      | Not Required By trains using Elderslie Loop                              |
| Johnstone                       | –              | –              | S    | Platform detail must be shown  |
| Milliken Park                   | –              | –              | S    |  |
| Howwood                         | –              | –              | S    |  |
| <b>Lochwinnoch</b>              | –              | –              |      |  |
| Glengarnock                     | –              | –              | S    |  |
| Brownhill DPL                   | –              |                | S    |  |
| Brownhill UPL                   |                | –              | S    |  |
| Dalry Roche                     | –              | –              | F    |  |
| <b>Dalry</b>                    | –              | –              |      |  |
| Kilwinning UGL                  |                | –              | S    |  |
| <b>Kilwinning</b>               | –              | –              |      | Platform detail must be shown<br><i>To/from Saltcoats – SC073</i>        |
| Byrehill Junction               | –              | –              | X    | <i>Trains to and from Dubbs Junction only – SC081</i>                    |
| Bogside Junction                | –              | –              | X    | Down trains crossing from Up Line only                                   |
| <b>Irvine</b>                   | –              | –              |      | Platform detail must be shown  |
| Barassie                        | –              | –              | S    | Platform detail must be shown  |
| <b>Barassie Junction</b>        | –              | –              |      | <i>To/from Kilmarnock – SC031</i>  |
| Barassie Yard DBS               | –              | –              | F    |  |
| Barassie Yard FHH               | –              | –              | F    |  |
| Barassie Yard GBRF              | –              | –              | F    |  |
| Barassie Yard Run Round         | –              | –              | F    |  |
| Barassie DPL                    | –              |                | S    |  |
| Barassie UGL                    |                | –              | S    |  |
| Troon                           | –              | –              | P    |  |
| Monkton G.F.                    |                | –              | X    | <i>To/from Prestwick BP Oil only</i>                                     |
| Prestwick BP Oil                |                | –              | F    |  |
| Prestwick International Airport | –              | –              | S    |  |
| <b>Prestwick Town</b>           | –              | –              |      |  |
| <b>Falkland Junction</b>        | –              | –              |      |  |
| Falkland DGL                    | –              |                | S    |  |
| Falkland S.S                    | –              | –              | F    |  |
| Newton on Ayr                   | –              | –              | PS   | Platform detail must be shown  |
| <b>Newton Junction</b>          | –              | –              | F    | <i>To/from Annbank – SC087</i>   |
| <b>Ayr</b>                      | –              | –              |      | Platform detail must be shown  |
| Ayr C.S.D.                      | –              | –              | S    |  |
| <b>Dalrymple Junction</b>       | –              | –              |      | <i>To/from Chalmerston Opencast – SC091</i>                              |
| Maybole                         | –              | –              | S    |  |
| <b>Kilkerran SB</b>             | –              | –              |      |  |

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

| TIMING POINT         | DOWN | UP | CODE | NOTES  |
|----------------------|------|----|------|--|
| <u>Girvan</u>        | –    | –  |      | Token Exchange Point<br>Platform detail must be shown. |
| Girvan Signal GV26   |      |    | S    |  |
| <u>Barrhill</u>      | –    | –  |      | Token Exchange Point                                   |
| Barrhill Signal BR15 |      | -  | S    |  |
| <u>Glenwhilly SB</u> | –    | –  |      | Token Exchange Point                                   |
| <u>Dunragit SB</u>   | –    | –  |      | Token Exchange Point                                   |
| <u>Stranraer</u>     |      | –  |      | Platform detail must be shown                          |

**SC061 SHIELDS JUNCTION TO PAISLEY CANAL**

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

**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                                |
|-------------------------------|------|----------------|------|--------------------------------------|
| <u>Paisley Gilmour Street</u> | –    | DA UA<br>DG UG |      | To/from Shields Junction – See SC059 |
| Paisley St James              | –    | –              | S    |                                      |
| Bishopton                     | –    | –              | P    |                                      |
| Langbank                      | –    | –              | S    |                                      |
| Woodhall                      | –    | –              | S    |                                      |
| Port Glasgow                  | –    | –              | P    |                                      |
| <u>Wemyss Bay Junction</u>    | –    | –              |      | To/from Wemyss Bay – See SC067       |
| Bogston                       | –    | –              | S    |                                      |

**SC065 PAISLEY GILMOUR STREET TO GOUROCK**

| TIMING POINT            | DOWN | UP | CODE | NOTES                         |
|-------------------------|------|----|------|-------------------------------|
|                         |      |    |      |                               |
| Cartsdyke               | –    | –  | S    |                               |
| <b>Greenock Central</b> | –    | –  |      |                               |
| <b>Greenock West</b>    | –    | –  |      |                               |
| Fort Matilda            | –    | –  | S    |                               |
| <b>Gourock</b>          |      | –  |      | Platform detail must be shown |

**SC067 WEMYSS BAY JUNCTION TO WEMYSS BAY**

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

**SC073 KILWINNING TO LARGS**

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

**SC077 ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR**

| TIMING POINT                 | DOWN | UP | CODE | NOTES                     |
|------------------------------|------|----|------|---------------------------|
|                              |      |    |      |                           |
| <b>Ardrossan South Beach</b> | –    | –  |      | To/From Saltcoats – SC073 |
| <b>Ardrossan Town</b>        | –    | –  |      |                           |
| <b>Ardrossan Harbour</b>     |      | –  |      |                           |



**SC081 BYREHILL TO DUBBS JUNCTION**

| TIMING POINT      | DOWN | UP | CODE | NOTES                                    |
|-------------------|------|----|------|--|
| Byrehill Junction | –    | –  | X    | <i>Trains to and from Irvine – SC059</i> |
| Dubbs Junction    | –    | –  | X    | <i>To/From Saltcoats – SC073</i>         |

**SC085 AYR HARBOUR TO NEWTON JUNCTION**

| TIMING POINT    | DOWN | UP | CODE | NOTES                          |
|-----------------|------|----|------|--------------------------------|
| Ayr Harbour     | –    | –  | F    |                                |
| Newton Junction | –    | –  | F    | <i>To/from Annbank – SC087</i> |

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

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

**SC089 ANNBANK TO KILLOCH COLLIERY**

| TIMING POINT     | DOWN | UP | CODE | NOTES |
|------------------|------|----|------|-------|
| <u>Annbank</u>   | –    | –  |      |       |
| Killoch Colliery | –    | –  | F    |       |

**SC091 DALRYMPLE JUNCTION TO CHALMERSTON (GOODS LINE)**

| TIMING POINT              | DOWN | UP | CODE | NOTES                      |
|---------------------------|------|----|------|----------------------------|
| <u>Dalrymple Junction</u> | –    | –  |      | <i>To/from Ayr - SC059</i> |
| Chalmerston Opencast      | –    | –  | F    |                            |

**SC093 MOTHERWELL TO GREENHILL LOWER JUNCTION**

| TIMING POINT                  | DOWN | UP    | CODE | NOTES  |
|-------------------------------|------|-------|------|--|
| <u>Motherwell</u>             | –    | –     |      | Platform detail must be shown<br><i>To/from Shieldmuir – SC001<br/>To/from Airbles – SC023</i> |
| Motherwell T.M.D.             | –    | –     | S    |  |
| Braidhurst Loops              | –    | –     | S    |  |
| M372                          | –    | –     | X    | Only trains to/ from Motherwell TMD  |
| M368                          | –    | –     | X    | Only trains to/from Motherwell TMD   |
| <u>Mossend South Junction</u> | – UC | –     |      | <i>To/from Mossend East Junction – SC017<br/>To/from Mossend West Junction – SC019</i>         |
| <u>Mossend North Junction</u> | –    | – DNC |      | <i>To/from Mossend East Junction – SC015</i>   |
| Mossend Down Sidings          |      |       | F    |  |
| Mossend Down Goods Loop       |      |       | F    |  |

**SC093 MOTHERWELL TO GREENHILL LOWER JUNCTION**

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

**SC097 WHIFFLET SOUTH JUNCTION TO SUNNYSIDE JUNCTION (GOODS LINE)**

| TIMING POINT                   | DOWN | UP | CODE | NOTES                                     |
|--------------------------------|------|----|------|---|
|                                |      |    |      |   |
| <b>Whifflet South Junction</b> | –    | –  |      | <i>To/from Mossend North Exit – SC093</i> |
| Sunnyside Junction             | –    | –  | X    | <i>To/from Bellgrove – SC123</i>          |

**SC099 WHIFFLET NORTH JUNCTION TO RUTHERGLEN EAST JUNCTION**

| TIMING POINT                    | DOWN | UP | CODE | NOTES  |
|---------------------------------|------|----|------|--|
|                                 |      |    |      |  |
| Whifflet North Junction         | –    | –  | X    | <i>To/from Whifflet South Junction – SC093</i> |
| <b>Langloan Junction</b>        | –    | –  |      | <i>To/from Coatbridge Central – SC093</i>      |
| Kirkwood                        | –    | –  | S    |  |
| Bargeddie                       | –    | –  | S    |  |
| Baillieston                     | –    | –  | S    |  |
| Mount Vernon                    | –    | –  | S    |  |
| <b>Carmyle</b>                  | –    | –  |      |  |
| <b>Rutherglen East Junction</b> | –    | –  |      | <i>To/from Shawfield – SC001</i>               |

**SC101 COATBRIDGE JUNCTION TO LANGLOAN JUNCTION**

| TIMING POINT                    | DOWN | UP | CODE | NOTES                                     |
|---------------------------------|------|----|------|---|
| <i>Coatbridge Junction</i>      |      |    |      | <i>To/from Coatbridge Central – SC093</i> |
| <b><u>Langloan Junction</u></b> | –    | –  |      |   |

**SC103 GARNQUEEN NORTH JUNCTION TO COWLAIRS WEST JUNCTION**

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

**SC105 GARTSHERRIE SOUTH JUNCTION TO GARTCOSH JUNCTION**

| TIMING POINT                             | DOWN | UP | CODE | NOTES  |
|--|------|----|------|--|
| <b><u>Gartsherrie South Junction</u></b> | –    | –  |      | Up trains running Slow Line to Coatbridge to show SL.<br><i>To/from Coatbridge Central SC093</i> |
| <b><u>Gartcosh Junction</u></b>          | –    | –  |      | <i>To/from Springburn SC103</i>  |

**SC106 SIGHTHILL WEST JUNCTION TO COWLAIRS SOUTH JUNCTION**

| TIMING POINT                          | DOWN       | UP         | CODE | NOTES  |
|---------------------------------------|------------|------------|------|--|
| <i>Sighthill West Junction</i>        |            |            |      | <i>To/from Springburn – SC103</i>  |
| <b><u>Cowlairs South Junction</u></b> | DEG<br>UEG | UEG<br>DEG |      | <i>To/from Springburn – SC103</i><br><i>To/from Glasgow Queen Street – SC107</i> |

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

| TIMING POINT                          | DOWN    | UP      | CODE | NOTES   |
|---------------------------------------|---------|---------|------|---|
| <b><u>Edinburgh Waverley</u></b>      | Z Y X W |         |      | Platform detail must be shown   |
| Princes Street Gardens                | DN DS   | Z Y X W |      |   |
| <b><u>Haymarket</u></b>               | DN DS   | UN US   |      | Platform detail must be shown<br><i>To/from Slateford Junction – SC003</i>        |
| Haymarket Central Junction            | DN DS   | UN US   | X    | <i>To/from Gorgie Junction – SC165</i><br>Only for crossing                       |
| <b><u>Haymarket West Junction</u></b> | –       | UN US   |      | <i>To/from Gorgie Junction – SC165</i><br><i>To/from Dalmeny Junction – SC171</i> |
| Edinburgh Park                        | –       | –       | S    |   |
| <b><u>Newbridge Junction</u></b>      | –       | –       |      | <i>To/from Uphall – SC111</i>   |
| Newbridge Junction DPL                | –       |         | S    |   |
| <b><u>Winchburgh Junction</u></b>     | –       | –       |      | <i>To/from Dalmeny Junction – SC113</i>   |
| Linlithgow UPL                        |         | –       | S    |   |

| <b>SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</b> |             |            |             |   |
|---|-------------|------------|-------------|---|
| <b>TIMING POINT</b>   | <b>DOWN</b> | <b>UP</b>  | <b>CODE</b> | <b>NOTES</b>  |
|   |             |            |             |   |
| <b>Linlithgow</b>   | –           | –          |             | Platform detail must be shown   |
| Bo'ness Down Passenger Loop                                       | –           |            | S           |   |
| Bo'ness G.F.  |             | –          | S           | <i>To/from Bo'ness &amp; Kinneil Preserved Railway</i>                              |
| <b>Polmont</b>  | –           | –          |             | <i>To/from Grangemouth Junction - SC109</i><br>Platform detail must be shown        |
| Polmont Up South PL   |             | –          | S           |   |
| <b>Falkirk High</b>   | –           | –          |             | Platform detail must be shown   |
| <b>Greenhill Upper Junction</b>                                   | –           | –          |             |   |
| <b>Croy</b>   | –           | –          |             | Platform detail must be shown   |
| Gartshore Down Passenger Loop                                     | –           |            | S           |   |
| Gartshore Up Passenger Loop                                       |             | –          | S           |   |
| <b>Lenzie</b>   | DEG<br>UEG  | –          |             |   |
| <i>Cadder (East End)</i>  | –           |            |             |   |
| Cadder East Departure   | –           | –          | S           | Access to/from Cadder HST Depot   |
| Cadder Down Passenger Loop  | –           | –          | S           |   |
| Cadder Up Passenger Loop  | –           | –          | S           |   |
| Cadder HST Depot  | –           | –          | S           |   |
| Cadder West Departure   | –<br>UEG    | –          | S           | Access to/from Cadder HST Depot   |
| <i>Cadder (West End)</i>  |             |            |             |   |
| <b>Bishopbriggs</b>   | DEG<br>UEG  | UEG<br>DEG |             |   |
| Cowlairs East Junction  | DEG<br>UEG  | UEG<br>DEG | X           | <i>To/from Cowlairs North Junction – SC116</i>                                      |
| Eastfield Passenger Loop  | –           | –          | S           |   |
| <b>Cowlairs West Junction</b>                                     | DEG<br>UEG  | UEG<br>DEG |             | <i>To/from Cowlairs North Junction – SC115</i><br><i>To/from Springburn – SC103</i> |
| Cowlairs Passenger Loop   | –           | –          | S           |   |
| <b>Cowlairs South Junction</b>                                    | DEG<br>UEG  | UEG<br>DEG |             | <i>To/from Springburn – SC106</i>   |
| <b>Glasgow Queen Street</b>                                       |             | UEG<br>DEG |             | Platform detail must be shown   |

| <b>SC109 POLMONT TO CARMUIRS WEST JUNCTION</b> |             |           |             |   |
|--|-------------|-----------|-------------|---|
| <b>TIMING POINT</b>                            | <b>DOWN</b> | <b>UP</b> | <b>CODE</b> | <b>NOTES</b>                                    |
|  |             |           |             |   |
|  |             |           |             |   |
| <b>Polmont</b>                                 | –           | –         |             | <i>To/from Linlithgow – SC107</i>               |
| Polmont Up North PL                            |             | –         | S           |   |
| <b>Grangemouth Junction</b>                    | –           | –         |             |   |
| Falkirk Grahamston                             | –           | –         | S           | Platform detail must be shown                   |
| Camelon  | –           | –         | S           | Platform detail must be shown                   |
| <b>Carmuir East Junction</b>                   | –           | –         |             | <i>To/from Larbert Junction – SC110</i>         |
| <b>Carmuir West Junction</b>                   | –           | –         |             | <i>To from Greenhill Upper Junction – SC107</i> |

**SC110 CARMUIRS EAST JUNCTION TO LARBERT JUNCTION**

| TIMING POINT                 | DOWN | UP | CODE | NOTES                                 |
|------------------------------|------|----|------|---------------------------------------|
| <u>Carmuir East Junction</u> | –    | –  |      | To/from Carmuir West Junction – SC109 |
| <u>Larbert Junction</u>      | –    | –  |      | To/from Stirling – SC119              |

**SC111 NEWBRIDGE JUNCTION TO BATHGATE**

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

**SC113 WINCHBURGH JUNCTION TO DALMENY JUNCTION**

| TIMING POINT               | DOWN | UP | CODE | NOTES                         |
|----------------------------|------|----|------|-------------------------------|
| <u>Winchburgh Junction</u> | –    | –  |      | To/from Linlithgow - SC107    |
| <u>Dalmeny Junction</u>    | –    | –  |      | To/from Inverkeithing – SC171 |

**SC115 COWLAIRS WEST JUNCTION TO KNIGHTSWOOD NORTH JUNCTION**

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

**SC115(0) MARYHILL TO ANNIESLAND**

| TIMING POINT      | DOWN | UP | CODE | NOTES   |
|-------------------|------|----|------|---|
| <u>Maryhill</u>   | –    | –  |      |   |
| Kelvindale        | –    | –  | S    |   |
| <u>Anniesland</u> | –    | –  |      | Platform detail must be shown<br>To/from Hyndland SC123 |

**SC116 COWLAIRS EAST JUNCTION TO COWLAIRS NORTH JUNCTION**

| TIMING POINT                          | DOWN       | UP         | CODE | NOTES                             |
|---------------------------------------|------------|------------|------|-----------------------------------|
|                                       |            |            |      |                                   |
| Cowlairs East Junction                | DEG<br>UEG | UEG<br>DEG | X    | <i>To/from Bishopbriggs SC107</i> |
| <b><u>Cowlairs North Junction</u></b> | –          | –          |      |                                   |

**SC117 GRANGEMOUTH JUNCTION TO GRANGEMOUTH NR BOUNDARY**

| TIMING POINT                           | DOWN | UP | CODE | NOTES  |
|--|------|----|------|--|
|  |      |    |      |  |
| <b><u>Grangemouth Junction</u></b>     | –    | –  |      | <i>To/from Carmuir's East Junction - SC109</i>                                     |
| Grangemouth Signal 290                 | –    | –  | S    | <i>ECS reversing moves and for regulating purposes for trains from Fouldubs Jn</i> |
| Grangemouth Signal 292                 | –    | –  | S    | <i>ECS reversing moves and for regulating purposes for trains from Fouldubs Jn</i> |
| <b><u>Fouldubs Junction</u></b>        | –    | –  |      |  |
| Grangemouth R.R.                       | –    | –  | F    |  |
| Grangemouth NR Boundary                | –    | –  | F    |  |
| Grangemouth Tongues                    | –    | –  | F    |  |
| Grangemouth <b>Ineos Refinery Ltd.</b> | –    | –  | F    |  |

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

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



|                                     |   |   |   |  |
|-------------------------------------|---|---|---|--|
| <b><u>Dalreoch</u></b>              | – | – |   | <i>To/from Balloch - SC135</i>           |
| Cardross                            | – | – | S |  |
| <b><u>Craigendoran Junction</u></b> | – | – |   | <i>To/from Helensburgh Upper – SC141</i> |
| Craigendoran                        |   | – | S |  |
| <b><u>Helensburgh Central</u></b>   |   | – |   | Platform detail must be shown            |

**SC125 HYNDLAND EAST JUNCTION DALMUIR (VIA YOKER)**

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

**SC129 SPRINGBURN TO BELLGROVE**

| TIMING POINT             | DOWN | UP | CODE | NOTES  |
|--------------------------|------|----|------|--|
| <b><u>Springburn</u></b> | –    | –  |      | Platform detail must be shown<br><i>To/from Cowlares South Junction – SC106/SC107<br/>To/from Cowlares West Junction - SC103/SC107</i> |
| Barnhill                 | –    | –  | S    |  |
| Alexandra Parade         | –    | –  | S    |  |
| Duke Street              | –    | –  | S    |  |
| <b><u>Bellgrove</u></b>  | –    | –  |      | <i>To/from Queen Street Low Level – SC123</i><br>Platform detail must be shown   |

**SC131 HIGH STREET JUNCTION TO SHIELDS JUNCTION**

| TIMING POINT                       | DOWN | UP | CODE | NOTES                                     |
|------------------------------------|------|----|------|---|
| <b><u>High Street Junction</u></b> | –    | –  |      | <i>To/from Bellgrove – SC123</i>          |
| <b><u>Shields Junction</u></b>     | –    | –  |      | <i>To/from Arkleston Junction – SC059</i> |

**SC133 WESTERTON TO MILNGAVIE**

| TIMING POINT            | DOWN | UP | CODE | NOTES   |
|-------------------------|------|----|------|---|
| <b><u>Westerton</u></b> | –    | –  |      | <i>To/from Anniesland - SC123<br/>To/from Cowlares North Junction - SC115</i> |
| <b><u>Bearsden</u></b>  | –    | –  |      |   |
| <b><u>Hillfoot</u></b>  | –    | –  |      |   |
| <b><u>Milngavie</u></b> |      | –  |      | Platform detail must be shown   |

**SC135 DALREOCH TO BALLOCH**

| TIMING POINT    | DOWN | UP | CODE | NOTES                                    |
|-----------------|------|----|------|--|
| <b>Dalreoch</b> | –    | –  |      | <i>To/from Dumbarton Central - SC123</i> |
| Renton          | –    | –  | S    |  |
| Alexandria      | –    | –  | S    |  |
| <b>Balloch</b>  |      | –  |      |  |

**SC136 HYNDLAND NORTH JUNCTION TO HYNDLAND WEST JUNCTION**

| TIMING POINT            | DOWN | UP | CODE | NOTES   |
|-------------------------|------|----|------|---|
| Hyndland North Junction |      | –  | S    | Trains towards Anniesland only<br><i>To/from Anniesland – SC123</i> |
| Hyndland West Junction  | –    | –  | X    | <i>To/from Garscadden – SC125</i>                                   |

**SC141 CRAIGENDORAN JUNCTION TO FORT WILLIAM**

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

**SC143 CRIANLARICH TO OBAN**

| TIMING POINT                | DOWN | UP | CODE | NOTES  |
|-----------------------------|------|----|------|--|
|                             |      |    |      |  |
| <b><u>Crianlarich</u></b>   |      |    |      | Platform detail must be shown<br><i>To/from Ardlui – SC141</i>                         |
| <b><u>Tyndrum Lower</u></b> | –    | –  |      | Token Exchange Point   |
| <b><u>Dalmally</u></b>      | –    | –  |      | If a 'Long Section Token' is not held, a stop is required here for a token exchange.   |
| Loch Awe                    | –    | –  | S    |  |
| Falls of Cruachan           | –    | –  | S    |  |
| <b><u>Taynuilt</u></b>      | –    | –  |      | 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 |
| <b><u>Oban</u></b>          | –    | –  |      | Platform detail must be shown  |

**SC145 FORT WILLIAM TO MALLAIG**

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

| SC147 BERWICK TO EDINBURGH WAVERLEY  |       |       |              |  |
|--------------------------------------|-------|-------|--------------|--|
| TIMING POINT                         | DOWN  | UP    | CODE         | NOTES  |
| <b><u>Berwick</u></b>                | –     | –     |              | To/from Belford Refer to LNE Timetable Planning Rules (LN600)  |
| <b><u>Reston Signal EG403</u></b>    | –     |       |              |  |
| <b><u>Reston Signal EG402</u></b>    |       | –     |              |  |
| Reston GSP                           | -     | -     | S            |  |
| <b><u>Reston</u></b>                 | –     | –     |              | Platform / line detail must be shown   |
| <b><u>Grantshouse</u></b>            | –     | –     |              | 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            |  |
| <b><u>Oxwellmains Crossovers</u></b> | –     | –     |              |  |
| <b><u>Dunbar</u></b>                 | –     | –     |              | Platform detail must be shown  |
| Drem DPL                             | –     |       | S            |  |
| Drem UPL                             |       | –     | S            | To/from North Berwick – SC149  |
| <b><u>Drem</u></b>                   | –     | –     |              | To/from North Berwick – SC149  |
| Longniddry APCO                      | –     | –     |              | For 80x services that are changing power in the Marshall Meadows/Innerwick feeder area   |
| Longniddry                           | –     | –     | S            |  |
| <del>Cockenzie Yard</del>            | –     | –     | <del>F</del> |  |
| <del>Cockenzie Signal EA833</del>    | –     | –     | <del>F</del> |  |
| Prestonpans UPL                      |       | –     | S            |  |
| <b><u>Prestonpans</u></b>            | –     | –     |              | <del>To/from Cockenzie Yard</del>  |
| Wallyford                            | –     | –     | S            |  |
| <b><u>Monktonhall Junction</u></b>   | –     | –     |              | To/from Millerhill SS – SC155  |
| Musselburgh                          | –     | –     | S            |  |
| <b><u>Portobello Junction</u></b>    | –     | –     |              | To/from Niddrie South Junction 'Millerhill Line' – SC161<br>To/from Niddrie West Junction 'Suburban Line' – SC163<br>To/from Leith South – SC151 |
| Leith South                          | –     | –     | F            |  |
| Craigentinny T&RSMD                  | –     | –     | S            |  |
| <b><u>Craigentinny Junction</u></b>  | –     | –     |              | To/from Powderhall Refuse Sdg - SC153  |
| <b><u>Abbeyhill Junction</u></b>     | NL SL | –     |              |  |
| <b><u>Edinburgh Waverley</u></b>     | –     | NL SL |              | Platform detail must be shown  |

| SC149 NORTH BERWICK TO DREM JUNCTION |      |    |      |                             |
|--------------------------------------|------|----|------|-----------------------------|
| TIMING POINT                         | DOWN | UP | CODE | NOTES                       |
| <b><u>North Berwick</u></b>          | –    |    |      |                             |
| <b><u>Drem</u></b>                   | –    | –  |      | To/from Prestonpans – SC147 |

**SC151 PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)**

| TIMING POINT               | DOWN | UP | CODE | NOTES   |
|----------------------------|------|----|------|---|
| <u>Portobello Junction</u> | –    | –  |      | To/from Niddrie South Junction 'Millerhill Line' – SC161<br>To/from Niddrie West Junction 'Suburban Line' – SC163 |
| Joppa Straight             | –    |    |      |   |
| Edinburgh Signal EP854     | –    | –  | S    | Trains to/from Joppa Straight   |
| <b>Leith South</b>         | –    | –  | F    |   |

**SC153 CRAIGENTINNY JUNCTION TO POWDERHALL (GOODS LINE)**

| TIMING POINT                 | DOWN | UP | CODE | NOTES                               |
|------------------------------|------|----|------|-------------------------------------|
| <u>Craigentinny Junction</u> | –    | –  |      | To/from Portobello Junction – SC147 |
| Powderhall Refuse Siding     | –    | –  | F    |                                     |

**SC155 MONKTONHALL JUNCTION TO MILLERHILL YARD**

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

**SC161 MILLERHILL YARD TO PORTOBELLO JUNCTION (MILLERHILL LINE)**

| TIMING POINT           | DOWN | UP | CODE | NOTES  |
|------------------------|------|----|------|--|
| <u>Millerhill Yard</u> | –    | –  |      | Platform / Running Line detail must be shown |
| <u>Newcraighall</u>    | –    | –  |      | 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  |
|------------------------------|------|----|------|--|
| <u>Portobello Junction</u>   | –    | –  |      | To/from Edinburgh Waverley – SC147/<br>SC149<br>To/from Niddrie South Junction 'Millerhill Line' – SC161 |
| Edinburgh Signal EP605       | –    | –  | S    | Reversal Point   |
| <u>Niddrie West Junction</u> | –    | –  |      | To/from Haymarket West Junction – SC165  |

**SC164 TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION**

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

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

| TIMING POINT                          | DOWN | UP | CODE | NOTES   |
|---------------------------------------|------|----|------|---|
| <i>Niddrie South Junction</i>         |      |    |      | To/from Millerhill Yard 'Millerhill Lines' – SC161                                    |
| <b><u>Niddrie West Junction</u></b>   | –    | –  |      | To/from Portobello Junction 'Suburban Lines' – SC163                                  |
| <b><u>Craiglockhart Junction</u></b>  | –    | –  |      | To/from Slateford Junction – SC167/SC003  |
| <b><u>Gorgie Junction</u></b>         | –    | –  |      | To/from Haymarket West Junction – SC107<br>To/from Haymarket Central Junction – SC169 |
| <b><u>Haymarket West Junction</u></b> | –    | –  |      | To/from Newbridge Junction – SC107<br>To/from Dalmeny Junction – SC171                |

**SC167 CRAIGLOCKHART JUNCTION TO SLATEFORD JUNCTION**

| TIMING POINT                         | DOWN | UP | CODE | NOTES                     |
|--------------------------------------|------|----|------|---------------------------|
| <b><u>Craiglockhart Junction</u></b> | –    | –  |      |                           |
| Slateford ES675                      | –    |    | S    |                           |
| <i>Slateford Junction</i>            |      |    |      | To/from Slateford – SC003 |

**SC169 GORGIE JUNCTION TO HAYMARKET CENTRAL JUNCTION**

| TIMING POINT                             | DOWN | UP    | CODE | NOTES                                   |
|--|------|-------|------|---|
| <b><u>Gorgie Junction</u></b>            | –    | –     |      | To/from Haymarket West Junction – SC107 |
| <b><u>Haymarket Central Junction</u></b> | –    | UN US |      |   |

| <b>SC171 HAYMARKET WEST JUNCTION TO DUNDEE CENTRAL JUNCTION (VIA KIRKCALDY)</b> |             |           |             |  |
|---|-------------|-----------|-------------|--|
| <b>TIMING POINT</b>   | <b>DOWN</b> | <b>UP</b> | <b>CODE</b> | <b>NOTES</b>   |
| <b><u>Haymarket West Junction</u></b>   | –           | –         |             | <i>To/from Haymarket – SC107<br/>To/from Gorgie Junction – SC165</i>         |
| South Gyle  | –           | –         | S           |  |
| Edinburgh Gateway   | –           | –         | S           |  |
| <b><u>Dalmeny Junction</u></b>  | –           | –         |             | <i>To/from Winchburgh Junction – SC113</i>                                   |
| Dalmeny   | –           | –         | S           |  |
| North Queensferry   | –           | –         | S           |  |
| Inverkeithing South Junction  |             | –         | X           | <i>To/from Rosyth Dockyard SC175</i>   |
| <b><u>Inverkeithing</u></b>   | –           | –         |             | Platform detail must be shown<br><i>To/from Rosyth Dockyard – SC175</i>      |
| Inverkeithing Central Junction  | –           | –         | S           | <i>To/from Dunfermline Town - SC173<br/>To/from Inverkeithing GL – SC173</i> |
| Inverkeithing East Junction   | –           | –         | X           | <i>To/from Inverkeithing North Junction<br/>SC173</i>                        |
| Dalgety Bay   | –           | –         | S           |  |
| Aberdour  | –           | –         | S           |  |
| <b><u>Burntisland</u></b>   | –           | –         |             |  |
| Kinghorn  | –           | –         | S           |  |
| <b><u>Kirkcaldy</u></b>   | –           | –         |             | Platform detail must be shown  |
| <b><u>Thornton South Junction</u></b>   | –           | –         |             | <i>To/from Glenrothes with Thornton –<br/>SC173</i>                          |
| Thornton North UPL  |             | –         | S           |  |
| <b><u>Thornton North Junction</u></b>   | –           | –         |             | <i>To/from Glenrothes with Thornton - SC173</i>                              |
| Markinch  | –           | –         | S           | Platform detail must be shown  |
| <b><u>Ladybank</u></b>  | –           | –         |             | Platform detail must be shown<br><i>To/from Hilton Junction – SC181</i>      |
| Springfield   | –           | –         | S           |  |
| <b><u>Cupar</u></b>   | –           | –         |             |  |
| <b><u>Leuchars</u></b>  | –           | –         |             | Platform detail must be shown  |
| <b><u>Tay Bridge South SB</u></b>   | –           | –         |             |  |
| <b><u>Dundee Central Junction</u></b>   | –           | –         |             | <i>To/from Dundee – SC191</i>  |

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

| TIMING POINT                    | DOWN | UP | CODE | NOTES  |
|---------------------------------|------|----|------|--|
| Inverkeithing Central Junction  | –    | –  | S    | To/from Inverkeithing - SC171  |
| <b>Inverkeithing G.L.</b>       | –    | –  | F    | To/from Inverkeithing – SC171  |
| <b>Inverkeithing C.E.</b>       | –    | –  | F    |  |
| Inverkeithing North Junction    | –    | –  | X    | To/from Inverkeithing – SC171<br>To/from Inverkeithing East Junction – SC171 |
| Rosyth                          | –    | –  | S    |  |
| Charlestown Junction            | –    | –  | X    | To/from Stirling – SC119   |
| <b>Dunfermline Town</b>         | –    | –  |      | Platform detail must be shown  |
| Dunfermline Queen Margaret      | –    | –  | S    | Platform detail must be shown  |
| Townhill DGL                    | –    | –  | F    |  |
| <b>Cowdenbeath</b>              | –    | –  |      | Platform detail must be shown  |
| Lochgelly                       | –    | –  | S    |  |
| Cardenden                       | –    | –  | S    |  |
| Clunybridge Junction            | –    | –  | F    | To/from Thornton Yard  |
| Redford Junction                | –    | –  | X    | To/from Thornton Yard  |
| <b>Glenrothes with Thornton</b> | –    | –  |      | Platform detail must be shown<br>To/from Thornton South Junction – SC171     |
| <b>Thornton North Junction</b>  | –    | –  |      | 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   |
|--------------------------------|------|----|------|---|
| <b>Thornton North Junction</b> | –    | –  |      | To/from Glenrothes with Thornton – SC173<br>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                                    |
|---------------------------------|------|----|------|--|
| <u>Thornton South Junction</u>  | –    | –  |      | To/from Glenrothes with Thornton – SC173 |
| <u>Glenrothes With Thornton</u> | –    | –  |      | Platform detail must be shown            |
| <u>Thornton West Junction</u>   | –    | –  |      |  |

**SC181 LADYBANK JUNCTION TO HILTON JUNCTION**

| TIMING POINT           | DOWN | UP | CODE | NOTES                                   |
|------------------------|------|----|------|---|
| <u>Ladybank</u>        | –    | –  |      | To/from Thornton North Junction – SC171 |
| Ladybank Branch Loop   | –    | –  | S    |   |
| <u>Newburgh</u>        | –    | –  |      |   |
| <u>Hilton Junction</u> | –    | –  |      | To/from Perth – SC119                   |

**SC183 STIRLING TO CHARLESTOWN JUNCTION**

| TIMING POINT                 | DOWN | UP | CODE | NOTES                                |
|------------------------------|------|----|------|--------------------------------------|
| <u>Stirling</u>              | –    | –  |      | Platform detail must be shown        |
| Stirling Signal 6504         | –    | –  | S    | Reversal location only               |
| Stirling North               | –    | –  | S    | Reversal location only               |
| <u>Causewayhead Junction</u> | –    | –  |      |                                      |
| <u>Cambus Loop</u>           | –    | –  |      | Platform / line detail must be shown |
| <u>Alloa</u>                 | –    | –  |      | Platform / line detail must be shown |
| <u>Alloa Loop</u>            | –    | –  |      | 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   |
|--------------------------------|------|----|------|---|
| <u>Dundee Central Junction</u> | –    | –  |      | To/from Tay Bridge South – SC171<br>To/from Errol – SC119 |
| <u>Dundee</u>                  | –    | –  |      | Platform detail must be shown                             |
| <u>Camperdown Junction</u>     | –    | –  |      |   |
| <u>Broughty Ferry</u>          | –    | –  |      |   |
| Balmossie                      | –    | –  | S    |   |
| Monifieth                      | –    | –  | S    |   |
| Barry Links                    | –    | –  | S    |   |
| Golf Street                    | –    | –  | S    |   |
| <u>Carnoustie</u>              | –    | –  |      | Platform detail must be shown                             |
| Arbroath Up South Siding       | –    | –  | S    |   |

| <b>SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN</b> |             |           |             |  |
|--|-------------|-----------|-------------|--|
| <b>TIMING POINT</b>                              | <b>DOWN</b> | <b>UP</b> | <b>CODE</b> | <b>NOTES</b>   |
| <b><u>Arbroath</u></b>                           | –           | –         |             | Platform detail must be shown                                |
| Arbroath Up North Siding                         | –           | –         | S           |  |
| <b><u>Inverkeilor</u></b>                        | –           | –         |             |  |
| <b><u>Usan</u></b>                               | –           | –         |             |  |
| Montrose South                                   | –           | –         | S           | Reversal location only                                       |
| Montrose DBC                                     | –           | –         | F           |  |
| Montrose No1 Through Siding                      | –           | –         | S           |  |
| <b><u>Montrose</u></b>                           | –           | –         |             | Platform detail must be shown                                |
| <b><u>Craig</u></b>                              | –           | –         |             |  |
| <b><u>Laurencekirk</u></b>                       | –           | –         |             |  |
| Laurencekirk URS                                 | –           | –         | F           |  |
| Laurencekirk DRS                                 | –           | –         | F           |  |
| <b><u>Carmont</u></b>                            | –           | –         |             |  |
| <b><u>Stonehaven</u></b>                         | –           | –         |             |  |
| <b><u>Newtonhill A223</u></b>                    | –           |           |             |  |
| <b><u>Newtonhill A222</u></b>                    |             | –         |             |  |
| Portlethen                                       | -           | -         | S           |  |
| <b><u>Aberdeen A229</u></b>                      | -           |           |             |  |
| <b><u>Aberdeen A230</u></b>                      |             | -         |             |  |
| <b><u>Aberdeen A55</u></b>                       | -           |           |             |  |
| <b><u>Aberdeen A56</u></b>                       |             | -         |             |  |
| <b><u>Craiginchies South</u></b>                 | –           | –         |             |  |
| Craiginchies T.C.                                | –           | –         | F           |  |
| Craiginchies North Sidings                       | –           | –         |             |  |
| Aberdeen Craiginchies Lafarge                    | –           | –         | F           |  |
| <b><u>Aberdeen Ferryhill Down Sidings</u></b>    | -           |           |             |  |
| <b><u>Ferryhill Junction</u></b>                 | –           | –         |             |  |
| Aberdeen Ferryhill Up Sidings                    | –           | –         | F           |  |
| Signal A27                                       | –           | –         | S           | Reversal location only                                       |
| <b><u>Signal A75</u></b>                         | -           |           | S           | Reversal location only                                       |
| Signal A77                                       | –           |           | S           | Reversal location only                                       |
| Aberdeen Clayhills CMD                           | –           | –         | S           |  |
| <b><u>Aberdeen</u></b>                           | –           | –         |             | Platform detail must be shown<br><i>To/from Dyce – SC195</i> |

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

| <b>SC195 ABERDEEN TO MILLBURN JN</b> |             |           |             |  |
|--------------------------------------|-------------|-----------|-------------|--|
| <b>TIMING POINT</b>                  | <b>DOWN</b> | <b>UP</b> | <b>CODE</b> | <b>NOTES</b>   |
| <u><b>Aberdeen</b></u>               | –           | –         |             | Platform detail must be shown<br><i>To/from Ferryhill Junction – SC191</i> |
| <u><b>Berryden Junction</b></u>      | –           | –         |             |  |
| Kittybrewster Junction               | –           | –         | X           | To/from Waterloo Goods – SC197   |
| <u><b>Dyce</b></u>                   | –           | –         |             | Platform detail must be shown  |
| Dyce Signal HD7228                   | –           | –         |             |  |
| Dyce Raith's Farm                    | –           | –         | F           |  |
| Kintore                              | –           | –         | S           | Platform detail must be shown  |
| <u><b>Inverurie</b></u>              | –           | –         |             | Platform detail must be shown  |
| Inverurie Turnback Line              | –           | –         | S           | ECS Movements Only   |
| <u><b>Insch</b></u>                  | –           | –         |             |  |
| <u><b>Kennethmont</b></u>            | –           | –         |             |  |
| <u><b>Huntly</b></u>                 | –           | –         |             | Platform detail must be shown  |
| <u><b>Keith Loop</b></u>             | –           | –         |             |  |
| Keith Branch Platform                |             | –         | S           | Terminating Trains Only  |
| Keith                                | –           | –         | S           | Terminating trains to be shown in Branch Platform                          |
| Elgin Yard                           | –           | –         | F           |  |
| <u><b>Elgin</b></u>                  | –           | –         |             | Platform detail must be shown  |
| <u><b>Forres</b></u>                 | –           | –         |             | Platform detail must be shown  |
| <u><b>Nairn</b></u>                  | –           | –         |             | Platform detail must be shown  |
| <u><b>Millburn Junction</b></u>      | –           | –         |             | <i>To/from Inverness – SC193</i>   |

| <b>SC197 KITTYBREWSTER JUNCTION TO WATERLOO GOODS (GOODS LINE)</b> |             |           |             |                             |
|--|-------------|-----------|-------------|-----------------------------|
| <b>TIMING POINT</b>  | <b>DOWN</b> | <b>UP</b> | <b>CODE</b> | <b>NOTES</b>                |
| Kittybrewster Junction   | –           | –         | X           | <i>To/from Dyce – SC195</i> |
| Kittybrewster Junction Arrival Line                                | –           | –         | F           |                             |
| Aberdeen Waterloo  | –           | –         | F           |                             |

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

| <b>SC203 INVERNESS TO WICK</b>   |             |           |             |   |
|----------------------------------|-------------|-----------|-------------|---|
| <b>TIMING POINT</b>              | <b>DOWN</b> | <b>UP</b> | <b>CODE</b> | <b>NOTES</b>  |
|                                  |             |           |             |   |
| <b><u>Invergordon</u></b>        | –           | –         |             | Token Exchange Point<br>Platform detail must be shown   |
| <b><u>Fearn</u></b>              | –           | –         |             | If a 'Long Section Token' Is not held, a stop is required here for a token exchange.                  |
| <b><u>Tain</u></b>               | –           | –         |             | Token Exchange Point  |
| <b><u>Ardgay</u></b>             | –           | –         |             | If a 'Long Section Token' Is not held, a stop is required here for a token exchange.                  |
| Culrain                          | –           | –         | S           |   |
| Invershin                        | –           | –         | S           |   |
| <b><u>Lairg</u></b>              | –           | –         |             | Token Exchange Point  |
| Lairg Oil Terminal               | –           | –         | F           |   |
| <b><u>Rogart</u></b>             | –           | –         |             | If a 'Long Section Token' Is not held, a stop is required here for a token exchange.                  |
| Golspie                          | –           | –         | S           |   |
| Dunrobin Castle                  | –           | –         | S           |   |
| <b><u>Brora</u></b>              | –           | –         |             | Token Exchange Point  |
| <b><u>Helmsdale</u></b>          | –           | –         |             | If a 'Long Section Token' Is not held, a stop is required here for a token exchange.                  |
| Kildonan                         | -           | -         | S           |   |
| Kinbrace                         | –           | –         | S           |   |
| <b><u>Forsinard</u></b>          | –           | –         |             | 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. |
| <b><u>Georgemas Junction</u></b> | –           | –         |             | Token Exchange Point<br><i>To/from Thurso SC207</i>   |
| Bower                            |             | –         | S           | For Up trains, If a 'Long Section Token' is not held, a stop is required here for a token exchange.   |
| <b><u>Wick</u></b>               |             | –         |             |   |

**SC205 DINGWALL TO KYLE OF LOCHALSH**

| TIMING POINT                   | DOWN | UP | CODE | NOTES  |
|--------------------------------|------|----|------|--|
| <b><u>Dingwall</u></b>         | –    | –  |      | Platform detail must be shown<br><i>To/from Muir of Ord – SC203</i>                    |
| Fodderty IB Signal             | –    | –  | S    | If a 'Long Section Token' is not held, a stop is required here for a token exchange.   |
| <b><u>Garve</u></b>            | –    | –  |      | Token Exchange Point   |
| Lochluichart                   | –    | –  | S    |  |
| Achanalt                       | –    | –  | S    |  |
| <b><u>Achnasheen</u></b>       | –    | –  |      | If a 'Long Section Token' is not held, a stop is required here for a token exchange.   |
| Achnashellach                  | –    | –  | S    |  |
| <b><u>Strathcarron</u></b>     | –    | –  |      | 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 |
| <b><u>Kyle of Lochalsh</u></b> |      | –  |      | Platform detail must be shown  |

**SC207 GEORGEMAS JUNCTION TO THURSO**

| TIMING POINT                     | DOWN | UP | CODE | NOTES                       |
|----------------------------------|------|----|------|-----------------------------|
| <b><u>Georgemas Junction</u></b> | –    | –  |      | <i>To/from Wick – SC203</i> |
| <b><u>Thurso</u></b>             |      | –  |      |                             |

## 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 –

<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<br>0820 – 2400 |
| Kilmarnock Junction – Busby Junction   | 0000 – 0050 (MX)<br>and 0515 – 2400 | 0000 – 0050 and<br>0515 – 2400 | 0000 – 0050 and<br>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<br>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 – 0007 and 0521 – 2400 | 0000 – 0007 and 1104 - 2110                                |
| Girvan                                      | 0000 – 0026 (MX) and 0524 – 2400                           | 0000 – 0026 and 0524 - 2400 | 0000 – 0030 and 1100 – 2057<br>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<br>0000 – 0051 and 1030 – 2029 |
| Dunragit – Stranraer*                       | 0000 – 0102 (MX) and 0701 – 2400 (MO)<br>0659 – 2400 (MSX) | 0000 – 0102 and 0659 – 2400 | 0000 – 0110 and 1030 – 2000<br>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**

| ROUTE SECTION   | SX                 | SO                 | SUN                         |
|---|--------------------|--------------------|-----------------------------|
| Open continuously. The following signal boxes are equipped to be switched out. Opening hours are: |                    |                    |                             |
| Fouldubs Junction   | Open continuously* | Open continuously* | 0900 – 1500<br>1600 – 2359^ |

\* The SX /SO night shift (2200 – 0600) opens specifically for DBS services.

^ The Sunday late shift opens specifically for DBS &amp; 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: |                   |                   |   |
| 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)<br>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<br>0645 – 2400         | 0000 – 0045 and<br>0645 - 2400 | 1645 – 2245<br>(Winter months)<br>0845 – 2245<br>(Summer months) |

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

| ROUTE SECTION  | SX                | SO                | SUN               |
|--|-------------------|-------------------|-------------------|
| Haymarket West Junction to<br>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<br>0100 (Mon) <sup>#</sup> | Open continuously <sup>#</sup> | Open as required for<br>DBS Energy Services. |
| <sup>#</sup> 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<br>Dundee   | Open continuously | Open continuously | Open continuously          |
| Dundee to Aberdeen   | Open continuously | Open continuously | 0001 – 0030<br>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 - Kinraig | Open continuously<br>(to 2240 FO) | 0000 – 2240       | 0930 – 2400       |
| Kinraig - 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<br>only<br>0800 – 1800<br>(May to September) | 0800 – 1800<br>(May to September) | 0800 – 1700<br>(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 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

| <b>SC001 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)</b> |             |           |  |
|--|-------------|-----------|--|
| <b>TIMING POINT</b>  | <b>DOWN</b> | <b>UP</b> | <b>NOTES</b>   |
|  |             |           |  |
| 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<br>3     | 2½<br>3   | Following non stop train<br>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 # \$ ^ | <p>* Can be reduced to 3 <b>at</b> Midcalder Junction when the 1<sup>st</sup> train isn't booked to call at Kirknewton and the 2<sup>nd</sup> train is booked to call at Kirknewton.</p> <p># Can be reduced to 3 <b>at</b> Midcalder Junction when the 1<sup>st</sup> train is routed to Livingston South and the 2<sup>nd</sup> train is routed to Auchengray.</p> <p>\$ Can be reduced to 4 <b>at</b> Slateford when the 1<sup>st</sup> train is a non stop train timed to run at 95mph (maximum permitted linespeed) and the 2<sup>nd</sup> train is routed from Craiglockhart Junction.</p> <p>^ Must be increased to 7 ½ when first train stops at Wester Hailes and Curriehill.</p> |
| Slateford – Haymarket  | 2½   | 2½*      | *See margins   |

**SC007 MIDCALDER JUNCTION TO HOLYTOWN JUNCTION**

| TIMING POINT                | DOWN     | UP      | NOTES  |
|-----------------------------|----------|---------|--|
| Midcalder Junction – Shotts | 3<br>4   | 3<br>4½ | Following non-stop train<br>Following stopping train |
| Shotts-Holytown Junction    | 3½<br>5½ | 3<br>4½ | Following non-stop train<br>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<br>7½<br>7 | 4½<br>5<br>7 | Following non-stop Passenger.<br>Following stopping Passenger.<br>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<br>6½       | 9½<br>7      | Following a freight/stopping Passenger<br>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      |  |
| <b>Exceptions:</b>                                |        |        |  |
| 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<br>4 | 3<br>4 | Following MU<br>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  | Following Passenger                                       |
|   | 4    | 6  | Following Freight   |
| Ardrossan South Beach – Hunterston Junction | 4    | 8  | Up/Down Largs. Following non-stop Passenger.              |
|   | 5    |    | Up/Down Largs. Following a stopping Passenger or Freight. |
|   |      | 9  | 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                               |
|--------------|------|----|-------------------------------------|
|              |      |    |                                     |
|              |      |    | <i>Refer to Margins section 5.3</i> |

**SC089 ANNBANK TO KILLOCH COLLIERY**

| TIMING POINT | DOWN | UP | NOTES                               |
|--------------|------|----|-------------------------------------|
|              |      |    | <i>Refer to Margins section 5.3</i> |

**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  |
|--|-----------|------------|--|
|  |           |            |  |
| <b>SC099 WHIFFLET NORTH JUNCTION TO RUTHERGLEN EAST JUNCTION</b> |           |            |  |
| TIMING POINT   | DOWN      | UP         | NOTES  |
|  |           |            |  |
| Whifflet North Junction – Langloan Jn                            | 3<br>4 #  | 4<br>5½†   | # Following a freight<br>† Following a freight |
| Langloan Jn - Carmyle  | 4<br>4½ # | 4½<br>6½ † | # Following a freight<br>† Following a freight |
| Carmyle – Rutherglen East Junction                               | 3<br>3½ # | 4<br>5†    | # Following a freight<br>† 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<br>7 | Following non-stop train<br>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 – Carmuir 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, 2 <sup>nd</sup> train to be timed to pass Cowlairs North Junction 1 minute after the 1 <sup>st</sup> train has arrived at Maryhill.<br>^ If following a stopping train, 2 <sup>nd</sup> train to be timed to arrive / pass Maryhill 3 minute after the 1 <sup>st</sup> 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<br>3          | 2½<br>3½        | Following Passenger<br>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 <sup>#</sup>  | # On the Up, a train stopping at Bridge of Allan may depart Dunblane 4½ minutes after a non-stopping service<br><br>* 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 – Longforgan                         | AB              | AB              |  |
| Errol Longforgan – Dundee Central Junction | AB <sup>%</sup> | AB <sup>†</sup> | % On the Down, a non-stopping service can pass Dundee Central Junction 5 minutes after a stopping service.<br>† On the Up, a stopping service can pass Dundee Central Junction 5 minutes after a 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<br>6½ | 8<br>9 | Following DMU<br>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 |

| <b>SC141 CRAIGENDORAN JUNCTION TO FORT WILLIAM</b>   |             |           |  |
|--|-------------|-----------|--|
| <b>TIMING POINT</b>  | <b>DOWN</b> | <b>UP</b> | <b>NOTES</b>   |
| 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.<br>*Long Section Token can be given between Garelochhead and Arrochar & Tarbet in both directions if available.   |
| Glen Douglas – Arrochar & Tarbet   | RB*         |           | Single Line.<br>*Long Section Token can be given between Garelochhead and Arrochar & Tarbet in both directions if available.   |
| Arrochar & Tarbet – Ardlui   | RB*         |           | Single Line.<br>*Long Section Token can be given between Arrochar & Tarbet and Crianlarich in both directions if available.  |
| Ardlui – Crianlarich   | RB*         |           | Single Line.<br>*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.<br>*Long Section Token can be given between Bridge of Orchy and Rannoch in both directions if available.  |
| Gorton – Rannoch   | RB*         |           | Single Line.<br>*Long Section Token can be given between Bridge of Orchy and Rannoch in both directions if available.  |
| Rannoch – Corrour  | RB*         |           | Single Line.<br>*Long Section Token can be given between Rannoch and Tulloch in both directions if available.  |
| Corrour – Tulloch  | RB*         |           | Single Line.<br>*Long Section Token can be given between Rannoch and Tulloch in both directions if available.  |
| Tulloch – Roy Bridge   | RB*         |           | Single Line.<br>*Long Section Token can be given between Tulloch and Spean Bridge in both directions if available.   |
| Roy Bridge – Spean Bridge  | RB*         |           | Single Line.<br>*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<br>Towards Fort William Station:<br>First train from Spean Bridge 3½<br>First train from Banavie 4<br>Away from Fort William Station:<br>First train towards Spean Bridge 4<br>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.<br>*Long Section Token can be given between Tyndrum Lower and Taynuilt in both directions if available. |
| Dalmally – Taynuilt  | RB*  |    | Single Line.<br>*Long Section Token can be given between Tyndrum Lower and Taynuilt in both directions if available. |
| Taynuilt – Connel Ferry  | RB*  |    | Single Line.<br>*Long Section Token can be given between Taynuilt and Oban in both directions if available.          |
| Connel Ferry – Oban  | RB*  |    | Single Line.<br>*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<br>*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<br>*Long Section Token can be given between Fort William Junction and Glenfinnan in both directions if available. |
| Glenfinnan – Arisaig   | RB*  |    | Single Line<br>*Long Section Token can be given between Glenfinnan and Mallaig in both directions if available.               |
| Arisaig – Mallaig  | RB*  |    | Single Line<br>*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           |                         |
| Carnoustie – Arbroath                             | AB           | AB           |                         |
| Arbroath – Inverkeilor                            | AB           | AB           |                         |
| Inverkeilor – Usan                                | AB           | AB           |                         |
| Usan – Montrose                                   | AB           |              | Single Line             |
| Montrose – Craigro                                | AB           | AB           |                         |
| Craigro – Laurencekirk                            | AB           | AB           |                         |
| Laurencekirk – Carmont                            | AB           | AB           |                         |
| Carmont – Stonehaven                              | AB           | AB           |                         |
| Stonehaven – Newtonhill A223/A222                 | AB           | AB           |                         |
| Newtonhill A223/A222 – Aberdeen A229/A230         | TCB          | TCB          | Plan as AB              |
| Aberdeen A229/A230 – Aberdeen A55/A56 (inclusive) | TCB          | TCB          | Plan as AB              |
| Aberdeen A55/A56 (exclusive) – Aberdeen           | 3            | 3            |                         |
| <del>Stonehaven – Craiginches South</del>         | <del>6</del> | <del>6</del> |                         |
| <del>Craiginches South – Aberdeen</del>           | <del>3</del> | <del>3</del> |                         |

**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 – Kincaig           | TCB  |    | Single Line. Plan as AB |
| Kincaig – 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  |                         |

| <b>SC195 ABERDEEN TO INVERNESS</b>   |             |           |  |
|--------------------------------------|-------------|-----------|--|
| <b>TIMING POINT</b>                  | <b>DOWN</b> | <b>UP</b> | <b>NOTES</b>   |
| Aberdeen-Berryden Junction           | TCB         |           | Single Line plan as AB   |
| Berryden Junction-Inverurie North Jn | 4           | 4         |  |
| Inverurie North Jn – Inch            | TB          |           | Single Line plan as AB   |
| Inch – 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<br>Down: 2nd train can Depart Elgin same time that the 1st train arrives Forres<br>Up: 2nd train can Depart Forres 1 minute after the 1st train arrives Elgin |
| Forres – Nairn                       | TCB         |           | Single line plan as AB<br>Down: 2nd train can Depart Forres 1 minute after the 1st train arrives Nairn<br>Up: 2nd train can Depart Nairn same time that 1st train arrives Forres     |
| Nairn – Millburn Jn                  | TCB         |           | Single line plan as AB<br>Down: 2nd train can Depart Nairn 1 minute after the 1st train passes Millburn Jn   |
| Millburn Jn – Inverness              | TCB         |           | Refer to SC193   |

| <b>SC203 INVERNESS TO WICK</b>   |             |           |   |
|--|-------------|-----------|---|
| <b>TIMING POINT</b>  | <b>DOWN</b> | <b>UP</b> | <b>NOTES</b>  |
| 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.<br>*Long Section Token can be given between Inverness and Muir of Ord in both directions if available.   |
| Clunes IB Signal – Muir of Ord   | RB*         |           | Single Line.<br>*Long Section Token can be given between Inverness and Muir of Ord in both directions if available.   |
| Muir of Ord – Dingwall   | RB          |           | Single Line   |
| Dingwall – Evanton IB Signal   | RB*         |           | Single Line.<br>*Long Section Token can be given between Dingwall and Invergordon in both directions if available.  |
| Evanton IB Signal - Invergordon  | RB*         |           | Single Line.<br>*Long Section Token can be given between Dingwall and Invergordon in both directions if available.  |
| Invergordon - Fearn  | RB*         |           | Single Line.<br>*Long Section Token can be given between Invergordon and Tain in both directions if available.  |
| Fearn – Tain   | RB*         |           | Single Line.<br>*Long Section Token can be given between Invergordon and Tain in both directions if available.  |
| Tain – Ardgay  | RB*         |           | Single Line.<br>*Long Section Token can be given between Tain and Lairg in both directions if available.  |
| Ardgay – Lairg   | RB*         |           | Single Line.<br>*Long Section Token can be given between Tain and Lairg in both directions if available.  |
| Lairg – Rogart   | RB*         |           | Single Line.<br>*Long Section Token can be given between Lairg and Brora in both directions if available.   |
| Rogart - Brora   | RB*         |           | Single Line.<br>*Long Section Token can be given between Lairg and Brora in both directions if available.   |
| Brora – Helmsdale  | RB*         |           | Single Line.<br>*Long Section Token can be given between Brora and Forsinard in both directions if available.   |
| Helmsdale – Forsinard  | RB*         |           | Single Line.<br>*Long Section Token can be given between Brora and Forsinard in both directions if available.   |
| Forsinard - Halkirk  | RB*         | RB        | Single Line.<br>*Long Section Token can be given between Forsinard and Georgemas Junction in the Down direction if available.<br>In the Up direction Georgemas Junction to Forsinard is one section only. |
| Halkirk – Georgemas Junction   | RB*         | RB        | Single Line.<br>*Long Section Token can be given between Forsinard and Georgemas Junction in the Down direction if available.<br>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.<br>*Long Section Token can be given between Wick and Georgemas Junction in the Up direction if available.<br>In the Down direction Georgemas Junction to Wick is one section only. |
| Bower – Wick               | RB   | RB* | Single Line.<br>*Long Section Token can be given between Wick and Georgemas Junction in the Up direction if available.<br>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.<br>*Long Section Token can be given between Dingwall and Garve in both directions if available.     |
| Fodderty IB Signal – Garve   | RB*  |    | Single Line.<br>*Long Section Token can be given between Dingwall and Garve in both directions if available.     |
| Garve – Achnasheen   | RB*  |    | Single Line.<br>*Long Section Token can be given between Garve and Strathcarron in both directions if available. |
| Achnasheen – Strathcarron  | RB*  |    | Single Line.<br>*Long Section Token can be given between Garve and Strathcarron in both directions if available. |
| 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:

| <b>SC001 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)</b> |                                |  |
|--|--------------------------------|--|
| <b>Line/Location</b>   | <b>Section</b>                 | <b>Remarks</b>   |
| 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   |  |
|---|--|
| <b>Attachment of Locomotives/Units</b>  |  |
| MU  | 6  |
| 22X & 80x   | 7  |
| <b>Connectional Allowance</b>   |  |
|   | 5  |
| <b>Detachment of Locomotives/Units:</b>   |  |
| MU  | 4  |
| 22X & 80x   | 7  |
| 385   | 5  |
| <b>Dwell Time</b>   |  |
| Loco hauled slam door stock   | 1½*<br>*3 at unstaffed stations except with two on-board operational staff |
| HST (Power Doors)   | 1½   |
| Class 150, 156, Sliding Door EMU  | ½  |
| <del>Class 185, 350</del>   | <del>4</del>   |
| Class 158, 170  | 45 secs  |
| Class 390   | 2  |
| Class 397   | 1½<br>(1 if Set Down/Pick up only)   |
| Mark IV stock   | 1½   |
| Class 22X   | 1½   |
| Class 80X   | 2  |
| ScotRail service when changing driver   | 2  |
| <b>Junction Margin</b>  |  |
|   | 3  |
| <b>Arrive to Depart Margin</b>  |  |
| Resetting of route for a departing service following the pass or arrival of a conflicting inwards service | 1  |

| STANDARD VALUES – MINIMUM  |   |
|--|---|
| <b>Reversal</b>  |   |
| ScotRail DMU/EMU (excluding class 380/385)   | 5 not including coupling / uncoupling sets<br>7 when a driver change takes place<br>8 including coupling / uncoupling sets<br>3 for ScotRail if two drivers are provided and only with prior agreement from the operator                        |
| DMU/EMU  | 8 including coupling / uncoupling sets  |
| Class 380/385  | 5<br>7 when a driver change takes place<br>10 including coupling / uncoupling sets<br>12 when a driver change takes place including coupling / uncoupling sets<br>3 if two drivers are provided and only with prior agreement from the operator |
| ScotRail, CrossCountry HST   | 7   |
| LNER HST, MKIV & 80X   | 8<br>5 if two drivers are provided and only with prior agreement from the operator  |
| Class 22x  | 5 CrossCountry Trains only<br>6 Avanti West Coast Only  |
| 2 x Class 22x  | 6 CrossCountry Trains only<br>7 Avanti West Coast Only  |
| Class 390  | 15 minutes at all locations. Applies to both 9-car and 11-car units   |
| Class 397  | 8   |
| Class 80x (5 Car)  | 7   |
| Class 80x (9 & 10 Car)   | 8   |
| Class 80x (Where train is remanned)  | 4   |
| <b>Turnround</b>   |   |
| ScotRail DMU/EMU (excluding class 380/385)   | 5 not including coupling / uncoupling sets<br>7 when a driver change takes place<br>8 including coupling / uncoupling sets<br>3 for ScotRail if two drivers are provided and only with prior agreement from the operator                        |
| Class 380/385  | 5<br>7 when a driver change takes place<br>10 including coupling / uncoupling sets<br>12 when a driver change takes place including coupling / uncoupling sets<br>3 if two drivers are provided and only with prior agreement from the operator |
| DMU/EMU  | 8 including coupling / uncoupling sets  |
| <b>CrossCountry HST / 22x Train Preparation Allowances – minimum platform standing allowance between ECS arrival from depot and passenger train departure</b>                |   |
| 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 |   |
| <b>CrossCountry 22x Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ECS departure to depot</b>                  |   |
| 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 (Class 1, 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**

| <b>Junction Margins</b>          |                        |               |
|----------------------------------|------------------------|---------------|
| <b>First Movement</b>            | <b>Second Movement</b> | <b>Margin</b> |
| 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**

| <b>Adjustments to Sectional Running Times</b>                              |   |   |
|--|---|---|
| <b>Movement Down</b>   | <b>Reason</b>   | <b>Value</b>  |
| Down trains to Carstairs East Junction/Down Passenger Loop/Down Platform 1 | Approach controlled signal  | 1   |
| <b>Movement Up</b>   | <b>Reason</b>   | <b>Value</b>  |
| Trains from Carstairs East Junction to Abington.                           | Acceleration allowance  | 1 <del>185 &amp; 350</del><br>397<br>2 Except <del>185</del><br>& <del>350</del> 397<br>3 Sleeper Service |
| Up trains stopping at Carstairs  | Acceleration allowance  | ½ All except*<br>* 1½ Sleeper Services only<br>Carstairs South Junction – Abington                        |
| Up trains stopping at Carstairs UPL / Up trains from Ravenstruther         | Acceleration allowance  | ½ between Carstairs South Junction – Abington   |
| <b>Junction Margins</b>  |   |   |
| <b>First Movement</b>  | <b>Second Movement</b>  | <b>Margin</b>   |
| 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   |

| <b>Carstairs Station</b>  |   |                                       |
|---|---|---------------------------------------|
| <b>Adjustments to Sectional Running Times</b>   |   |                                       |
| <b>Movement Down</b>  | <b>Reason</b>   | <b>Value</b>                          |
| Trains from Carstairs East Junction (not stopping Carstairs Station) towards Lanark Junction  | Acceleration allowance  | 2 between Carstairs – Lanark Junction |
| <b>Movement Up</b>  | <b>Reason</b>   | <b>Value</b>                          |
| All up trains passing towards Carstairs East Jn   | Approach Control  | 1½                                    |
| All up trains arriving/passing Platform 1   | Approach Control  | 1                                     |
| <b>Junction Margins</b>   |   |                                       |
| <b>First Movement</b>   | <b>Second Movement</b>  | <b>Margin</b>                         |
| 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                                     |
| <b>Planning Note</b>  |   |                                       |
| 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. |   |                                       |

**Carstairs Station****Restriction**

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

Pathing time must not be inserted between Carstairs Station and Carstairs South Junction or vice versa for trains calling at Carstairs due to there being no intermediate signals.

**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**

|                      | 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   |  |        |
|--|--|--------|
| <b>Adjustments to Sectional Running Times</b>  |  |        |
| 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      |
| <b>Junction Margins</b>  |  |        |
| 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   |                      |        |
|--|----------------------|--------|
| <b>Junction Margins</b>  |                      |        |
| 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      |
| <b>Restrictions</b>  |                      |        |
| 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  |                  |        |
|---|------------------|--------|
| <b>Adjustments to Sectional Running Times</b>               |                  |        |
| 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      |
| <b>Junction Margins</b>                                     |                  |        |
| First Movement  | Second Movement  | Margin |
| Down pass   | Up pass to RMT   | 3½     |

| Shieldmuir   |                                   |     |
|--|-----------------------------------|-----|
| 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      |
| 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.<br>No pathing or other allowances to be applied between Motherwell and Up Goods Loop.<br>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 <del>when joining</del> not stopping at Motherwell                  | Acceleration     | 1<br>approaching<br>next timing<br>point |
| Dwell Time   |                  |  |
| DMU/EMU  | 1                |  |
| LH, HST, 390 & 80X   | 1½               |  |

| <b>Motherwell</b>   |   |   |
|---|---|---|
| <b>Junction Margins</b>   |   |   |
| <b>First Movement</b>   | <b>Second Movement</b>  | <b>Margin</b>   |
| Hamilton lines arrival from Mossend South Jn  | Non-Stop to/from Law Jn   | 4   |
| Hamilton lines departure towards Mossend South Jn   | Non-Stop to/from Law Jn   | 4   |
| Hamilton lines departure towards Mossend South Jn   | Arrive Platform 1 from Uddingston Junction  | 3½  |
| Hamilton lines departure towards Mossend South Jn   | Depart Platform 3 or 4 to Derby Sidings   | 2   |
| Hamilton lines arrival from the North   | Arriving Platform 2#  | Same time (# 3 minutes for trains of more than 8 coaches) |
| Hamilton lines arrival from Uddingston  | Arrive Platform 1 from Mossend South  | Same time <sup>s</sup>                                    |
| Down Departure Platform 2   | Hamilton Lines Up Arrival   | 3   |
| Depart platform 2 to Uddingston   | Depart Hamilton Lines   | 2   |
| Down train arrives Platform 2 8 Car Maximum   | Hamilton Lines Up Arrival   | Same time*  |
| Up train arrive/pass Platform 1 from Uddingston   | 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 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. |   |   |
| <b>Minimum Turnround Reversing in Platforms 3 and 4</b>   |   |   |
| DMU/EMU not exceeding 3 Car   | 3   |   |
| <b>Platform Re-occupation</b>   |   |   |
| <b>First Movement</b>   | <b>Second Movement</b>  | <b>Margin</b>   |
| 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  |   |   |

| <b>Motherwell Derby CS</b>             |   |               |
|--|---|---------------|
| <b>Junction Margins</b>                |   |               |
| <b>First Movement</b>                  | <b>Second Movement</b>  | <b>Margin</b> |
| 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             |

| <b>Uddingston / Uddingston Junction</b>  |   |                    |
|--|---|--------------------|
| <b>Adjustments to Sectional Running Times</b>  |   |                    |
| <b>Movement Up</b>   | <b>Reason</b>                                 | <b>Value</b>       |
| Up Trains calling at both Uddingston and Bellshill approaching Bellshill   | Acceleration to line speed.                   | ½ 158<br>1 150/156 |
| <b>Junction Margins</b>  |   |                    |
| <b>First Movement</b>  | <b>Second Movement</b>                        | <b>Margin</b>      |
| 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                  |
| <b>Restriction</b>   |   |                    |
| 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. |   |                    |
| <b>Platform Re-occupation</b>  |   |                    |
| <b>First Movement</b>  | <b>Second Movement</b>                        | <b>Margin</b>      |
| Up depart to Bellshill   | Up arrive                                     | 3                  |
| <b>Restriction</b>   |   |                    |
| Pathing time must not be used between Uddingston Junction & Uddingston, owing to signaling constraints.  |   |                    |

| <b>Newton East Junction</b>  |   |               |
|--|---|---------------|
| <b>Junction Margins</b>  |   |               |
| <b>First Movement</b>  | <b>Second Movement</b>                        | <b>Margin</b> |
| 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             |
| <b>Restriction</b>   |   |               |
| Down trains cannot stand on South Connecting Line, except when reversing from Newton Station.<br>No pathing time or other allowances to be inserted between Newton East Junction and Newton in Down direction. |   |               |

|                |
|----------------|
| <b>Newton</b>  |
| 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      |

|                               |   |
|-------------------------------|---|
| <b>Cambuslang</b>             |   |
|                               |   |
| <b>Connectional Allowance</b> | 3 |
|                               |   |
| <b>Platform Re-occupation</b> | 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<br>2 LH |
| Train departing Polmadie Up / Down Clydesdale to Up Fast / Up Slow    | Acceleration allowance | 1 MU<br>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      |

**Shawfield, Polmadie Clydesdale and Polmadie (East End)**

|  |  |    |
|--|--|----|
| Pass Down Slow to Polmadie Up / Down Clydesdale      | Pass Down Fast   | 4  |
| 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**

| <b>Movement Down</b>                                      | <b>Reason</b>           | <b>Value</b> |
|---|-------------------------|--------------|
| 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**

| <b>Movement Up</b>  | <b>Reason</b>                                | <b>Value</b> |
|---|--|--------------|
| 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**

| <b>First Movement</b>    | <b>Second Movement</b>            | <b>Margin</b> |
|--------------------------|-----------------------------------|---------------|
| 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<br>4 LH |
| Pass Down Slow           | Pass Up Fast to Up Slow           | 2             |
| Pass Up Fast to Up Slow  | Pass Down Slow                    | 3             |

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

| <b>Eglinton Street Junction</b> |                 |        |
|---------------------------------|-----------------|--------|
| <b>Junction Margins</b>         |                 |        |
| First Movement                  | Second Movement | Margin |
| All conflicting moves           |                 | 2      |

| <b>Bridge Street Junction</b>   |  |        |
|---|--|--------|
| <b>Junction Margins</b>   |  |        |
| 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 <del>Virgin Trains</del> Avanti West Coast   | 40 30 However, values can be amended to 20 where specific agreement exists between Network Rail and <del>Virgin Trains</del> Avanti West Coast.       |                                 |
| ECS off/forming <del>Virgin Trains</del> Avanti 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. |   |                                 |
| <del>Class 350's</del>   |   |                                 |
| <del>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.</del>                    |   |                                 |

**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<br>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  |
|--------------------------|------------------|--|
| Train to Craiglockhart   | Approach Control | 2 Passenger<br>2 Freight<br>To be applied approaching Slateford                    |
| Train from Craiglockhart | Acceleration     | 1 Passenger (not stopping Slateford)<br>1 Freight<br>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     |

|   |  |   |
|---|--|---|
| <b>Slateford</b>  |  |   |
| 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  |  |   |
| <b>Restriction</b>  |  |   |
| Only one train can stand or be on SC167 between Craiglockhart Junction and <i>Slateford Junction</i> at any one time in either direction. |  |   |
| <b>Note</b>   |  |   |
| Maximum length of train reversing is 140m.  |  |   |

|  |                                  |               |
|--|----------------------------------|---------------|
| <b>SC007 MIDCALDER JUNCTION TO HOLYTOWN JUNCTION</b>           |                                  |               |
| <b>West Calder</b>   |                                  |               |
| <b>Junction Margins</b>  |                                  |               |
| <b>First Movement</b>  | <b>Second Movement</b>           | <b>Margin</b> |
| Up train arrive/pass Midcalder Junction/Midcalder Jn Sig EJ720 | Depart EJ994 to Livingston South | 1             |

|  |                                  |               |
|--|----------------------------------|---------------|
| <b>SC011 LAW JUNCTION TO UDDINGSTON JUNCTION (VIA HOLYTOWN)</b>                          |                                  |               |
| <b>Wishaw</b>  |                                  |               |
| <b>Adjustments to Sectional Running Times</b>  |                                  |               |
| <b>Movement Down</b>   | <b>Reason</b>                    | <b>Value</b>  |
| Down train to Shieldmuir, not stopping Wishaw  | Approach Control                 | 1             |
| Down train to Shieldmuir, stopping Wishaw  | Approach Control                 | Nil           |
| <b>Junction Margins</b>  |                                  |               |
| <b>First Movement</b>  | <b>Second Movement</b>           | <b>Margin</b> |
| Arrive/Pass from Shieldmuir  | Pass to Shieldmuir or Holytown   | 3             |
| Pass/Arrive from Shieldmuir  | Depart to Shieldmuir or Holytown | ½             |
| Depart/pass to Holytown  | Pass/arrive from Shieldmuir      | 3½*           |
| *May be reduced by ½ if equivalent (pathing time) inserted between Shieldmuir and Wishaw |                                  |               |

|   |   |               |
|---|---|---------------|
| <b>Holytown / Holytown Junction</b>   |   |               |
| <b>Junction Margins</b>   |   |               |
| <b>First Movement</b>   | <b>Second Movement</b>                        | <b>Margin</b> |
| 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             |
| <b>Restrictions</b>   |   |               |
| Pathing time must not be used between Holytown Junction and Holytown, owing to signaling constraints. |   |               |

|   |   |               |
|---|---|---------------|
| <b>Mossend East Junction</b>  |   |               |
| <b>Adjustments to Sectional Running Times</b>   |   |               |
| <b>Movement Down</b>  | <b>Reason</b>   | <b>Value</b>  |
| Down train to Mossend South Junction, not stopping Holytown   | Approach Control  | 1             |
| Down train to Mossend South Junction, stopping Holytown   | Approach Control  | ½             |
| <b>Adjustments to Sectional Running Times</b>   |   |               |
| <b>Movement Up</b>  | <b>Reason</b>   | <b>Value</b>  |
| 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<br>1 LH  |
| Up train coming from Mossend South Junction, stopping Holytown  | Acceleration  | Nil           |
| <b>Junction Margins</b>   |   |               |
| <b>First Movement</b>   | <b>Second Movement</b>                                      | <b>Margin</b> |
| 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             |
| <b>Overlap Restrictions</b>   |   |               |
| <p>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.</p> <p>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.</p> |   |               |

| <b>Mossend West Junction</b>  |  |               |
|---|--|---------------|
| <b>Adjustments to Sectional Running Times</b>                                 |  |               |
| <b>Movement Up</b>  | <b>Reason</b>  | <b>Value</b>  |
| 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             |
| <b>Junction Margins</b>   |  |               |
| <b>First Movement</b>   | <b>Second Movement</b>   | <b>Margin</b> |
| 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             |
|   |  |               |

| <b>Bellshill</b>  |
|---|
| <b>Restriction</b><br>Pathing time 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 |

| <b>Viewpark Sidings</b>   |
|---|
| <b>Restriction</b><br>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. |

| <b>SC023 MOTHERWELL TO NEWTON (VIA HAMILTON)</b>           |   |               |
|--|---|---------------|
| <b>Newton</b>  |   |               |
| <b>Junction Margins</b>                                    |   |               |
| <b>First Movement</b>                                      | <b>Second Movement</b>                      | <b>Margin</b> |
| 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 |   |               |

**SC023 MOTHERWELL TO NEWTON (VIA HAMILTON)****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 towards 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      |

**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.

**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 Argyll 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.

**Glasgow Central Low Level****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

**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 |
|------------------------------|------------------------------|--------|
| 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

|  |
|--|
| <b>Mauchline</b>   |
| <b>Operating Stop</b><br>2 minutes. Trains running to/from Newton Junction for purposes of token exchange.   |
| <b>Restriction</b><br>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.<br>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<br>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<br>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  |   |   |
| Movement Up   | Reason  | Value   |
| Freight trains from Barassie Junction   | Acceleration purposes between Kilmarnock and Mauchline                | <600t: 0.5<br>600-800t: 1<br>1000-1600t: 1.5<br>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  |
| 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)<br>Classes 0, 1, 2, 3, 5 | 3½  |

| <b>Kilmarnock</b>   |   |                        |
|---|---|------------------------|
| Arrive/pass from Lugton   | Arrive from Barassie (when conflicting)<br>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)<br>Classes 0, 1, 2, 3, 5 | 3½                     |
| Depart/pass to Lugton   | Arrive/pass from Barassie (when conflicting)<br>Other classes         | 4½                     |
| Depart/pass to Barassie   | Arrive/pass from Lugton (when conflicting)                            | 3                      |
| Arrive/pass from South  | Pass/Depart Mauchline   | Same time <sup>+</sup> |
| Pass Mauchline  | Pass/Depart to South  | Same time              |
| Arrive Long Lyes  | Depart to Barassie  | 2                      |
| Arrive Long Lyes  | Depart to Lugton  | 2½                     |
| Arrive Long Lyes  | Arrive/pass from Barassie (when conflicting)<br>Classes 0, 1, 2, 3, 5 | 3½                     |
| Arrive Long Lyes  | Arrive/pass from Barassie (when conflicting)<br>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  |   |                        |
| <b>Restriction</b><br>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. |   |                        |

| <b>Lochridge Junction</b> |                        |               |
|---------------------------|------------------------|---------------|
| <b>Junction Margins</b>   |                        |               |
| <b>First Movement</b>     | <b>Second Movement</b> | <b>Margin</b> |
| Down train passes         | Up train passes        | 3             |
| Down train passes         | Up depart Stewarton    | 1             |

| <b>Lugton</b>  |                        |               |
|--|------------------------|---------------|
| <b>Junction Margins</b>  |                        |               |
| <b>First Movement</b>  | <b>Second Movement</b> | <b>Margin</b> |
| Up train passes  | Down train passes      | 3½            |
| Up train passes  | Down train depart      | 1             |
| <b>Planning note</b><br>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: |                        |               |
| <b>Restriction</b><br>Single Line Working will apply whilst Lugton Signal Box is closed. Only the UM will be in operation.   |                        |               |

| Lugton                           |                        |               |
|----------------------------------|------------------------|---------------|
| <b>First Movement</b>            | <b>Second Movement</b> | <b>Margin</b> |
| Up train pass Lochridge Junction | Up train depart Lugton | Same time     |

| Barrhead   |   |               |
|--|---|---------------|
| <b>Adjustments to Sectional Running Times</b>  |   |               |
| <b>Movement Up</b>   | <b>Reason</b>                                   | <b>Value</b>  |
| Up Train pass/arrive Platform 2 or arrive Platform 3   | Approach Control                                | 1             |
| <b>Dwell Time</b>  |   |               |
| MU   | ½   |               |
| <b>Junction Margins</b>  |   |               |
| <b>First Movement</b>  | <b>Second Movement</b>                          | <b>Margin</b> |
| 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 (non-stopping train)     | Same time     |
| Depart Platform 1 to Busby Junction  | Up depart Kennishead (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 (non-stopping train)     | Same time     |
| Arrive from Busby Junction   | Up depart Kennishead (stopping train)           | Same time     |
| Pass/depart to Busby Junction  | Down Depart Platform 3                          | 3             |
| <b>Planning Note</b>   |   |               |
| A tail light camera exists, at south end of platform 2, to confirm Down trains complete.   |   |               |
| <b>Restrictions</b>  |   |               |
| 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   |                    |              |
|--|--------------------|--------------|
| <b>Adjustments to Sectional Running Times</b>              |                    |              |
| <b>Movement Down</b>                                       | <b>Reason</b>      | <b>Value</b> |
| Down Train that has originated from Platform 3 at Barrhead | Slow Speed Running | 1            |

| Priesthill & Darnley |   |
|----------------------|---|
| <b>Dwell Time</b>    | 1 |

**Busby Junction****Junction Margins**

| First Movement   | Second Movement                                    | Margin |
|------------------|--|--------|
| Pass from Busby  | Pass to Barrhead (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      |
| Pass to Barrhead | Down depart Thornliebank                           | 1      |

\*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 |
| 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 |

|                   |  |   |
|-------------------|--|---|
| <b>Giffnock</b>   |  |   |
|                   |  |   |
| <b>Dwell Time</b> |  | 1 |

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

|  |   |               |
|--|---|---------------|
| <b>Muirhouse Central Junction</b>  |   |               |
|  |   |               |
| <b>Adjustments to Sectional Running Times</b>  |   |               |
| <b>Movement Down</b>   | <b>Reason</b>   | <b>Value</b>  |
| Down trains to Down Terminus   | Approach Control signal   | ½             |
|  |   |               |
| <b>Junction Margins</b>  |   |               |
| <b>First Movement</b>  | <b>Second Movement</b>  | <b>Margin</b> |
| 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            |
|  |   |               |
| <b>Restriction</b>   |   |               |
| Only one train can stand or be on the line between Muirhouse Central Junction and Terminus Junction at any one time. |   |               |

|                                 |  |               |
|---------------------------------|--|---------------|
| <b>Muirhouse North Junction</b> |  |               |
|                                 |  |               |
| <b>Junction Margins</b>         |  |               |
| <b>First Movement</b>           | <b>Second Movement</b>                                     | <b>Margin</b> |
| 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            |

|  |  |               |
|--|--|---------------|
| <b>Cathcart</b>                                  |  |               |
|  |  |               |
| <b>Junction Margins</b>                          |  |               |
| <b>First Movement</b>                            | <b>Second Movement</b>                               | <b>Margin</b> |
| 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  |   |        |
|---|---|--------|
| <b>Adjustments to Sectional Running Times</b>   |   |        |
| Movement Up   | Reason  | Value  |
| Up Gourock to Up Ayr  | Approach Control                                      | 1      |
| <b>Junction Margins</b>   |   |        |
| 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      |
| <b>Operating Stop</b><br>All trains from the Deanside Branch must have a 3 minute dwell time in order to telephone the Signaller. |   |        |

| Cardonald North Junction  |
|---|
| <b>Operating Stop</b><br>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   |                  |       |
|--|------------------|-------|
|  |                  |       |
| Adjustments to Sectional Running Times                         |                  |       |
| Movement Down  | Reason           | Value |
| Down Train to Platform 2 from Down Ayr or Up Ayr or Up Gourock | Approach Control | 1     |
| Down Train to Platform 3 from Down Ayr or Up Gourock           | Approach Control | 1     |

| Paisley Gilmour Street                               |   |        |
|--|---|--------|
|  |   |        |
|  |   |        |
| Adjustments to Sectional Running Times               |   |        |
| 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. |   |        |

| <b>Glengarnock</b>   |  |               |
|--|--|---------------|
| <b>Junction Margins</b>  |  |               |
| <b>First Movement</b>  | <b>Second Movement</b>                             | <b>Margin</b> |
| 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     |
| <b>Restriction</b>   |  |               |
| All Up trains entering DGL must have ½ minute OP stop in Glengarnock Station for approach control. |  |               |

| <b>Brownhill/Dalry</b>   |   |               |
|--|---|---------------|
| <b>Adjustments to Sectional Running Times</b>  |   |               |
| <b>Movement Down</b>   | <b>Reason</b>                                     | <b>Value</b>  |
| Down train to UPL going to Dalry Roche   | Approach Control                                  | 2             |
| Down train from DPL  | Acceleration to be applied after Dalry            | 1½            |
| <b>Movement Up</b>   |   |               |
| Up train to UPL  | Approach Control to be applied approaching Dalry  | 1             |
| <b>Junction Margins</b>  |   |               |
| <b>First Movement</b>  | <b>Second Movement</b>                            | <b>Margin</b> |
| 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             |
| <b>Note</b>  |   |               |
| An Up train arriving in the UPL then propelling into Dalry Roche requires 2 minutes RM stop. |   |               |

| <b>Kilwinning</b>                             |                  |                |
|---|------------------|----------------|
| <b>Connectional Allowance</b>                 |                  |                |
|   | 4                |                |
| <b>Adjustments to Sectional Running Times</b> |                  |                |
| <b>Movement Down</b>                          | <b>Reason</b>    | <b>Value</b>   |
| Down train to Platform 2                      | Approach Control | Nil MU<br>1 LH |
| <b>Movement Up</b>                            |                  |                |
|   | <b>Reason</b>    | <b>Value</b>   |

|  |                                       |               |
|--|---------------------------------------|---------------|
| <b>Kilwinning</b>  |                                       |               |
| Up train to UGL from Ardrossan   | Approach Control                      | 1             |
| Up train to UGL from Irvine  | Approach Control                      | 1             |
| <b>Junction Margins</b>  |                                       |               |
| <b>First Movement</b>  | <b>Second Movement</b>                | <b>Margin</b> |
| 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            |
| <b>Restriction</b>   |                                       |               |
| Due to signalling overlaps at PK232 (Platform 2) and PK234 (Platform 3) signals trains cannot arrive simultaneously into Platforms 2 and 3 |                                       |               |

|                          |                        |               |
|--------------------------|------------------------|---------------|
| <b>Byrehill Junction</b> |                        |               |
| <b>Junction Margins</b>  |                        |               |
| <b>First Movement</b>    | <b>Second Movement</b> | <b>Margin</b> |
| Pass to Dubbs Junction   | Up depart Irvine       | Same time     |
| Pass to Dubbs Junction   | Up pass Irvine         | ½             |

|                                |                        |               |
|--------------------------------|------------------------|---------------|
| <b>Bogside Junction</b>        |                        |               |
| <b>Junction Margins</b>        |                        |               |
| <b>First Movement</b>          | <b>Second Movement</b> | <b>Margin</b> |
| Pass from Byrehill Single Line | Up depart Irvine       | ½             |
| Pass from Byrehill Single Line | Up pass Irvine         | 1½            |

|                              |   |               |
|------------------------------|---|---------------|
| <b>Irvine</b>                |   |               |
| <b>Junction Margins</b>      |   |               |
| <b>First Movement</b>        | <b>Second Movement</b>                    | <b>Margin</b> |
| 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             |

| <b>Barassie Junction</b>   |                                      |                 |
|--|--------------------------------------|-----------------|
| <b>Adjustments to Sectional Running Times</b>  |                                      |                 |
| <b>Movement Up</b>   | <b>Reason</b>                        | <b>Value</b>    |
| 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              |
| <b>Movement Down</b>   |                                      |                 |
| <b>Movement Down</b>   | <b>Reason</b>                        | <b>Value</b>    |
| Down train from Single Line  | Acceleration                         | Nil MU<br>1½ LH |
| <b>Junction Margins</b>  |                                      |                 |
| <b>First Movement</b>  | <b>Second Movement</b>               | <b>Margin</b>   |
| 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              |
| <b>Restrictions</b>  |                                      |                 |
| 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  |                                |     |
|--|--------------------------------|-----|
| <b>Junction Margins</b>  |                                |     |
| 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. |                                |     |
| <b>Note</b>  |                                |     |
| Applies to Sidings 5 & 6 only on Network Rail infrastructure       |                                |     |

| Monkton Siding                                 |                       |           |
|--|-----------------------|-----------|
| <b>Junction Margins</b>                        |                       |           |
| 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  |  |
|--|--|
| <b>Restriction</b>   |  |
| Down trains cannot arrive at this Station until at least 2 minutes after preceding train departs Prestwick Town. |  |

| Prestwick Town   |   |
|--|---|
| <b>Platform Re-occupation</b>  | 4 |
| <b>Restriction</b>   |   |
| Pathing time must not be used between Prestwick Town and Prestwick International Airport and vice versa, owing to signaling constraints. |   |

| Falkland  |                                     |        |
|---|-------------------------------------|--------|
| <b>Adjustments to Sectional Running Times</b>       |                                     |        |
| Movement Down                                       | Reason                              | Value  |
| Down train into Falkland Yard                       | 5mph PSR immediately after Junction | 2      |
| Down train into DGL                                 | Approach Control                    | ½      |
| Movement Up   | Reason                              | Value  |
| Up Goods train from Falkland Yard towards Prestwick | Acceleration from 5mph PSR          | 1½     |
| <b>Junction Margins</b>                             |                                     |        |
| First Movement                                      | Second Movement                     | Margin |
| Up pass to Prestwick                                | Down pass to Yard                   | 2      |

| <b>Falkland</b>                                |   |           |
|--|---|-----------|
| 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 |

| <b>Newton-on-Ayr/Newton Junction</b>  |   |               |
|---|---|---------------|
| <b>Adjustments to Sectional Running Times</b>   |   |               |
| <b>Movement Down</b>  | <b>Reason</b>   | <b>Value</b>  |
| Down train from Prestwick going to Annbank Single Line  | Slowing for Token stop  | 1             |
| Down train from Falkland Yard going to Ayr  | Acceleration  | 1             |
| <b>Movement Up</b>  | <b>Reason</b>   | <b>Value</b>  |
| 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             |
| <b>Junction Margins</b>   |   |               |
| <b>First Movement</b>   | <b>Second Movement</b>  | <b>Margin</b> |
| 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  |   |               |
| <b>Note</b>   |   |               |
| 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. |   |               |
| <b>Restriction</b>  |   |               |
| Pathing time must not be used between Newton Junction and Falkland Yard and vice versa.<br>Pathing time must not be used between Newton Junction and Signal PA335 and vice versa.   |   |               |

**Newton-on-Ayr/Newton Junction**

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 |
| ECS / Passenger forming ECS | 2 |

**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      |
| 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      |



|   |                                 |               |
|---|---------------------------------|---------------|
| <b>Girvan</b>   |                                 |               |
|   |                                 |               |
| <b>Dwell Time</b>   |                                 |               |
| All Up trains (token duties)  | 1                               |               |
| Down trains using Platform 1 (token duties)   | 1                               |               |
|   |                                 |               |
| <b>Junction Margins</b>   |                                 |               |
| <b>First Movement</b>   | <b>Second Movement</b>          | <b>Margin</b> |
| Down train arriving Platform 2  | Up train arriving Platform 1    | 2             |
| Up train departing Platform 1   | Down train departing Platform 2 | 2             |
|   |                                 |               |
| <b>Method of Operation</b>  |                                 |               |
| 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. |                                 |               |
|   |                                 |               |
| <b>Passing Moves</b> should be planned as follows   |                                 |               |
|   | <b>Arr</b>                      | <b>Dep</b>    |
| Down train  | XX.00                           | XX.05         |
| Up train  | XX.02                           | XX.03         |
|   |                                 |               |

|  |       |  |
|--|-------|--|
| <b>Barrhill</b>  |       |  |
| <b>Operating Restriction</b>                                     |       |  |
| Trains reversing at Barrhill must do so via Barrhill BR15 Signal |       |  |
| <b>Passing Moves</b> 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 |  |

|  |     |
|--|-----|
| <b>SC061 SHIELDS JUNCTION TO PAISLEY CANAL</b> |     |
| <b>Paisley Canal</b>                           |     |
| <b>Minimum Turnround</b>                       | 4-5 |

**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     |

  

| 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      |

**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      |

| <b>Hunterston Junction</b>   |  |            |
|--|--|------------|
| 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          |
| <b>For trains arriving at Hunterston High Level Sidings</b>  |  |            |
|  | <b>Arr</b>                                 | <b>Dep</b> |
| Ardrossan South Beach  |  | XX/XX      |
| Hunterston Junction  | XXOP00                                     | XXOP02     |
| Hunterston H L Sdgs  | XX:XX                                      |            |
| <b>Restriction</b>   |  |            |
| One train movement only can take place between Hunterston Junction and Hunterston Low Level at any one time. |  |            |

| <b>Hunterston High Level</b>  |                                      |               |
|---|--------------------------------------|---------------|
| <i>Note: this location is outwith NR infrastructure. Information included for guidance only</i>   |                                      |               |
| <b>Junction Margins</b>   |                                      |               |
| <b>First Movement</b>   | <b>Second Movement</b>               | <b>Margin</b> |
| 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. |                                      |               |

| <b>Largs</b>                                  |                  |              |
|---|------------------|--------------|
| <b>Adjustments to Sectional Running Times</b> |                  |              |
| <b>Movement Down</b>                          | <b>Reason</b>    | <b>Value</b> |
| Down train entering an occupied Platform      | Approach Control | 1            |

| <b>SC077 ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR</b> |  |  |
|---|--|--|
| <b>Ardrossan Town</b>                                   |  |  |
| <b>Dwell Time</b>                                       |  |  |
| All Trains  | 1 Down trains to Harbour for operation of Level Crossing Plunger |  |

| <b>SC087 NEWTON JUNCTION TO MAUCHLINE (GOODS LINE)</b> |   |               |
|--|---|---------------|
| <b>Annbank</b>   |   |               |
| <b>Junction Margins</b>                                |   |               |
| <b>First Movement</b>                                  | <b>Second Movement</b>                      | <b>Margin</b> |
| 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            |

**SC087 NEWTON JUNCTION TO MAUCHLINE (GOODS LINE)****Annbank**

|                                   |  |    |
|-----------------------------------|--|----|
| 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    |

**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

|                      |       |
|----------------------|-------|
| <b>Terminal Time</b> | 3 hrs |
|----------------------|-------|

**SC093 MOTHERWELL TO GREENHILL LOWER JUNCTION****Braidhurst Up Goods Loop****Junction Margins**

| <b>First Movement</b>                     | <b>Second Movement</b>   | <b>Margin</b> |
|---|--|---------------|
| 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**

| <b>First Movement</b>                         | <b>Second Movement</b>   | <b>Margin</b> |
|---|--|---------------|
| 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 Loop | 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**

| <b>First Movement</b>                            | <b>Second Movement</b>                                  | <b>Margin</b> |
|--|---|---------------|
| 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**

| <b>First Movement</b>                                 | <b>Second Movement</b>                                 | <b>Margin</b> |
|---|--|---------------|
| 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                    | Down train from Motherwell pass Mossend                | 4             |

| <b>Signal M368</b>                     |  |           |
|--|--|-----------|
| Braidhurst Down Loop                   | South Junction   |           |
| 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 |

| <b>Motherwell TMD</b>   |   |            |
|---|---|------------|
| <b>Junction Margins</b>   |   |            |
| 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 |   |            |

| <b>Mossend South Junction</b>  |  |        |
|--|--|--------|
| <b>Adjustments to Sectional Running Times</b>  |  |        |
| Movement Down  | Reason   | Value  |
| 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      |
| <b>Movement Up</b>   |  |        |
| Up train from East or West Junction  | Acceleration (Freight, LH, HST, Voyager, DMU)        | 1      |
| Up train from East or West Junction  | Acceleration (EMU)                                   | Nil    |
| <b>Junction Margins</b>  |  |        |
| 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      |
| <b>Overlap Restrictions</b>  |  |        |
| 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. |  |        |

| <b>Mossend North Junction</b>   |   |               |
|---|---|---------------|
| <b>Adjustments to Sectional Running Times</b>   |   |               |
| <b>Movement Down</b>  | <b>Reason</b>   | <b>Value</b>  |
| Down train into Up Yard, Down Yard, LHS, Euroterminal   | Approach Control  | 1             |
| <b>Movement Up</b>  | <b>Reason</b>   | <b>Value</b>  |
| 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            |
| <b>Junction Margins</b>   |   |               |
| <b>First Movement</b>   | <b>Second Movement</b>                                      | <b>Margin</b> |
| Down pass   | Up depart Down Yard   | 1             |
| 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             |
| <b>Overlap Restrictions</b>   |   |               |
| 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.                               |   |               |
| <b>Note</b>   |   |               |
| 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. |   |               |

| <b>Mossend Up Yard</b>  |                        |               |
|-------------------------|------------------------|---------------|
| <b>Junction Margins</b> |                        |               |
| <b>First Movement</b>   | <b>Second Movement</b> | <b>Margin</b> |
| Depart to North         | Depart to North        | 5             |
| Depart to North         | Depart to South        | 5             |
| Depart to South         | Depart to North        | 5             |



| <b>Mossend Up Yard</b>   |                 |   |
|--|-----------------|---|
| Depart to South  | Depart to South | 5 |
| <b>Restriction</b><br>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. |                 |   |

| <b>Mossend Euroterminal</b>                                      |                                  |              |
|--|----------------------------------|--------------|
| <b>Adjustments to Sectional Running Times</b>                    |                                  |              |
| <b>Movement Down</b>   | <b>Reason</b>                    | <b>Value</b> |
| 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            |

| <b>Mossend North Exit</b>   |  |               |
|---|--|---------------|
| <b>Adjustments to Sectional Running Times</b>                     |  |               |
| <b>Movement Down</b>  | <b>Reason</b>  | <b>Value</b>  |
| 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             |
| <b>Movement Up</b>  | <b>Reason</b>  | <b>Value</b>  |
| 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             |
| <b>Junction Margins</b>   |  |               |
| <b>First Movement</b>   | <b>Second Movement</b>   | <b>Margin</b> |
| 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             |

| <b>Whifflet / Whifflet South Junction</b>     |                  |                       |
|---|------------------|-----------------------|
| <b>Adjustments to Sectional Running Times</b> |                  |                       |
| <b>Movement Down</b>                          | <b>Reason</b>    | <b>Value</b>          |
| Down train to Whifflet Basin                  | Approach Control | 1                     |
| Down train to Langloan Junction               | Approach Control | 1 except EMU<br>½ EMU |

**Whifflet / Whifflet South Junction****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)

**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 Steps                                    | 2        |
| Down pass Gartsherrie South Junction to Cumbernauld  | Down depart FLT / Down Goods Loop to Down Cumbernauld                              | 3        |
| Down pass Gartcosh Junction to Down Steps  | Down depart FLT / Down Goods Loop to Down Steps                                    | 2        |
| Down pass Gartsherrie South Junction to Down Steps   | 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                    |   |                  |           |
|---|---|------------------|-----------|
| <b>Adjustments to Sectional Running Times</b> |   |                  |           |
| 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         |
| <b>Junction Margins</b>                       |   |                  |           |
| 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 |

| <b>Cumbernauld</b>   |   |               |
|--|---|---------------|
| <b>Junction Margins</b>  |   |               |
| <b>First Movement</b>  | <b>Second Movement</b>  | <b>Margin</b> |
| 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 |   |               |

| <b>SC099 WHIFFLET NORTH JUNCTION TO RUTHERGLEN EAST JUNCTION</b> |   |               |
|--|---|---------------|
| <b>Langloan Junction</b>   |   |               |
| <b>Junction Margins</b>  |   |               |
| <b>First Movement</b>  | <b>Second Movement</b>                          | <b>Margin</b> |
| 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             |

| <b>SC103 GARNQUEEN NORTH JUNCTION TO COWLAIRS WEST JUNCTION</b> |  |
|---|--|
| <b>Springburn</b>   |  |
| Please refer to SC129 margins                                   |  |
| <b>Restrictions</b>   |  |
| 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     |

|                               |    |
|-------------------------------|----|
| <b>Connectional Allowance</b> | 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 appropriate 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   | <del>40</del> 34 (25 from Newcastle)  |
| ECS off/forming <del>Virgin Trains</del> <del>Avanti West Coast</del> <del>Trains West Coast</del>                             | 20  |
| Passenger service forming Passenger service <del>Virgin Trains</del> <del>Avanti West Coast</del> <del>Trains West Coast</del> | 30 However, values can be amended to 20 where specific agreement exists between Network Rail and <del>Virgin Trains</del> <del>Avanti</del> 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   |
| Passenger service forming Passenger service - ECTL   | 40 (20 if origin is Newcastle)  |
| Passenger service forming/formed by ECS - ECTL   | 20  |

**SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)****Edinburgh****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    |
| 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, crossing to DS at Haymarket Central   | Same time |
| Minimum Turnround  | 10 via Depot or Slateford   |           |
|  |   |           |
| Platform Re-occupation   | 2½ *<br>* 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                                    |
| Trains from Gorgie Junction to Newbridge Junction         | Acceleration     | 1<br>approaching<br>next timing<br>point |
| Trains from Gorgie Junction to Dalmeny Junction           | Acceleration     | 1<br>approaching<br>next timing<br>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  |
|   |                  |  |



| <b>Haymarket West Junction</b>                              |   |               |
|---|---|---------------|
| <b>Junction Margins</b>                                     |   |               |
| <b>First Movement</b>                                       | <b>Second Movement</b>                                      | <b>Margin</b> |
| 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             |

| <b>Edinburgh Park</b>         |   |
|-------------------------------|---|
| <b>Platform Re-occupation</b> | 3 |

| <b>Newbridge Junction</b>  |   |               |
|--|---|---------------|
| <b>Adjustments to Sectional Running Times</b>                            |   |               |
| <b>Movement Down</b>   | <b>Reason</b>   | <b>Value</b>  |
| 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             |
| <b>Movement Up</b>   | <b>Reason</b>   | <b>Value</b>  |
| Trains from Bathgate only, between Newbridge Junction and Edinburgh Park | Slower speed over Junction                                    | ½ DMU         |
| <b>Junction Margins</b>  |   |               |
| <b>First Movement</b>  | <b>Second Movement</b>  | <b>Margin</b> |
| 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             |

| <b>Winchburgh Junction</b>         |                              |               |
|------------------------------------|------------------------------|---------------|
| <b>Junction Margins</b>            |                              |               |
| <b>First Movement</b>              | <b>Second Movement</b>       | <b>Margin</b> |
| 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                           |
| Passing trains travelling towards Grangemouth Junction <del>not stopping at Polmont</del> | Approach Control                                 | 1                               |
|   |  |                                 |
| Movement Up   | Reason   | Value                           |
| Passing trains from Grangemouth Junction <del>that have not stopped Polmont</del>         | Slower Speed over Polmont Junction               | ½ approaching next timing point |
|   |  |                                 |
| Junction Margins  |  |                                 |
| First Movement  | Second Movement                                  | Margin                          |
| Train pass towards Carmuir East   | Up Passenger train not stopping Falkirk High     | 4                               |
| Train pass towards Carmuir East   | Up Passenger train from stop at Falkirk High     | 3½                              |
| Passenger train from Falkirk High   | Train towards Carmuir 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                               |

|   |
|---|
| <b><del>Carmuir West Junction</del></b> |
|   |
| <del>Refer to SC119</del>               |

|  |
|--|
| <b><del>Greenhill Lower Junction</del></b> |
|  |
| <del>Refer to SC119</del>                  |

|   |   |               |
|---|---|---------------|
| <b>Greenhill Upper Junction</b>   |   |               |
|   |   |               |
| <b>Adjustments to Sectional Running Times</b>   |   |               |
| <b>Movement Down/Up</b>   | <b>Reason</b>   | <b>Value</b>  |
| 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  |   |               |
|   |   |               |
| <b>Junction Margins</b>   |   |               |
| <b>First Movement</b>   | <b>Second Movement</b>  | <b>Margin</b> |
| All conflicting moves   |   | 3             |
| Up Pass towards Falkirk High  | Down depart towards Croy  | 1             |
|   |   |               |
| <b>Restriction</b>  |   |               |
| 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 |   |               |

|                               |   |
|-------------------------------|---|
| <b>Croy</b>                   |   |
|                               |   |
| <b>Connectional Allowance</b> | 3 |

|                               |   |
|-------------------------------|---|
| <b>Lenzie</b>                 |   |
|                               |   |
| <b>Connectional Allowance</b> | 3 |

|   |   |                              |
|---|---|------------------------------|
| <b>Cadder</b>   |   |                              |
|   |   |                              |
| <b>Junction Margins</b>   |   |                              |
| <b>First Movement</b>   | <b>Second Movement</b>  | <b>Margin</b>                |
| Up arrive Cadder Up Loop or Cadder Down Loop or West Departure Line | Up Pass/Depart Bishopbriggs   | <del>Simultaneous</del><br>1 |
| Up Pass/ <del>Depart</del> Lenzie                                   | Up depart Cadder Down Loop or Cadder Up Loop or East Departure Line       | 1                            |
| <del>Up Depart Lenzie</del>   | <del>Up depart Cadder Down Loop or Cadder Up Loop or East Departure</del> | <del>2½</del>                |
| <del>Up Depart East Departure</del>                                 | <del>Down Pass Lenzie</del>   | <del>3</del>                 |
| Down arrive Cadder Down Loop or East Departure Line                 | Down Pass Lenzie  | 1½                           |
| Down arrive Cadder Down Loop or <del>East Departure line</del>      | Down Depart Lenzie  | Simultaneous                 |
| <del>Arrive East Departure Line</del>                               | <del>Down Depart Lenzie</del>   | <del>Simultaneous</del>      |
| Down pass/depart Bishopbriggs                                       | Down depart Cadder Down Loop or West Departure                            | <del>2 ½</del>               |
| Up arrive Cadder Down Loop or West Departure Line                   | Down Pass/Depart Lenzie   | <del>Simultaneous</del><br>1 |

|  |   |
|--|---|
| <b>Cadder HST Depot</b>  |   |
|  |   |
| <b>Minimum time between arrivals and/or departures</b>   | 8 |
|  |   |
| <b>West Departure line re-occupation (Up direction only)</b>   | 8 |
|  |   |
| <b>Planning Note – Departures</b>  |   |
| An Operational Stop of 1 minute on the East or West Departure Line is required for all trains after departing Cadder HST Depot. This is to facilitate correct regulation by ARS. |   |
|  |   |
| <b>Planning Note – Arrivals</b>  |   |
| An Operational Stop of 1 minute minimum on the East or West Departure Line is required for all trains before entering Cadder HST Depot. This is for depot acceptance purposes.   |   |

| 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   |   |        |
| 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<br>30 To/from Glasgow Central  |              |
|   |   |              |
| Platform End Conflicts  |   |              |
| First Movement  | Second Movement   | Margin       |
| Depart all platforms  | Arrive all platforms where conflict occurs                                | 4            |
| Arrive all platforms  | Depart all platforms where conflict occurs at platform end                | 1*           |
| Arrive all platforms  | Depart all platforms where conflict 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 |
| Trains from Carmuir East to Polmont             | Freight trains from Grangemouth to Carmuir East | 3      |
| Freight trains from Grangemouth to Carmuir East | Trains from Carmuir 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 Carmuir East Junction in either direction, owing to signaling constraints. |   |

**Carmuir East Junction****Adjustments to Sectional Running Times**

| <b>Movement Up</b>                           | <b>Reason</b>                | <b>Value</b> |
|--|------------------------------|--------------|
| Up Freight trains from Carmuir West Junction | Acceleration from slow speed | ½            |

**Junction Margins**

| <b>First Movement</b>                               | <b>Second Movement</b>  | <b>Margin</b> |
|---|---|---------------|
| Pass to Larbert Junction                            | Pass from Carmuir West Junction                                     | 5*            |
| Pass from Carmuir West Junction                     | Pass to Larbert Junction  | 4             |
| Pass from Carmuir West Junction                     | Depart Camelon to Larbert Junction                                  | 1             |
| Pass from Carmuir West Junction                     | Depart Falkirk Grahamston (non stop at Camelon) to Larbert Junction | 1             |
| Pass to Larbert Junction (Camelon stopping service) | Pass from Carmuir West Junction                                     | 3             |

\* Can be reduced to 3 minutes if trains do not have pathing allowance approaching Greenhill Lower Junction or Carmuir 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.

**SC111 NEWBRIDGE JUNCTION TO BATHGATE****Bathgate East Junction****Junction Margins**

| <b>First Movement</b>                                | <b>Second Movement</b>                | <b>Margin</b> |
|--|---------------------------------------|---------------|
| 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**

| <b>First Movement</b>     | <b>Second Movement</b>           | <b>Margin</b> |
|---------------------------|----------------------------------|---------------|
| 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**

| <b>First Movement</b>       | <b>Second Movement</b>                                | <b>Margin</b>                         |
|-----------------------------|---|---------------------------------------|
| 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 1 <sup>st</sup> move arrives |
| Arrive L.M.D. from Bathgate | Down train passes Uphall                              | 2 before 1 <sup>st</sup> move arrives |
| Arrive L.M.D. from Bathgate | Down train passes Bathgate East Junction from Up line | ½ before 1 <sup>st</sup> move arrives |

**Restriction**

Trains cannot depart from L.M.D if a Down train has arrived at or is en-route from Livingston North

|                             |   |               |
|-----------------------------|---|---------------|
| <b>Bathgate</b>             |   |               |
| <b>Junction Margins</b>     |   |               |
| <b>First Movement</b>       | <b>Second Movement</b>                                      | <b>Margin</b> |
| 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             |

|   |                          |               |
|---|--------------------------|---------------|
| <b>SC115 COWLAIRS WEST JUNCTION TO KNIGHTSWOOD NORTH JUNCTION</b> |                          |               |
| <b>Cowlairs North Junction</b>                                    |                          |               |
| <b>Junction Margins</b>   |                          |               |
| <b>First Movement</b>   | <b>Second Movement</b>   | <b>Margin</b> |
| Pass from Cowlairs East Jn  | Pass to Cowlairs East Jn | 3½            |

|                         |   |               |
|-------------------------|---|---------------|
| <b>Maryhill</b>         |   |               |
| <b>Junction Margins</b> |   |               |
| <b>First Movement</b>   | <b>Second Movement</b>  | <b>Margin</b> |
| 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             |

|  |  |  |
|--|--|--|
| <b>Cowlairs North Junction</b>   |  |  |
| <b>Restriction</b>   |  |  |
| Pathing time must not be used between Ashfield and Cowlairs North Junction due to signalling constraints |  |  |

|  |                                 |   |
|--|---------------------------------|---|
| <b>SC117 GRANGEMOUTH JUNCTION TO GRANGEMOUTH NR BOUNDARY</b> |                                 |   |
| <b>Fouldubs Junction</b>                                     |                                 |   |
| <b>Junction Margins</b>                                      |                                 |   |
| <b>First Movement</b>  | <b>Second Movement</b>          | <b>Margin</b>   |
| Pass from Grangemouth Oil Refinery                           | Depart Grangemouth Oil Refinery | 2   |
| Arrive Grangemouth TDG                                       | Pass from Grangemouth Jn        | SLU specific<br>0-29: 10<br>30-59: 20<br>60-89: 30<br>90+: 40 |

**Grangemouth R.R****Restriction**

All trains towards Grangemouth Docks FPA must stop here to confirm route through handpoints.  
When a train is working to Grange Docks FPA 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**

| <b>Movement Down</b>  | <b>Reason</b>          | <b>Value</b>                             |
|---|------------------------|--|
| Pass from Cumbernauld joining SC119 at Greenhill Lower Junction | Acceleration allowance | ½<br>approaching<br>next timing<br>point |

**Junction Margins**

| <b>First Movement</b>              | <b>Second Movement</b>    | <b>Margin</b> |
|------------------------------------|---------------------------|---------------|
| 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             |

**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

**Carmuir West Junction****Adjustments to Sectional Running Times**

| <b>Movement Down</b>  | <b>Reason</b>    | <b>Value</b> |
|---|------------------|--------------|
| Down Freight from Greenhill Lower Junction towards Falkirk approaching Carmuir West | Approach control | 1            |

| <b>Movement Up</b>  | <b>Reason</b>          | <b>Value</b> |
|---|------------------------|--------------|
| Up Freight from Falkirk towards Greenhill Lower Junction after Carmuir West | Acceleration allowance | 2            |

**Junction Margins**

| <b>First Movement</b>                                     | <b>Second Movement</b>  | <b>Margin</b> |
|---|---|---------------|
| All conflicts except                                      |   | 3             |
| Down Passenger train passes towards Carmuir East Junction | Passenger train stopping at Larbert passes towards Greenhill Lower Junction | 2½            |
| Pass to Carmuir East Junction                             | Pass from Larbert (non-stop from Stirling)                                  | 5             |

**Larbert Junction****Junction Margins**

| <b>First Movement</b>                                    | <b>Second Movement</b>                                | <b>Margin</b> |
|--|---|---------------|
| 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             |



| <b>Larbert Junction</b>                    |   |    |
|--|---|----|
| 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  |

| <b>Larbert</b>  |            |            |
|---|------------|------------|
| <b>For Down trains accessing Down Goods Loop</b>  |            |            |
|   | <b>ARR</b> | <b>DEP</b> |
| Larbert Junction  |            | XX/XX      |
| Larbert   | XXOP00     | XXOP00½    |
| Larbert Down Goods Loop   | XX:XX      |            |
| <b>Restriction</b><br>Pathing time must not be used between Larbert and Larbert Junction in either direction, owing to signaling constraints. |            |            |

| <b>Stirling</b>  |   |               |
|--|---|---------------|
| <b>Adjustments to Sectional Running Times</b>                                  |   |               |
| <b>Movement Down</b>   | <b>Reason</b>                                 | <b>Value</b>  |
| 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             |
|  |   |               |
| <b>Movement Up</b>   | <b>Reason</b>                                 | <b>Value</b>  |
| 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             |
| <b>Dwell Time</b>  |   |               |
| MU   | 1   |               |
| HST/LH Slam Doors  | 2   |               |
| HST Power Doors  | 1½  |               |
| <b>Junction Margins</b>  |   |               |
| <b>First Movement</b>  | <b>Second Movement</b>                        | <b>Margin</b> |
| 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             |

|  |   |   |
|--|---|---|
| <b>Stirling</b>  |   |   |
| 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 |
| <b>Permissive Working</b><br><b>Platform 6.</b> PP-A - Permissive Working - Attaching and Detaching use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.<br><b>Platform 7 &amp; 8.</b> PF - Permissive Working not permitted from Signal EM87 on the Down Main. Permissive Working only permitted from SM51 (Stirling UPL) or SM61 (Up Main)<br><b>Platform 9.</b> PP-A - Permissive Working - Attaching and Detaching use only for class 1, 2, 3 ECS, 5, 9 and 0 trains.<br><b>Platform 10.</b> PF - Permissive Working not permitted from Signal EM87 on the Down Main. Permissive Working only permitted from SM51 (Stirling UPL) or SM61 (Up Main) |   |   |
| <b>Restriction</b><br>Class 1 & 2 Trains cannot be planned from the North into Platforms 4 or 5.   |   |   |
| <b>Operating Note</b><br>Down trains can terminate in Platform 2 and use SM12 shunt signal to shunt at Stirling Middle.<br>Platform 6 and 9 are fully bi-directionally signalled to and from the Kincardine lines.<br>Trains can depart Platform 6 or 9 to Stirling North.<br>Trains can not depart Stirling North to Platform 6.<br>Trains can depart Stirling North to Platform 9.<br><br>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  |   |   |

|   |  |               |
|---|--|---------------|
| <b>Dunblane</b>                               |  |               |
| <b>Adjustments to Sectional Running Times</b> |  |               |
| <b>Movement Down</b>                          | <b>Reason</b>  | <b>Value</b>  |
| Terminating services into Platform 3          | Approach control   | 1             |
| Terminating services into Platform 2          | Approach control   | ½             |
| <b>Dwell Time</b>                             |  |               |
| MU  | 1  |               |
| <del>HST</del> /LH Slam Doors                 | 2  |               |
| HST Power Doors                               | 1½   |               |
| <b>Junction Margins</b>                       |  |               |
| <b>First Movement</b>                         | <b>Second Movement</b>                                       | <b>Margin</b> |
| 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  |

| Perth   |   |           |
|---|---|-----------|
|   |   |           |
| 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        |
|   |   |           |
| <b>Operating Note:</b><br>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  |
|---|
|   |
| <b>Restrictions</b><br>Pathing time must not be used between Coatbridge Sunnyside and Blairhill, owing to signalling constraints.<br><br>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         |

**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

**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<br>3½ Other |
| Down train arrive/pass Queen St. L.L. (not stopping High Street) | Pass from Shields                  | 1 DMU<br>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

**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 Central Low Level

1

|                                       |   |
|---------------------------------------|---|
| <b>Partick</b>                        |   |
| Terminating service formed of 1 unit  | 1 |
| Terminating service formed of 2 units | 2 |
|                                       |   |
| <b>Platform re-occupation</b>         | 2 |

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

|                              |                                     |               |
|------------------------------|-------------------------------------|---------------|
| <b>Hyndland U/DG Loop</b>    |                                     |               |
|                              |                                     |               |
| <b>Junction Margins</b>      |                                     |               |
| <b>First Movement</b>        | <b>Second Movement</b>              | <b>Margin</b> |
| 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     |

|   |  |               |
|---|--|---------------|
| <b>Hyndland East Junction</b>   |  |               |
|   |  |               |
| <b>Junction Margins</b>   |  |               |
| <b>First Movement</b>   | <b>Second Movement</b>                           | <b>Margin</b> |
| 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            |
| <b>Restriction</b>  |  |               |
| 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      |
| 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.  |  |        |

| <b>Dumbarton Central</b>  |   |               |
|---|---|---------------|
| <b>Adjustments to Sectional Running Times</b>                                     |   |               |
| <b>Movement Down</b>  | <b>Reason</b>   | <b>Value</b>  |
| Down train routed into Platform 3 / CE line not stopping at Dumbarton East        | Approach Control  | ½             |
| <b>Junction Margins</b>   |   |               |
| <b>First Movement</b>   | <b>Second Movement</b>                                  | <b>Margin</b> |
| 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            |
| 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 |   |               |

| <b>Dalreoch</b>  |   |               |
|--|---|---------------|
| <b>Junction Margins</b>  |   |               |
| <b>First Movement</b>  | <b>Second Movement</b>                          | <b>Margin</b> |
| 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             |
| <b>Restrictions</b>  |   |               |
| Pathing time must not be used between Dumbarton Central and Dalreoch, and vice versa, owing to signalling constraints. |   |               |

| <b>Craigendoran Junction</b>     |  |               |
|----------------------------------|--|---------------|
| <b>Junction Margins</b>          |  |               |
| <b>First Movement</b>            | <b>Second Movement</b>                   | <b>Margin</b> |
| 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   |                  |        |
|---|------------------|--------|
| <b>Adjustments to Sectional Running Times</b>                               |                  |        |
| Movement Down   | Reason           | Value  |
| Down train approaching an occupied platform approaching Helensburgh Central | Approach control | 1      |
| <b>Junction Margins</b>   |                  |        |
| First Movement  | Second Movement  | Margin |
| Arrive  | Depart           | 1      |

| SC125 HYNDLAND EAST JUNCTION TO DALMUIR (VIA YOKER) |
|---|
|   |

| Jordanhill  |
|---|
| <b>Restrictions</b><br>Pathing time must not be used between Hyndland East Junction and Jordanhill, and vice versa, owing to signalling constraints |

| Hyndland West Junction                                   |                                     |           |
|--|-------------------------------------|-----------|
| <b>Junction Margins</b>                                  |                                     |           |
| 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. |                                      |        |

|   |                                |               |
|---|--------------------------------|---------------|
| <b>Yoker C.S.</b>   |                                |               |
| <b>Junction Margins</b>   |                                |               |
| <b>First Movement</b>   | <b>Second Movement</b>         | <b>Margin</b> |
| 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             |
| <b>Restrictions</b>   |                                |               |
| Maximum of ½ minute pathing to be used between Garscadden-Yoker C.S for trains terminating for rounding purposes only |                                |               |

|   |                                       |               |
|---|---------------------------------------|---------------|
| <b>Yoker</b>                                  |                                       |               |
| <b>Adjustments to Sectional Running Times</b> |                                       |               |
| <b>Movement Up</b>                            | <b>Reason</b>                         | <b>Value</b>  |
| Up Train to Yoker CS approaching Yoker        | Approach control                      | 1             |
| <b>Junction Margins</b>                       |                                       |               |
| <b>First Movement</b>                         | <b>Second Movement</b>                | <b>Margin</b> |
| 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

|  |   |               |
|--|---|---------------|
| <b>Springburn</b>  |   |               |
| <b>Adjustments to Sectional Running Times</b>  |   |               |
| <b>Movement Down</b>   | <b>Reason</b>   | <b>Value</b>  |
| Down train arriving Platform 2, 3 or 4 from Bellgrove (not stopping Barnhill) between Bellgrove and Springburn | Approach control  | ½             |
| <b>Junction Margins</b>  |   |               |
| <b>First Movement</b>  | <b>Second Movement</b>                                      | <b>Margin</b> |
| Arrive Platform 3 or 4   | Pass from Cowlairst South Junction to Barnhill              | 2             |
| Arrive Platform 3 or 4   | Pass from Cowlairst 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 Cowlairst West Junction   | Arrive Platform 1 or 2 from Cowlairst South Junction        | 2½            |
| Arrive / Pass Platform 2 from Cowlairst 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 Cowlairst South Junction      | 3             |

|   |   |    |
|---|---|----|
| <b>Springburn</b>   |   |    |
| Depart Platform 2 to Cowlares South Junction                  | Arrive Platform 2 from Cowlares West Junction | 3  |
| Depart Platform 2 to Cowlares West Junction via Up Springburn | Arrive Platform 2 from Cowlares West Junction | 3  |
| Pass to Glasgow Works   | Arrive from Stepps                            | 5½ |

|  |   |               |
|--|---|---------------|
| <b>Barnhill</b>                              |   |               |
| <b>Junction Margins</b>                      |   |               |
| <b>First Movement</b>                        | <b>Second Movement</b>                                    | <b>Margin</b> |
|  |   |               |
| 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             |
| 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 Cowlares South Junction   | 2             |
| Depart Platform 2 to Springburn              | Pass Springburn Platform 2 from Cowlares West Junction    | 3             |

|                         |                        |               |
|-------------------------|------------------------|---------------|
| <b>Duke Street</b>      |                        |               |
| <b>Junction Margins</b> |                        |               |
| <b>First Movement</b>   | <b>Second Movement</b> | <b>Margin</b> |
| Up arrive               | Down departure         | 1             |

|                                     |                        |               |
|-------------------------------------|------------------------|---------------|
| <b>SC133 WESTERTON TO MILNGAVIE</b> |                        |               |
| <b>Bearsden</b>                     |                        |               |
| <b>Junction Margins</b>             |                        |               |
| <b>First Movement</b>               | <b>Second Movement</b> | <b>Margin</b> |
| Down arrive/pass                    | Up depart              | 1             |
| Down arrive/pass                    | Up pass                | 2             |

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

|   |               |              |
|---|---------------|--------------|
| <b>Milngavie</b>                              |               |              |
| <b>Adjustments to Sectional Running Times</b> |               |              |
| <b>Movement Down</b>                          | <b>Reason</b> | <b>Value</b> |

|   |                        |               |
|---|------------------------|---------------|
| <b>Milngavie</b>  |                        |               |
| Down train approaching an occupied platform.<br>Approaching Milngavie | Approach control       | 1             |
| <b>Junction Margins</b>   |                        |               |
| <b>First Movement</b>   | <b>Second Movement</b> | <b>Margin</b> |
| Arrive  | Depart                 | 1             |

|                                  |
|----------------------------------|
| <b>SC135 DALREOCH TO BALLOCH</b> |
| <b>Dalreoch</b>                  |
| Please refer to SC123 margins    |

|  |                |                  |
|--|----------------|------------------|
| <b>SC141 CRAIGENDORAN JUNCTION TO FORT WILLIAM</b>   |                |                  |
| <b>General Restriction</b>   |                |                  |
| 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:- |                |                  |
| <b>Dwell Time</b>  |                |                  |
| Where a token exchange takes place   | 1              |                  |
| <b>Crossing Margins</b>  |                |                  |
| 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.   |                |                  |
| <b>Except when the first train is longer than the loop</b>   | 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             |
| <b>When the first train is longer than the loop</b>  | 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             |

|   |   |
|---|---|
| <b>Helensburgh Upper</b>  |   |
| <b>All trains must stop for token exchange purposes: Dwell Time</b> |   |
| 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**

| <b>Movement Up</b>   | <b>Reason</b>           | <b>Value</b> |
|--|-------------------------|--------------|
| Second portion to arrive from Tyndrum Lower or Upper Tyndrum | RETB Intermediate Block | 3            |

**Dwell Time**

|  |   |
|--|---|
| Down trains (Junction plunger)                         | 3 |
| Departure of 1 <sup>st</sup> train after dividing sets | 6 |
| All Up joining trains                                  | 6 |

**Junction Margins**

| <b>First Movement</b>            | <b>Second Movement</b>            | <b>Margin</b> |
|----------------------------------|-----------------------------------|---------------|
| Down train, first portion depart | Down train, second portion depart | 3             |

| <b>Crianlarich</b>             |                                 |    |
|--------------------------------|---------------------------------|----|
| 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                  | 4½ |
| Down depart to Fort William    | Up arrive from Oban             | 4½ |

| <b>Upper Tyndrum</b>                                     |   |  |
|--|---|--|
| <b>All trains must stop for token exchange purposes.</b> |   |  |
| <b>Dwell Time</b>  |   |  |
| All trains (RETB requirement)                            | 3 |  |

| <b>Bridge of Orchy</b>                                   |  |  |
|--|--|--|
| <b>All trains must stop for token exchange purposes.</b> |  |  |
| For down trains, see general restrictions above.         |  |  |

| <b>Gorton</b>  |  |  |
|--|--|--|
| <b>All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.</b> |  |  |
| <b>Restriction</b>   |  |  |
| 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.             |  |  |

| <b>Rannoch</b>   |  |  |
|--|--|--|
| <b>All trains must stop for token exchange purposes.</b> |  |  |
| For Up trains, see general restrictions above.           |  |  |
| For down trains, see general restrictions above.         |  |  |

| <b>Corrour</b>   |  |  |
|--|--|--|
| <b>All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.</b> |  |  |
| <b>Restriction</b>   |  |  |
| 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 restrictions above.

For Down trains, see general restrictions 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 restrictions above.

**Adjustments to Sectional Running Times**

| <b>Movement Down</b>                                   | <b>Reason</b>   | <b>Value</b> |
|--|---|--------------|
| 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 restrictions above.

**Junction Margins**

| <b>First Movement</b>                  | <b>Second Movement</b> | <b>Margin</b> |
|--|------------------------|---------------|
| 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**

| <b>Movement</b>                       | <b>Reason</b>    | <b>Value</b> |
|---------------------------------------|------------------|--------------|
| Train arriving into occupied Platform | Approach Control | 1            |

**Dwell Time**

|                                       |                                   |
|---------------------------------------|-----------------------------------|
| All through trains requiring watering | 10 from Glasgow<br>8 from Mallaig |
|---------------------------------------|-----------------------------------|

|   |                                 |               |
|---|---------------------------------|---------------|
| <b>Fort William</b>   |                                 |               |
| <b>Junction Margins</b>   |                                 |               |
| <b>First Movement</b>   | <b>Second Movement</b>          | <b>Margin</b> |
| Arrive from Fort William Junction   | Depart to Fort William Junction | 1             |
| <b>Note</b><br>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. |                                 |               |
| <b>Train Watering Points</b>  |                                 |               |
| Platform 2 also Platform 1 for trains of 4 vehicles or less   |                                 |               |

|   |
|---|
| <b>SC143 CRIANLARICH TO OBAN</b>  |
| <b>General Restriction</b><br>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.<br><br>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:- |

|  |                |                  |
|--|----------------|------------------|
| <b>Dwell Time</b>  |                |                  |
| Where a token exchange takes place   | 1              |                  |
|  |                |                  |
| <b>Crossing Margins</b>  |                |                  |
| 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.                       |                |                  |
|  |                |                  |
| <b>Except when the first train is longer than the loop</b>   | 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             |
|  |                |                  |
| <b>When the first train is longer than the loop</b>  | 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             |

|  |
|--|
| <b>Tyndrum Lower</b>                                     |
| <b>All trains must stop for token exchange purposes.</b> |
| For Down trains, see general restrictions 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 restrictions above.

For Down trains, see general restrictions above.

If a train in the process of shunting between Platform 3 and Platform 4, 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 in the process of shunting between Platform 3 and Platform 4, 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**

| <b>Movement Down</b>           | <b>Reason</b>             | <b>Value</b> |
|--------------------------------|---------------------------|--------------|
| Down train arriving Platform 4 | Operation of Ground Frame | 4            |

| <b>Movement Up</b>            | <b>Reason</b>             | <b>Value</b> |
|-------------------------------|---------------------------|--------------|
| Up train departing Platform 4 | Operation of Ground Frame | 4            |

**Restriction**

If a train is in the process of shunting to Platform 4, 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.

| <b>Except when the first train is longer than the loop</b> | 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             |

| <b>When the first train is longer than the loop</b> | 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             |

**Inverlochry Yard****Operating Stop**

2 minutes. All trains required to stop in Inverlochry Yard to confirm hand point route set correctly

**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 restrictions above.

For Down trains, see general restrictions above.

**Glenfinnan**

If a train is 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 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 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 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 Arisaig and Glenfinnan, please see general restrictions above.

**SC147 BERWICK TO EDINBURGH WAVERLEY****Grantshouse****Junction Margins**

| First Movement              | Second Movement                 | Margin |
|-----------------------------|---------------------------------|--------|
| Up train pass Grantshouse   | Up train depart Grantshouse UPL | 2      |
| Down train pass Grantshouse | Down train depart Grantshouse   | 2      |

|                                    |    |
|------------------------------------|----|
| <b>Minimum Run Round Allowance</b> | 30 |
|------------------------------------|----|

| Torness GSP  |                             |          |
|--|-----------------------------|----------|
| Junction Margins   |                             |          |
| First Movement   | Second Movement             | Margin   |
| Up pass Oxwellmains Crossover  | Depart Torness GSP          | 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   | XXRMPPR09                    | XXRMPPR11 |
| Grantshouse  |                              | XX/00     |

| Oxwellmains Crossovers  |                                 |         |
|---|---------------------------------|---------|
| Adjustments to Sectional Running Times  |                                 |         |
| Movement Down   | Reason                          | Value   |
| 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                           |         |

|   |                               |               |
|---|-------------------------------|---------------|
| <b>Dunbar</b>   |                               |               |
| <b>Dwell Time</b>   |                               |               |
| 80X TPE Only  | 1½                            |               |
| <b>Minimum Turnaround</b>   |                               |               |
| MU  | 5                             |               |
| 22x   | 5                             |               |
| <b>Adjustments to Sectional Running Times</b>                         |                               |               |
| <b>Movement Down</b>  | <b>Reason</b>                 | <b>Value</b>  |
| Class 22x crossing into P1  | Slow Speed Crossover          | ½             |
| <b>Junction Margins</b>   |                               |               |
| <b>First Movement</b>   | <b>Second Movement</b>        | <b>Margin</b> |
| 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 4           |
| 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                                 |                               |               |
| <b>Operating Notes:</b>   |                               |               |
| All Scotrail Operated Services must be planned to use Platform 1 Only |                               |               |

|   |                             |               |
|---|-----------------------------|---------------|
| <b>Drem</b>   |                             |               |
| <b>Adjustments to Sectional Running Times</b>                               |                             |               |
| <b>Movement Down</b>  | <b>Reason</b>               | <b>Value</b>  |
| Down trains departing from Drem DPL between Drem and Longniddry/Prestonpans | For acceleration purposes   | 2             |
| <b>Movement Up</b>  | <b>Reason</b>               | <b>Value</b>  |
| Up trains routed to Drem UPL between Prestonpans/Longniddry and Drem        | Approach Control            | 2             |
| <b>Junction Margins</b>   |                             |               |
| <b>First Movement</b>   | <b>Second Movement</b>      | <b>Margin</b> |
| 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            |
| Depart to North Berwick   | Up Pass                     | 3½            |
| Arrive DPL  | Arr/pass from North Berwick | 3             |
| Depart UPL to Dunbar  | Arr/pass from North Berwick | 3½            |
| Up Class-1 non-stop passenger train pass Drem                               | Up train depart Drem UPL    | 2             |
| Down Class-4 non-stop passenger train pass Drem                             | Down train depart Drem DPL  | 2             |
| Down pass   | Arrive from North Berwick   | 3             |

| <b>Prestonpans</b>  |                                 |               |
|---|---------------------------------|---------------|
| <b>Adjustments to Sectional Running Times</b>   |                                 |               |
| <b>Movement Up</b>  | <b>Reason</b>                   | <b>Value</b>  |
| Up trains to UPL direct from Portobello Junction between Monktonhall Junction and Prestonpans   | Approach control                | 2             |
| <b>Junction Margins</b>   |                                 |               |
| <b>First Movement</b>   | <b>Second Movement</b>          | <b>Margin</b> |
| Up Class 1 train pass Prestonpans   | Up train depart Prestonpans UPL | 2             |
| <b>Restriction</b>  |                                 |               |
| 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 |                                 |               |

| <b>Monktonhall Junction</b>   |  |               |
|---|--|---------------|
| <b>Adjustments to Sectional Running Times</b>   |  |               |
| <b>Movement Down</b>  | <b>Reason</b>                                      | <b>Value</b>  |
| Down trains from Drem to Millerhill between Prestonpans and Monktonhall Junction          | Approach Control                                   | 2             |
| <b>Movement Up</b>  | <b>Reason</b>                                      | <b>Value</b>  |
| Up Trains from Millerhill to Drem between Monktonhall Junction and Prestonpans            | For acceleration differential                      | 3             |
| Up Trains from Millerhill to Prestonpans UPL between Monktonhall Junction and Prestonpans | For acceleration differential and approach control | 4             |
| <b>Junction Margins</b>   |  |               |
| <b>First Movement</b>   | <b>Second Movement</b>                             | <b>Margin</b> |
| Up train not stopping at Wallyford pass from Portobello Junction                          | Up train from Millerhill pass                      | 3             |

| <b>Portobello Junction</b>  |                                |                          |
|---|--------------------------------|--------------------------|
| <b>Adjustments to Sectional Running Times</b>   |                                |                          |
| <b>Movement Down</b>  | <b>Reason</b>                  | <b>Value</b>             |
| Up Trains from Craightinny Junction to Niddrie South or Niddrie West Junctions between Craightinny Junction and Portobello Junction | For Approach control           | 1 except 22X<br>1½ 22X   |
| Down Trains from Niddrie South or Niddrie West Junctions between Portobello Junction and Craightinny Junction                       | For acceleration differential. | ½ Passenger<br>1 Freight |
| <b>Movement Up</b>  | <b>Reason</b>                  | <b>Value</b>             |
| 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                        |



**Portobello Junction****Junction Margins**

| First Movement                                      | Second Movement                                      | Margin                   |
|---|--|--------------------------|
| Down Train pass towards Leith                       | Up train pass from Edinburgh                         | 3 Passenger<br>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<br>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 |
|--|--|--------|
| 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**

|                       | 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  |         |

**Restriction**

Pathing time must not be inserted between Craigentinny TMD and Craigentinny Jn

**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 |

|  |                                 |               |
|--|---------------------------------|---------------|
| <b>Abbeyhill Junction</b>  |                                 |               |
| <b>Junction Margins</b>  |                                 |               |
| <b>First Movement</b>  | <b>Second Movement</b>          | <b>Margin</b> |
| 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             |
| <b>Operating Instruction</b>   |                                 |               |
| It is permitted to reverse any combination of gangwayed or non-gangwayed FSR unit. |                                 |               |

|                  |
|------------------|
| <b>Edinburgh</b> |
| Refer to SC107   |

|  |
|--|
| <b>SC155 MONKTONHALL JN TO MILLERHILL YARD (GOODS LINE)</b>  |
| <b>Millerhill Signal EM14</b>  |
| <b>Operating Stop</b>  |
| 2 minutes. Down trains required to stop at Millerhill Signal EM14 to receive permission to enter Millerhill Yard |

|                               |
|-------------------------------|
| <b>Millerhill Yard</b>        |
| 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:<br>Freddie-Road 4 —320m<br>Freddie Road 5 – 371m<br>Freddie Road 6 – 435m<br>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     |

| <b>Stow and Galabank Junction</b>                         |   |               |
|---|---|---------------|
| <b>Junction Margins</b>                                   |   |               |
| <b>First Movement</b>                                     | <b>Second Movement</b>                                    | <b>Margin</b> |
| 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            |

| <b>Tynehead Junction</b>    |                           |               |
|-----------------------------|---------------------------|---------------|
| <b>Junction Margins</b>     |                           |               |
| <b>First Movement</b>       | <b>Second Movement</b>    | <b>Margin</b> |
| Pass from Galabank Junction | Pass to Galabank Junction | 2½            |

| <b>Fushiebridge Junction</b> |                        |               |
|------------------------------|------------------------|---------------|
| <b>Junction Margins</b>      |                        |               |
| <b>First Movement</b>        | <b>Second Movement</b> | <b>Margin</b> |
| Pass from Gorebridge         | Pass to Gorebridge     | 2½            |

| <b>Kings Gate Junction</b> |                        |               |
|----------------------------|------------------------|---------------|
| <b>Junction Margins</b>    |                        |               |
| <b>First Movement</b>      | <b>Second Movement</b> | <b>Margin</b> |
| Pass to Shawfair           | Pass to Eskbank        | 2½            |

| <b>Newcraighall South Junction</b>  |                        |               |
|---|------------------------|---------------|
| <b>Restriction</b>  |                        |               |
| No pathing time to be inserted between Newcraighall and Newcraighall South Junction<br>(No intermediate signals on single line) |                        |               |
| <b>Junction Margins</b>   |                        |               |
| <b>First Movement</b>   | <b>Second Movement</b> | <b>Margin</b> |
| Pass to Shawfair  | Pass to Newcraighall   | 2½            |

| <b>SC165 NIDDRIE SOUTH JUNCTION TO GORGIE JUNCTION (EDINBURGH SUBURBAN)</b>   |  |  |
|---|--|--|
| <b>Craiglockhart Junction</b>   |  |  |
| <b>Restriction</b>  |  |  |
| Trains travelling on the Down Suburban 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 Suburban 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.

**Dalmeny (Forth Bridge)****Restriction**

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

**Inverkeithing****Adjustments to Sectional Running Times**

| <b>Movement Down</b>                    | <b>Reason</b>     | <b>Value</b> |
|---|-------------------|--------------|
| Down Freight trains to Inverkeithing GL | Approach control. | 2            |

**Dwell Time**

|    |   |
|----|---|
| MU | 1 |
| LH | 2 |

**Junction Margins**

| <b>First Movement</b>            | <b>Second Movement</b>           | <b>Margin</b> |
|----------------------------------|----------------------------------|---------------|
| 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 South Junction****Adjustments to Sectional Running Times**

| <b>Movement Down</b>          | <b>Reason</b>    | <b>Value</b> |
|-------------------------------|------------------|--------------|
| Down train towards Glenrothes | Approach Control | ½            |

**Thornton North Junction****Adjustments to Sectional Running Times**

| <b>Movement Up</b>   | <b>Reason</b>         | <b>Value</b>            |
|--|-----------------------|-------------------------|
| 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                       |
| <b>Movement Down</b>   | <b>Reason</b>         | <b>Value</b>            |
| XC & LNER trains routed towards Ladybank from SC173                          | Acceleration Purposes | 1 app next timing point |

|   |   |               |
|---|---|---------------|
| <b>Ladybank</b>   |   |               |
| <b>Adjustments to Sectional Running Times</b>   |   |               |
| <b>Movement Down</b>  | <b>Reason</b>                                 | <b>Value</b>  |
| 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             |
| <b>Movement Up</b>  | <b>Reason</b>                                 | <b>Value</b>  |
| Up train pass from Perth after Ladybank   | Acceleration purposes                         | ½             |
| <b>Junction Margins</b>   |   |               |
| <b>First Movement</b>   | <b>Second Movement</b>                        | <b>Margin</b> |
| 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             |
| Arrive Signal EB668 from Newburgh   | Down train for Newburgh arrive Laybank        | 3             |
| 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            |
| <b>Note:</b>  |   |               |
| 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 |   |               |

|                               |                        |               |
|-------------------------------|------------------------|---------------|
| <b>Leuchars</b>               |                        |               |
| <b>Dwell Time</b>             |                        |               |
| MU                            | 1                      |               |
| LH                            | 2                      |               |
| <b>Junction Margins</b>       |                        |               |
| <b>First Movement</b>         | <b>Second Movement</b> | <b>Margin</b> |
| Down depart Leuchars (MU)     | Pass / arrive Cupar    | 3½            |
| Down depart Leuchars (HST/LH) | Pass / arrive Cupar    | 4             |
| Pass Leuchars                 | Pass / arrive Cupar    | 3             |

|   |
|---|
| <b>Tay Bridge South</b>   |
| <b>Operating Restriction &amp; Junction Margin</b><br><b>Tay Bridge – High Girders.</b> 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.   |
| <b>Restriction</b><br>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. |

|   |
|---|
| <b>Dundee Central Junction</b>  |
| <b>Operating Restriction &amp; Junction Margin</b><br><b>Tay Bridge – High Girders.</b> 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. |

|  |   |
|--|---|
| <b>SC173 INVERKEITHING CENTRAL JUNCTION TO THORNTON NORTH JUNCTION (VIA COWDENBEATH)</b> |   |
| <b>Dunfermline Town</b>  |   |
| <b>Dwell Time</b>  |   |
| All  | 1 |

|                                   |                     |
|-----------------------------------|---------------------|
| <b>Dunfermline Queen Margaret</b> |                     |
| <b>Minimum Turnround</b>          |                     |
|                                   | 10 MUs via Townhill |

|                                  |  |               |
|----------------------------------|--|---------------|
| <b>Townhill Junction</b>         |  |               |
| <b>Junction Margins</b>          |  |               |
| <b>First Movement</b>            | <b>Second Movement</b>                         | <b>Margin</b> |
| Down train arrives Townhill Loop | Following Down train dep/pass Dunfermline Town | 1             |

|   |   |               |
|---|---|---------------|
| <b>Cowdenbeath</b>                                  |   |               |
| <b>Junction Margins</b>                             |   |               |
| <b>First Movement</b>                               | <b>Second Movement</b>                        | <b>Margin</b> |
| Up train depart/pass Platform 1 to Dunfermline Town | Shunt Move depart Platform 2 for EC941 Signal | 6             |

|                                 |   |
|---------------------------------|---|
| <b>Glenrothes with Thornton</b> |   |
| <b>Connectional Allowance</b>   |   |
|                                 | 2 |



**Glenrothes with Thornton****Platform End Margins**

| <b>First Movement</b>  | <b>Second Movement</b>                              | <b>Margin</b> |
|--|---|---------------|
| Depart/Pass platform 1 towards Kirkcaldy (having arrived from Cardenden) | Arrive/Pass platform 2 from Thornton North Junction | 4             |
| Depart platform 1 towards Kirkcaldy (having arrived from Cardenden)      | Arrive/Pass platform 2 from Cardenden               | 3             |
| Depart/Pass platform 1 towards Cardenden                                 | Arrive/Pass platform 2 from Thornton North Junction | 5             |
| Depart/Pass platform 2 towards Cardenden                                 | Arrive/Pass platform 1 from Kirkcaldy               | 4             |
| Train longer than 2 cars depart towards Thornton North Jn                | Arrive/Pass platform 1 from Cardenden               | 1½            |

**Restriction**

Routes through Thornton West Jn are locked when a platform is occupied.

Reversals in platforms are not possible due to the signalling layout. Reversals must be planned to shunt via either ET556, ET558 or ET867 signals.

**SC183 STIRLING TO CHARLESTOWN JUNCTION****Causewayhead Junction****Junction Margins**

| <b>First Movement</b>          | <b>Second Movement</b>                   | <b>Margin</b> |
|--------------------------------|--|---------------|
| 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**

| <b>First Movement</b> | <b>Second Movement</b> | <b>Margin</b> |
|-----------------------|------------------------|---------------|
| 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**

| <b>First Movement</b>  | <b>Second Movement</b> | <b>Margin</b> |
|------------------------|------------------------|---------------|
| Down Freight pass      | Up Passenger departs   | 1             |
| Down Passenger arrives | Up Freight pass        | 2½            |

|                         |                        |               |
|-------------------------|------------------------|---------------|
| <b>Alloa Loop</b>       |                        |               |
| <b>Junction Margins</b> |                        |               |
| <b>First Movement</b>   | <b>Second Movement</b> | <b>Margin</b> |
| 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            |

|   |
|---|
| <b>Longannet Power Station</b>  |
| <b>Restriction</b><br>Only one train can be discharged at any one time at the Power Station |

|  |   |               |
|--|---|---------------|
| <b>Longannet S.B.</b>                      |   |               |
| <b>Junction Margins</b>                    |   |               |
| <b>First Movement</b>                      | <b>Second Movement</b>                      | <b>Margin</b> |
| 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     |

|  |                                 |               |
|--|---------------------------------|---------------|
| <b>SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN</b>   |                                 |               |
| <b>Dundee Central Junction</b>   |                                 |               |
| <b>Junction Margins</b>  |                                 |               |
| <b>First Move</b>  | <b>Second Movement</b>          | <b>Margin</b> |
| 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             |
| <b>Operating Restriction &amp; Junction Margin</b>   |                                 |               |
| <b>Tay Bridge – High Girders.</b> 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 |                                 |               |

|  |   |               |
|--|---|---------------|
| <b>Dundee</b>  |   |               |
|  |   |               |
| <b>Dwell Time</b>  |   |               |
| MU   | 1½  |               |
| LH   | 3   |               |
| XC Services (HST & 22x)  | 2   |               |
| <b>Restriction</b>   |   |               |
| If a Class 170 is at the buffers in Platform 2 or 3, it is not possible to attach another unit   |   |               |
|  |   |               |
| <b>Minimum Turnaround</b>  |   |               |
| 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 |               |
|  |   |               |
| <b>Junction Margins</b>  |   |               |
| <b>First Movement</b>  | <b>Second Movement</b>  | <b>Margin</b> |
| 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   |   |               |
|  |   |               |
| <b>Restriction</b>   |   |               |
| 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                  |   |               |

|                                |   |               |
|--------------------------------|---|---------------|
| <b>Camperdown Junction</b>     |   |               |
| <b>Junction Margins</b>        |   |               |
| <b>First Movement</b>          | <b>Second Movement</b>                        | <b>Margin</b> |
| 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             |

|   |                  |              |
|---|------------------|--------------|
| <b>Carnoustie</b>                             |                  |              |
| <b>Adjustments to Sectional Running Times</b> |                  |              |
| <b>Movement Down</b>                          | <b>Reason</b>    | <b>Value</b> |
| Terminating trains into Platform 2            | Approach control | 2            |

|  |  |               |
|--|--|---------------|
| <b>Arbroath</b>  |  |               |
| <b>Adjustments to Sectional Running Times</b>  |  |               |
| <b>Movement Down</b>   | <b>Reason</b>  | <b>Value</b>  |
| Terminating trains into Platform 2   | Approach control                                     | 1             |
| <b>Dwell Time</b>  |  |               |
| LH   | 3  |               |
| <b>Junction Margins</b>  |  |               |
| <b>First Movement</b>  | <b>Second Movement</b>                               | <b>Margin</b> |
| 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 |  |               |

|   |                            |               |
|---|----------------------------|---------------|
| <b>Usan</b>   |                            |               |
| <b>Junction Margins</b>   |                            |               |
| <b>First Movement</b>   | <b>Second Movement</b>     | <b>Margin</b> |
| 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. |                            |               |

|   |   |               |
|---|---|---------------|
| <b>Montrose</b>   |   |               |
| <b>Adjustments to Sectional Running Times</b>           |   |               |
| <b>Movement Down</b>                                    | <b>Reason</b>   | <b>Value</b>  |
| Down train non-stop through Up platform. After Montrose | Speed restriction through crossover                     | 1             |
| <b>Dwell Time</b>                                       |   |               |
| LH  | 3   |               |
| <b>Junction Margins</b>                                 |   |               |
| <b>First Movement</b>                                   | <b>Second Movement</b>                                  | <b>Margin</b> |
| 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             |

|                   |   |  |
|-------------------|---|--|
| <b>Stonehaven</b> |   |  |
| <b>Dwell Time</b> |   |  |
| LH                | 3 |  |

| Stonehaven                                 |   |        |
|--|---|--------|
|  |   |        |
| Junction Margins                           |   |        |
| First Movement                             | Second Movement   | Margin |
| Up train departs Stonehaven to Signal SV40 | Up train depart/pass from Newtonhill <b>A222 signal</b> | 2      |

| Craiginchies South   |   |        |
|--|---|--------|
|  |   |        |
| Adjustments to Sectional Running Times                             |   |        |
| Movement Down  | Reason                                      | Value  |
| Down Freight pass towards Loop/terminal. Before Craiginchies South | Approach control                            | 1      |
|  |   |        |
| Junction Margins   |   |        |
| First Movement   | Second Movement                             | Margin |
| Up Freight Depart Craiginchies Down Sidings                        | Down Train Pass to Aberdeen                 | 5 ½    |
| Down Train pass to Aberdeen  | Up Freight Depart Craiginchies 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 Craiginchies 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      |

|  |   |                |
|--|---|----------------|
| <b>Aberdeen</b>                        |   |                |
| 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              |
| Down train arrive Aberdeen             | Depart Signal A27   | Same time      |
| Down train arrive Aberdeen             | Depart Signal A77   | 2              |
|  |   |                |
| <b>Minimum Turnround</b>               |   |                |
| 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  |                |
|  |   |                |
| <b>Platform Re-occupation</b>          |   |                |
| <b>First Movement</b>                  | <b>Second Movement</b>  | <b>Margins</b> |
|  |   |                |
| Depart any platform to South*          | Arrive any platform from South *  | 4              |
| * When Conflicting                     |   |                |
| Depart any platform to North           | Arrive any platform from North  | 5              |

|                                 |
|---------------------------------|
| <b>SC193 PERTH TO INVERNESS</b> |
| <b>Perth</b>                    |
| <i>Refer to SC119</i>           |

|                         |                        |               |
|-------------------------|------------------------|---------------|
| <b>Stanley Junction</b> |                        |               |
|                         |                        |               |
| <b>Junction Margins</b> |                        |               |
| <b>First Movement</b>   | <b>Second Movement</b> | <b>Margin</b> |
| 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      |

**Dunkeld & Birnam**

\*Can be reduced to 2 minutes if  $\frac{1}{2}$  inserted approaching Dunkeld due to sighting signal at danger.

**Operating Restriction**

Trains cannot arrive simultaneously; must arrive at least  $\frac{1}{2}$  minutes apart as per margins above. However, trains can depart simultaneously subject to satisfying the above rules.

**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) 174 Metres  
Platform 1 (Down Train) 159 Metres  
Platform 2 (Down Train) 174 Metres  
Platform 2 (Up Train) 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       | $\frac{1}{2}$ |
| Down Arrive/pass | Up Pass         | 4             |

|  |  |               |
|--|--|---------------|
| <b>Dalwhinnie</b>  |  |               |
| <b>Adjustments to Sectional Running Times</b>  |  |               |
| <b>Movement Down</b>   | <b>Reason</b>                                  | <b>Value</b>  |
| Down non-stop train passing through Up platform. Approaching Dalwhinnie  | Slow speed Junction                            | 2             |
| <b>Junction Margins</b>  |  |               |
| <b>First Movement</b>  | <b>Second Movement</b>                         | <b>Margin</b> |
| 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             |
| <b>Operating Instructions</b>  |  |               |
| 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: |  |               |
| <b>First Movement</b>  | <b>Second Movement</b>                         | <b>Margin</b> |
| Up Depart/Pass Up Platform   | Down train using Up Platform, pass Dalnaspidal | 3             |

|  |                        |               |
|--|------------------------|---------------|
| <b>Kingussie</b>   |                        |               |
| <b>Dwell Time</b>  |                        |               |
| HST Power Doors  | 1½                     |               |
| MU   | 1                      |               |
| <b>Junction Margins</b>  |                        |               |
| <b>First Movement</b>  | <b>Second Movement</b> | <b>Margin</b> |
| 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.  |                        |               |
| <b>Operating Restriction</b>   |                        |               |
| Trains cannot arrive simultaneously; must arrive at least 1 minute apart as per margins above.   |                        |               |
| <b>Loop Length Restriction/Operating Instructions</b>  |                        |               |
| 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.   |                        |               |



|   |                                   |               |
|---|-----------------------------------|---------------|
| <b>Kincraig</b>   |                                   |               |
| <b>Adjustments to Sectional Running Times</b>   |                                   |               |
| <b>Movement Up/Down</b>   | <b>Reason</b>                     | <b>Value</b>  |
| Train via Loop  | Approach Control                  | 1             |
| <b>Junction Margins</b>   |                                   |               |
| <b>First Movement</b>   | <b>Second Movement</b>            | <b>Margin</b> |
| Down Arrive Loop  | Up Pass                           | 5             |
| Up Arrive Loop  | Down Pass                         | 4             |
| Up/down pass on Mainline  | Depart Loop in opposite direction | 1             |
| <b>Restriction</b>  |                                   |               |
| Trains planned to stop must use the Loop.<br>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.  |                                   |               |
| <b>Restriction</b>  |                                   |               |
| 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. |                                   |               |

|  |  |               |
|--|--|---------------|
| <b>Aviemore</b>  |  |               |
| <b>Dwell Time</b>  |  |               |
| HST Power Doors  | 1½   |               |
| LH   | 2  |               |
| <b>Junction Margins</b>  |  |               |
| <b>First Movement</b>  | <b>Second Movement</b>                               | <b>Margin</b> |
| 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             |
| <b>Operating Instructions</b>  |  |               |
| 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 |  |               |
| <b>For trains to and from Aviemore (Speyside):</b>   |  |               |
| <b>Junction Margins</b>  |  |               |
| <b>First Movement</b>  | <b>Second Movement</b>                               | <b>Margin</b> |
| 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   |  |               |

|  |            |            |  |            |            |
|--|------------|------------|--|------------|------------|
| <b>Aviemore</b>                        |            |            |  |            |            |
|  |            |            |  |            |            |
| <b>Aviemore to Aviemore Strathspey</b> |            |            | <b>Kincraig to Aviemore Strathspey</b> |            |            |
|  | <b>ARR</b> | <b>DEP</b> |  | <b>ARR</b> | <b>DEP</b> |
| Aviemore                               |            | XX:00      | Kincraig                               |            | XX:XX      |
| Aviemore Signal HA313                  | XXRM03     | XXPR05     | Aviemore Signal HA313                  | XXOP00     | XX:09      |
| Aviemore Strathspey                    | XXPR08     |            | Aviemore Strathspey                    | XX:12      |            |
| <b>Aviemore Strathspey to Aviemore</b> |            |            | <b>Aviemore Strathspey to Kincraig</b> |            |            |
|  | <b>ARR</b> | <b>DEP</b> |  | <b>ARR</b> | <b>DEP</b> |
| 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                       |            |            |  |            |            |

|  |                                   |               |
|--|-----------------------------------|---------------|
| <b>Carrbridge</b>  |                                   |               |
|  |                                   |               |
| <b>Adjustments to Sectional Running Times</b>  |                                   |               |
| <b>Movement Down</b>   | <b>Reason</b>                     | <b>Value</b>  |
| Train via Platform Loop (Platform 2).<br>Approaching Carrbridge  | Approach Control                  | 1             |
|  |                                   |               |
| <b>Junction Margins</b>  |                                   |               |
| <b>First Movement</b>  | <b>Second Movement</b>            | <b>Margin</b> |
| 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             |
|  |                                   |               |
| <b>Operating Instructions</b>  |                                   |               |
| 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.                             |                                   |               |
|  |                                   |               |
| <b>Restriction</b>   |                                   |               |
| 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 |                                   |               |

|   |                                   |               |
|---|-----------------------------------|---------------|
| <b>Slochd</b>                                 |                                   |               |
|   |                                   |               |
| <b>Adjustments to Sectional Running Times</b> |                                   |               |
| <b>Movement Up/Down</b>                       | <b>Reason</b>                     | <b>Value</b>  |
| Train via Loop                                | Approach Control                  | 1             |
|   |                                   |               |
| <b>Junction Margins</b>                       |                                   |               |
| <b>First Movement</b>                         | <b>Second Movement</b>            | <b>Margin</b> |
| Down Arrive Loop                              | Up Pass                           | 4             |
| Up Arrive Loop                                | Down Pass                         | 4             |
| Up/Down Pass on Mainline                      | Depart Loop in opposite direction | 1             |

**Slochd****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 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.

**Moy****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       |
|---|---|--------------|
| <del>Up Pass Millburn Junction on Down Main</del> | <del>Down Pass Millburn Junction on Down Main</del> | <del>7</del> |
| <del>Up Pass Millburn Junction on Up Main</del>   | <del>Down Pass Millburn Junction on Up Main</del>   | <del>7</del> |
| Down Freight pass to Millburn Yard                | Up pass Millburn Jn on UH                           | 5½           |

**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<br>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 \$ |  |

| Inverness  |       |  |
|--|-------|--|
|  |       |  |
| 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.<br>\$ 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         |
| <p><b>Note</b><br/>           Method of Working</p> <p>One train working beyond Kittybrewster Junction to Waterloo Goods. For trains towards Waterloo Goods the following method of working applies:</p> <p>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.</p> <p>For trains exiting Waterloo Goods the following method of working applies:</p> <p>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.</p> |                 |           |

| 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     |

|                           |                        |               |
|---------------------------|------------------------|---------------|
| <b>Inverurie</b>          |                        |               |
|                           |                        |               |
| <b>Dwell Time</b>         | 1                      |               |
|                           |                        |               |
| <b>Junction Margins</b>   |                        |               |
| <b>First Movement</b>     | <b>Second Movement</b> | <b>Margin</b> |
| Pass from Inch            | Pass to Inch           | 1             |
| Arrive from Turnback Line | Depart to Inch         | ½             |
| Depart to Inch            | Depart Turnback Line   | 4½            |
| Pass to Inch              | Depart Turnback Line   | 3             |

|   |  |  |
|---|--|--|
| <b>Inverurie Turnback Siding</b>  |  |  |
|   |  |  |
| <b>Operating Note:</b>  |  |  |
| Maximum of 8 coaches can be accommodate in this 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   | <del>4</del> 3<br>May be reduced to 1 for stopping services if {1} is applied approaching Insch |
| Arrive/pass from Inverurie  | Arrive/pass from Kennethmont | <del>4</del> 3<br>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 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                       |        |
|  |                         |        |
| 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      |
|  |                         |        |
| <b>Note</b>  |                         |        |
| 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      |
|   |                                      |        |
| <b>Note</b>   |                                      |        |
| Run round not possible if train has been accepted from Huntly and/or Elgin. |                                      |        |

| Keith Station   |   |  |
|---|---|--|
|   |   |  |
| Dwell Time  |   |  |
| MU  | ½ |  |
| LH  | 1 |  |
|   |   |  |
| <b>Note</b>   |   |  |
| 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   |
| 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. |  |   |

|                         |                        |               |
|-------------------------|------------------------|---------------|
| <b>Forres</b>           |                        |               |
|                         |                        |               |
| <b>Dwell Time</b>       | ½ DMU<br>1 LH          |               |
|                         |                        |               |
| <b>Junction Margins</b> |                        |               |
| <b>First Movement</b>   | <b>Second Movement</b> | <b>Margin</b> |
| 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             |

|   |                    |   |
|---|--------------------|---|
| <b>Nairn</b>                                  |                    |   |
| <b>Adjustments to Sectional Running Times</b> |                    |   |
| <b>Movement Up</b>                            | <b>Reason</b>      | <b>Value</b>  |
| Arrive/Pass Platform 2                        | Approach Control   | ½   |
| Pass Platform 2                               | Slower speed route | ½ DMU/HST<br>1 LH<br>(to be shown approaching Forres) |



|   |                        |               |
|---|------------------------|---------------|
| <b>Nairn</b>  |                        |               |
|   |                        |               |
| <b>Dwell Time</b>   | 1 DMU                  |               |
|   |                        |               |
| <b>Junction Margins</b>   |                        |               |
| <b>First Movement</b>   | <b>Second Movement</b> | <b>Margin</b> |
| 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     |
|   |                        |               |
| <b>Note</b>   |                        |               |
| 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. |                        |               |
|   |                        |               |
|   |                        |               |
| <b>Prohibitions</b>   |                        |               |
| Reversal of loco hauled trains from Inverness direction prohibited.   |                        |               |

|  |                             |               |
|--|-----------------------------|---------------|
| <b>SC197 KITTYBREWSTER JUNCTION TO WATERLOO GOODS (GOODS LINE)</b> |                             |               |
|  |                             |               |
| <b>Kittybrewster Junction Arrival Line</b>                         |                             |               |
|  |                             |               |
| <b>Junction Margins</b>  |                             |               |
| <b>First Movement</b>  | <b>Second Movement</b>      | <b>Margin</b> |
| Pass Berryden Junction to Aberdeen                                 | Depart to Berryden Junction | 2             |

|   |                                |  |
|---|--------------------------------|--|
| <b>SC203 INVERNESS TO WICK</b>  |                                |  |
| <b>General Restriction</b>  |                                |  |
| 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. |                                |  |
| <b>Dwell Time</b>   |                                |  |
| Where a token exchange takes place  | 1 (unless otherwise specified) |  |
| <b>Crossing Margins</b>   |                                |  |
| 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.  |                                |  |

**SC203 INVERNESS TO WICK**

| <b>Except when the first train is longer than the loop</b> | 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             |
|  |                |                  |
| <b>When the first train is longer than the loop</b>        | 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 4

**Rose Street****Dwell Time**

RETB Duties (Up) 1

RETB Duties (Down) 3

**Rose Street Junction****Junction Margins**

| First Movement                                       | Second Movement   | Margin        |
|--|---|---------------|
| Pass/arrive <b>Rose Street or TMD</b> from North     | Depart Inverness to North   | 1             |
| <del>Pass to Inverness</del> <b>Arrive Inverness</b> | <del>Pass/Depart Millburn Junction</del> <b>Pass/Depart Rose Street</b> | <b>1</b>      |
| <del>Pass from North</del>                           | <del>Depart Loops to North</del>  | <del>4*</del> |
| <del>Arrive loops from East/South</del>              | <del>Pass Clachnaharry from North</del>                                 | <del>3*</del> |

\* 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 <b>Rose Street or Arrive Inverness from North</b> | 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.

|  |   |
|--|---|
| <b>Invergordon</b>   |   |
| <b>All trains must stop for token exchange purposes</b>                              |   |
| <b>Dwell Time</b>  |   |
| All trains (RETB duties)   | 3 |
| <b>Minimum Turnround</b>   |   |
| 5 Arriving/departing Down platform<br>8 Arriving Down platform/departing Up platform |   |

|  |
|--|
| <b>Fearn</b>   |
| <b>All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.</b> |

|   |
|---|
| <b>Tain</b>   |
| <b>All trains must stop for token exchange purposes</b> |

|  |
|--|
| <b>Ardgay</b>  |
| <b>All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.</b> |

|  |   |
|--|---|
| <b>Lairg</b>   |   |
|  |   |
| <b>All trains must stop for token exchange purposes</b>  |   |
|  |   |
| <b>Dwell Time</b>  |   |
| All Down trains (Level Crossing Plunger and RETB duties) | 2 |
|  |   |
| <b>Restriction</b>                                       |   |
| Up trains must not exceed 267 metres/41 SLUs             |   |

|  |
|--|
| <b>Rogart</b>  |
| <b>All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.</b> |

|   |
|---|
| <b>Brora</b>  |
| <b>All trains must stop for token exchange purposes</b> |

|  |
|--|
| <b>Helmsdale</b>   |
| <b>All trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.</b> |

|   |                           |              |
|---|---------------------------|--------------|
| <b>Forsinard</b>  |                           |              |
|   |                           |              |
| <b>All trains must stop for token exchange purposes</b>       |                           |              |
|   |                           |              |
| <b>Adjustments to Sectional Running Times</b>                 |                           |              |
| <b>Movement Up</b>  | <b>Reason</b>             | <b>Value</b> |
| Trains that have originated at Georgemas Junction C.E/Up Loop | Operation of Ground Frame | 10           |

|   |  |  |
|---|--|--|
| <b>Halkirk</b>  |  |  |
|   |  |  |
| <b>All down trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.</b> |  |  |

|   |                           |              |
|---|---------------------------|--------------|
| <b>Georgemas Junction</b>                               |                           |              |
| <b>All trains must stop for token exchange purposes</b> |                           |              |
| <b>Adjustments to Sectional Running Times</b>           |                           |              |
| <b>Movement Down</b>                                    | <b>Reason</b>             | <b>Value</b> |
| Train arriving Up Loop/Freight Terminal                 | Operation of Ground Frame | 10           |
|   |                           |              |
| <b>Movement Up</b>                                      | <b>Reason</b>             | <b>Value</b> |
| Train arriving Up Loop from Wick                        | Operation of Ground Frame | 10           |
|   |                           |              |
| <b>Connectional Allowance</b>                           | 1                         |              |
|   |                           |              |
| <b>Dwell Time</b>                                       |                           |              |
| Reversing move  | 3                         |              |
| Down MU dividing  | 5                         |              |
| Up MU combining   | 6                         |              |
|   |                           |              |

|   |  |  |
|---|--|--|
| <b>Bower</b>  |  |  |
|   |  |  |
| <b>All up trains must stop for token exchange purposes, unless a Long Section Token has been issued at the previous Token Exchange Point.</b> |  |  |

|   |  |  |
|---|--|--|
| <b>Wick</b>   |  |  |
|   |  |  |
| <b>Restriction</b>  |  |  |
| 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**

| <b>Movement Down</b>           | <b>Reason</b>             | <b>Value</b> |
|--------------------------------|---------------------------|--------------|
| Down train arriving Platform 2 | Operation of Ground Frame | 10           |

| <b>Movement Up</b>                       | <b>Reason</b>             | <b>Value</b> |
|--|---------------------------|--------------|
| 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 1 minute apart.

|  |   |
|--|---|
| <b>Dwell time (all stops requiring RETB duties)</b>                          | 1   |
| <b>Crossing of trains: first train to arrive, second to depart (minimum)</b> | 2. Trains must depart at least 1 minute apart |
| <b>As above but with traincrew changeover</b>                                | 4   |

|   |   |
|---|---|
| <b>Georgemas Junction</b>                               |   |
|   |   |
| <b>All trains must stop for token exchange purposes</b> |   |
|   |   |
| <b>Connectional Allowance</b>                           | 1 |
|   |   |
| <b>Dwell Time</b>                                       |   |
| Reversing move  | 3 |
| Down MU dividing  | 5 |
| Up MU combining   | 6 |

|  |   |
|--|---|
| <b>Thurso</b>  |   |
| <b>Restriction</b>   |   |
|  |   |
| 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. |   |
| <b>Dwell Time</b>  |   |
| 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                      |
| 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   |

| STATION           | PLATFORM | USABLE LENGTH | NOTES  |
|-------------------|----------|---------------|--|
| 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                                    |
| 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<br>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  |
| Beaully           |          | 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                                      |

| STATION              | PLATFORM | USABLE LENGTH | NOTES   |
|----------------------|----------|---------------|---|
| 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                                       |
| 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                                   |

| STATION           | PLATFORM | USABLE LENGTH | NOTES                                  |
|-------------------|----------|---------------|--|
|                   |          |               |  |
| 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                          |
| 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                            |

| STATION                    | PLATFORM | USABLE LENGTH | NOTES  |
|----------------------------|----------|---------------|--|
| 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                                    |
| 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                  |

| STATION                         | PLATFORM | USABLE LENGTH | NOTES   |
|---------------------------------|----------|---------------|---|
| 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   |
| 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   |

| STATION             | PLATFORM | USABLE LENGTH | NOTES  |
|---------------------|----------|---------------|--|
|                     |          |               |  |
| 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  |
| 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  |

| STATION          | PLATFORM | USABLE LENGTH | NOTES                                 |
|------------------|----------|---------------|---------------------------------------|
| 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 |
| 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                         |



| STATION          | PLATFORM | USABLE LENGTH | NOTES   |
|------------------|----------|---------------|---|
| 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                                     |
| 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                    |

| STATION                | PLATFORM | USABLE LENGTH | NOTES   |
|------------------------|----------|---------------|---|
| 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   |
| 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                   | 3        | 187           |   |
| Oban                   | 4        | 237           |   |
| 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   |

| STATION                 | PLATFORM | USABLE LENGTH | NOTES  |
|-------------------------|----------|---------------|--|
| 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                  |
| 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                                      |

| STATION       | PLATFORM | USABLE LENGTH | NOTES                             |
|---------------|----------|---------------|-----------------------------------|
|               |          |               |                                   |
| 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                       |
| 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 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 stated otherwise. All lengths quoted exclude allowance for locomotives or stand back unless stated otherwise. Check Sectional Appendix for locations where standage is not quoted.

| <b>SC001 GRETNA JN TO GLASGOW CENTRAL</b> |                  |                      |            |              |
|---|------------------|----------------------|------------|--------------|
| <b>LOCATION</b>                           | <b>DIRECTION</b> | <b>USABLE LENGTH</b> |            | <b>NOTES</b> |
|   |                  | <b>METRES</b>        | <b>SLU</b> |              |
| 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                                       |                  | 145                  | 22         |              |
| No2                                       |                  | 145                  | 22         |              |
| No3                                       |                  | 165                  | 25         |              |
| No4                                       |                  | 148                  | 23         |              |
| No5                                       |                  | 128                  | 19         |              |

| <b>SC031 GRETNA JN TO GLASGOW CENTRAL (VIA KILMARNOCK)</b> |                  |                      |            |              |
|--|------------------|----------------------|------------|--------------|
| <b>LOCATION</b>  | <b>DIRECTION</b> | <b>USABLE LENGTH</b> |            | <b>NOTES</b> |
|  |                  | <b>METRES</b>        | <b>SLU</b> |              |
| Thornhill UPL  | Up               | 620m                 | 97SLU      |              |
| Mauchline  |                  |                      |            |              |
| Up Branch  | Up               | 377m                 | 59SLU      |              |
| Down Branch  | Down             | 448m                 | 70SLU      |              |
| New Cumnock UGL  | Up               | 325m                 | 51SLU      |              |
| Kilmarnock DPL   | Down             | 330m                 | 52SLU      |              |

| <b>SC045 EAST KILBRIDE to BUSBY JN</b> |                  |                      |            |              |
|--|------------------|----------------------|------------|--------------|
| <b>LOCATION</b>                        | <b>DIRECTION</b> | <b>USABLE LENGTH</b> |            | <b>NOTES</b> |
|  |                  | <b>METRES</b>        | <b>SLU</b> |              |
| 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<br>Down | 347<br>329    | 54<br>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 |

**SC107 EDINBURGH TO GLASGOW QUEEN STREET**

| LOCATION            | DIRECTION | USABLE LENGTH |     | NOTES |
|---------------------|-----------|---------------|-----|-------|
|                     |           | METRES        | SLU |       |
|                     |           |               |     |       |
| 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        | 910           | 142 |       |
|                     | Down      | 944           | 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 (Platform 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  |       |

**SC141 CRAIGENDOREN JN TO FORT WILLIAM**

| LOCATION                | DIRECTION      | USABLE LENGTH |     | NOTES |
|-------------------------|----------------|---------------|-----|-------|
|                         |                | METRES        | SLU |       |
|                         |                |               |     |       |
| 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  |       |
| Inverlochy Yard      |                |               |     |       |
| Siding 1             |                |               |     |       |
| Siding 2/3           |                | 155           | 24  |       |
|                      |                | 109           | 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        | 400           | 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  |       |



**SC171 EDINBURGH TO DUNDEE (VIA KIRKCALDY)**

| LOCATION     | DIRECTION | USABLE LENGTH |     | NOTES |
|--------------|-----------|---------------|-----|-------|
|              |           | METRES        | SLU |       |
| 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 | USABLE LENGTH |     | NOTES |
|--------------------------|-----------|---------------|-----|-------|
|                          |           | METRES        | SLU |       |
| Dundee Up Through Line   | Up        | 92            | 14  |       |
| Dundee Down Through Line | Down      | 384           | 60  |       |

**SC193 PERTH TO INVERNESS**

| LOCATION            | DIRECTION      | USABLE LENGTH |     | NOTES |
|---------------------|----------------|---------------|-----|-------|
|                     |                | METRES        | SLU |       |
| Dunkeld & Birnam DL | Crossing Point | 301           | 47  |       |
| Pitlochry Loop      | Up             | 209           | 32  |       |
|                     | Down           | 182           | 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             | 548           | 85  |       |
|               | Down           | 587           | 91  |       |
| Forres Loop   | Up             | 1155          | 180 |       |
|               | Down           | 1289          | 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 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 GREтна JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)       |      |                         |     |     |  |
|---|------|-------------------------|-----|-----|--|
| Timing Section  | Type | LH<br>HST<br>22X<br>80X | MU# | FRT | Remarks  |
| <b>Down – Weekdays</b>  |      |                         |     |     |  |
| Approaching Carstairs   | E    | 2                       | 2   | 2   |  |
| South Junction/Law Junction                                   |      |                         |     |     |  |
| 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 <b>Virgin Trains</b> <b>Avanti</b> West Coast and TPE   |
|   | P    | 1                       | 1   |     | To be applied between Motherwell and Bridge Street Junction for <b>Class 4</b> <b>express passenger</b> trains that originate south of Carstairs/Edinburgh |
| # See note regarding EMUs at the beginning of Section 5.5     |      |                         |     |     |  |
| <b>Up – Weekdays</b>  |      |                         |     |     |  |
| 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 JUNCTION TO HAYMARKET EAST JUNCTION**

| Timing Section  | Type | LH<br>HST<br>22X<br>80X | MU# | FRT | Remarks   |
|---|------|-------------------------|-----|-----|---|
|   |      |                         |     |     |   |
| <b>Down – Weekdays</b>                                    |      |                         |     |     |   |
| Approaching Slateford/Midcalder Junction                  | P    | 1                       | 1   |     | Applies to <del>Virgin Trains</del> <b>Avanti</b> West Coast/TPE services only  |
| Approaching Slateford or Haymarket                        | E    | 1                       | 1   | 2   |   |
| <b>Up – Weekdays</b>                                      |      |                         |     |     |   |
| 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<br>HST<br>22X | MU#  | FRT | Remarks   |
|---|------|------------------|------|-----|---|
|   |      |                  |      |     |   |
| <b>Down – Weekdays</b>                                    |      |                  |      |     |   |
| Approaching Holytown Junction                             | E    |                  |      | 2   | Shotts line services  |
| Livingston – West Calder                                  | E    |                  | 1    |     | Terminating service   |
| <b>Up – Weekdays</b>                                      |      |                  |      |     |   |
| Approaching Shotts  | E    |                  | 1    |     | Terminating DMU trains only   |
| Approaching Livingston South                              | E    |                  | 1 ** | 2#  | ** Terminating DMU only<br># 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.<br>~ 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<br>HST<br>22X | MU | FRT | Remarks |
|--|------|------------------|----|-----|---------|
|  |      |                  |    |     |         |
| <b>Down – Weekdays</b>                                   |      |                  |    |     |         |
| 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<br>HST<br>22X | MU | FRT | Remarks                               |
|-------------------------------|------|------------------|----|-----|---------------------------------------|
|                               |      |                  |    |     |                                       |
| <b>Down – Weekdays</b>        |      |                  |    |     |                                       |
| Approaching Terminus Junction | E    |                  |    | 1   | Traffic from WCML South of Motherwell |
|                               | E    |                  | 2  |     | ECS from Shields and Corkerhill       |

**SC031 GREтна JUNCTION TO GLASGOW BRIDGE STREET JUNCTION (VIA KILMARNOCK)**

| Timing Section  | Type | LH<br>HST<br>22X | MU <sup>#</sup> | FRT | Remarks                   |
|---|------|------------------|-----------------|-----|---------------------------|
|   |      |                  |                 |     |                           |
| <b>Down – Weekdays</b>                                    |      |                  |                 |     |                           |
| 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   |                           |
| <b>Up – Weekdays</b>                                      |      |                  |                 |     |                           |
| 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<br>HST<br>22X | MU <sup>#</sup> | FRT | Remarks |
|---|------|------------------|-----------------|-----|---------|
|   |      |                  |                 |     |         |
| <b>Down – Weekdays</b>                                    |      |                  |                 |     |         |
|   |      |                  |                 |     |         |
| <b>Up – Weekdays</b>                                      |      |                  |                 |     |         |
| Bank Junction – Knockshinnoch                             | E    |                  |                 | 2   |         |
| # See note regarding EMUs at the beginning of Section 5.5 |      |                  |                 |     |         |

**SC039 KILMARNOCK TO BARASSIE**

| Timing Section         | Type | LH<br>HST<br>22X | MU# | FRT | Remarks                            |
|------------------------|------|------------------|-----|-----|------------------------------------|
|                        |      |                  |     |     |                                    |
| <b>Down – Weekdays</b> |      |                  |     |     |                                    |
|                        |      |                  |     |     |                                    |
| <b>Up – Weekdays</b>   |      |                  |     |     |                                    |
| 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<br>HST<br>22X | MU# | FRT | Remarks                    |
|---|------|------------------|-----|-----|----------------------------|
|   |      |                  |     |     |                            |
| <b>Down – Weekdays</b>                                    |      |                  |     |     |                            |
| 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   |                            |
| <b>Up – Weekdays</b>                                      |      |                  |     |     |                            |
| 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<br>HST<br>22X | MU | FRT | Remarks          |
|------------------------|------|------------------|----|-----|------------------|
|                        |      |                  |    |     |                  |
| <b>Down – Weekdays</b> |      |                  |    |     |                  |
| Approaching Wemyss Bay | E    | 1                |    |     |                  |
|                        | P    |                  | 1  |     | SR services only |

**SC073 KILWINNING TO LARGS**

| Timing Section                  | Type | LH<br>HST<br>22X | MU | FRT | Remarks          |
|---------------------------------|------|------------------|----|-----|------------------|
|                                 |      |                  |    |     |                  |
| <b>Down – Weekdays</b>          |      |                  |    |     |                  |
| Approaching Hunterston Junction | E    |                  |    | 3   |                  |
| Approaching Fairlie             | P    |                  | 1  |     | SR services only |

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

| Timing Section         | Type | LH<br>HST<br>22X | MU | FRT | Remarks               |
|------------------------|------|------------------|----|-----|-----------------------|
|                        |      |                  |    |     |                       |
| <b>Down – Weekdays</b> |      |                  |    |     |                       |
| Approaching Annbank    | E    |                  |    | 4   | Trains from Mauchline |
|                        | E    |                  |    | 2   | Trains from Killoch   |

**SC093 MOTHERWELL TO GREENHILL LOWER JUNCTION**

| Timing Section  | Type | LH<br>HST<br>22X | MU# | FRT | Remarks   |
|---|------|------------------|-----|-----|---|
|   |      |                  |     |     |   |
| <b>Down – Weekdays</b>  |      |                  |     |     |   |
| 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   |   |
| <b>Up – Weekdays</b>  |      |                  |     |     |   |
| 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<br>HST<br>22X | MU | FRT | Remarks                             |
|---|------|------------------|----|-----|-------------------------------------|
|   |      |                  |    |     |                                     |
| <b>Down – Weekdays</b>                                    |      |                  |    |     |                                     |
| Approaching Rutherglen East Junction                      | E    |                  |    | 3   |                                     |
|   |      |                  |    |     |                                     |
| <b>Up – Weekdays</b>                                      |      |                  |    |     |                                     |
| 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<br>HST<br>22X | MU | FRT | Remarks   |
|---|------|------------------|----|-----|---|
|   |      |                  |    |     |   |
| <b>Down – Weekdays</b>                                    |      |                  |    |     |   |
| Approaching Cowlairs West Junction                        | E    |                  |    | 3   |   |
| Springburn – Cowlairs South Junction                      | E    |                  | 1½ |     |   |
| <b>Up – Weekdays</b>                                      |      |                  |    |     |   |
| 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<br>HST<br>22X<br>80X | MU#            | FRT | Remarks                                      |
|---|------|-------------------------|----------------|-----|--|
|   |      |                         |                |     |  |
| <b>Down – Weekdays</b>                                    |      |                         |                |     |  |
| Approaching Winchburgh Junction                           | E    |                         | 1              |     | Trains to Glasgow Queen Street               |
| Approaching Cowlairs West Junction                        | E    | 2                       | 2 <sup>†</sup> | 3   | → Services from Dunblane/Stirling only.      |
|   | E    |                         | 1              |     | Trains from Edinburgh                        |
| Approaching Cowlairs West Junction                        | E    | 1                       | 1              |     | Services from Aberdeen, Dundee and Inverness |
| <b>Up – Weekdays</b>                                      |      |                         |                |     |  |
|   |      |                         |                |     |  |
| Approaching Winchburgh Junction                           | E    |                         | 1              |     |  |
| Approaching Haymarket West Junction                       | E    | 2                       | 1 <sup>#</sup> | 3   |  |
| # See note regarding EMUs at the beginning of Section 5.5 |      |                         |                |     |  |

**SC109 POLMONT TO CARMUIRS WEST JUNCTION**

| Timing Section  | Type | LH<br>HST<br>22X<br>80X | MU# | FRT            | Remarks   |
|---|------|-------------------------|-----|----------------|---|
|   |      |                         |     |                |   |
| <b>Down – Weekdays</b>                                    |      |                         |     |                |   |
| Approaching Grangemouth Junction                          | E    |                         | 1   |                | Edinburgh to Stirling (and beyond) trains only  |
| Approaching Carmuir East Junction                         | E    | 1                       | 1*  | 3 <sup>†</sup> | * Only for Fife – Glasgow Queen Street peak hour service.<br>† Only for services routed to Stirling         |
| <b>Up – Weekdays</b>                                      |      |                         |     |                |   |
| 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<br>HST<br>22X | MU# | FRT | Remarks |
|---|------|------------------|-----|-----|---------|
|   |      |                  |     |     |         |
| <b>Down – Weekdays</b>                                    |      |                  |     |     |         |
| 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<br>HST<br>22X | MU | FRT | Remarks |
|---------------------------------|------|------------------|----|-----|---------|
|                                 |      |                  |    |     |         |
| <b>Down – Weekdays</b>          |      |                  |    |     |         |
| Approaching Dalmeny Junction    | E    | 1                | 1  |     |         |
| <b>Up – Weekdays</b>            |      |                  |    |     |         |
| Approaching Winchburgh Junction | E    |                  |    | 5   |         |

**SC117 GRANGEMOUTH JUNCTION TO GRANGEMOUTH NR BOUNDARY**

| Timing Section  | Type | LH<br>HST<br>22X | MU# | FRT | Remarks                                   |
|---|------|------------------|-----|-----|---|
|   |      |                  |     |     |   |
| <b>Down – Weekdays</b>                                    |      |                  |     |     |   |
|   |      |                  |     |     |   |
| <b>Up – Weekdays</b>                                      |      |                  |     |     |   |
| 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<br>HST<br>22X<br>80X | MU | FRT | Remarks   |
|---|------|-------------------------|----|-----|---|
|   |      |                         |    |     |   |
| <b>Down – Weekdays</b>                                    |      |                         |    |     |   |
| 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   |   |
| Approaching Dundee Central Jn                             | P    |                         | 1  |     | SR services timed as 170 that have called at Invergowrie                              |
| <b>Up – Weekdays</b>                                      |      |                         |    |     |   |
| 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  |
| Carmuir 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 BATHGATE TO HELENSBURGH AND ASSOCIATED ROUTES**

| Timing Section  | Type | LH<br>HST<br>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<br>HST<br>22X | MU | FRT | Remarks   |
|-------------------------|------|------------------|----|-----|---|
|                         |      |                  |    |     |   |
| <b>Down – Weekdays</b>  |      |                  |    |     |   |
| Approaching Oban        | E    | 1                | 1  | 1   |   |
| <b>Up – Weekdays</b>    |      |                  |    |     |   |
| Approaching Crianlarich | E    | 1                | 1  | 1   | Applies to trains from Oban line only<br>West Highland services have allowance built in to cover speed restrictions (except Crianlarich – Oban section) |
|                         |      |                  |    |     |   |

**SC147 BERWICK TO EDINBURGH WAVERLEY**

| Timing Section         | Type | LH<br>HST<br>22X<br>80X | MU# | FRT | Remarks                           |
|------------------------|------|-------------------------|-----|-----|-----------------------------------|
|                        |      |                         |     |     |                                   |
| <b>Down – Weekdays</b> |      |                         |     |     |                                   |
| Approaching Drem       | P    | 1*                      | 1*  |     | 0635 – 2305 FSX<br>0635 – 0005 FO |

**SC147 BERWICK TO EDINBURGH WAVERLEY**

| Timing Section  | Type | LH<br>HST<br>22X<br>80X | MU# | FRT | Remarks  |
|---|------|-------------------------|-----|-----|--|
|   |      |                         |     |     |  |
| Between Route Boundary and Monktonhall Jn                     |      |                         |     |     | 0635 – 2359 SO<br>Time may be split if required  |
| Approaching Drem  | E    |                         |     | 1   |  |
| Approaching Monktonhall Junction                              | E    | 1                       | 1   | 1   | 0645 – 0030 EWD                                  |
| Approaching Portobello Junction or Craigentinny Junction      | P    |                         | 4   |     | SR trains routed from Prestonpans only           |
| <b>Up – Weekdays</b>  |      |                         |     |     |  |
| Approaching Drem  | E    |                         |     | 1   | 0530 – 0025 EWD                                  |
| Approaching Drem<br>Between Monktonhall Jn and Route Boundary | P    | 1*                      | 1*  |     | 0530 – 0025 EWD<br>Time may be split if required |
| Approaching EG402   | E    | 1                       | 1   | 1   | 0615 – 2240 SX<br>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<br>HST<br>22X | MU# | FRT | Remarks         |
|---|------|------------------|-----|-----|-----------------|
|   |      |                  |     |     |                 |
| # North Berwick EMU services have 5% allowance built in, except for last Down (ECS) and Up services |      |                  |     |     |                 |
| <b>Down – Weekdays</b>  |      |                  |     |     |                 |
| <b>Up – Weekdays</b>  |      |                  |     |     |                 |
| 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<br>HST<br>22X | MU | FRT |  |
|-----------------------------------|------|------------------|----|-----|--|
|                                   |      |                  |    |     |  |
| <b>Down – Weekdays</b>            |      |                  |    |     |  |
| Portobello Junction – Leith South | E    |                  |    | 1   |  |
| <b>Up – Weekdays</b>              |      |                  |    |     |  |
| Leith South – Portobello Junction | E    |                  |    | 1   |  |

**SC155 MONKTONHALL JUNCTION TO MILLERHILL YARD**

| Timing Section         | Type | LH<br>HST<br>22X | MU | FRT |  |
|------------------------|------|------------------|----|-----|--|
|                        |      |                  |    |     |  |
| <b>Down – Weekdays</b> |      |                  |    |     |  |

**SC155 MONKTONHALL JUNCTION TO MILLERHILL YARD**

| Timing Section                       | Type | LH<br>HST<br>22X | MU | FRT |  |
|--------------------------------------|------|------------------|----|-----|--|
|                                      |      |                  |    |     |  |
| Monktonhall Junction – Millerhill SS | E    |                  |    | 2   |  |
| <b>Up – Weekdays</b>                 |      |                  |    |     |  |
| Millerhill SS – Monktonhall Junction | E    |                  |    | 2   |  |

**SC161 MILLERHILL YARD TO PORTOBELLO JUNCTION (MILLERHILL LINE)**

| Timing Section                      | Type | LH<br>HST<br>22X | MU | FRT |  |
|-------------------------------------|------|------------------|----|-----|--|
|                                     |      |                  |    |     |  |
| <b>Down – Weekdays</b>              |      |                  |    |     |  |
| Millerhill SS – Portobello Junction | E    |                  |    | 1   |  |
| <b>Up – Weekdays</b>                |      |                  |    |     |  |
| Portobello Junction – Millerhill SS | E    |                  |    | 1   |  |

**SC164 TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION**

| Timing Section                          | Type | LH<br>HST<br>22X | MU | FRT |  |
|---|------|------------------|----|-----|--|
|   |      |                  |    |     |  |
| <b>Down – Weekdays</b>                  |      |                  |    |     |  |
| Approaching Galabank Junction           | E    | 1                | 1  | 1   |  |
| Approaching Newcraighall South Junction | E    | 1                | 1  | 1   |  |
| <b>Up – Weekdays</b>                    |      |                  |    |     |  |
| 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<br>HST<br>22X | MU | FRT |  |
|--|------|------------------|----|-----|--|
|  |      |                  |    |     |  |
| <b>Down – Weekdays</b>                         |      |                  |    |     |  |
| Niddrie West Junction – Craiglockhart Junction | E    | 1                | 1  | 1   |  |
| <b>Up – Weekdays</b>                           |      |                  |    |     |  |
| Craiglockhart Junction – Niddrie West Junction | E    | 1                | 1  | 1   |  |

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

| Timing Section                       | Type | LH<br>HST<br>22X<br>80X | MU | FRT | Remarks  |
|--------------------------------------|------|-------------------------|----|-----|--|
| <b>Down – Weekdays</b>               |      |                         |    |     |  |
| Approaching Kirkcaldy                | E    | 1                       | 1  |     | Terminating trains only<br><br>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.<br><br>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<br><br>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.<br><br>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   |
| <b>Up – Weekdays</b>                 |      |                         |    |     |  |
| Approaching Thornton North Junction  | E    | 1                       | 1  | 1   |  |
| Approaching Haymarket W Junction     | E    | 1                       | 1  | 1#  | # Freight train originating in Fife requires 2 minutes approaching Haymarket West Junction   |

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

| Timing Section                    | Type | LH<br>HST<br>22X<br>80X | MU | FRT | Remarks  |
|-----------------------------------|------|-------------------------|----|-----|--|
| <b>Down – Weekdays</b>            |      |                         |    |     |  |
| Approaching Cowdenbeath           | E    |                         | 1* |     | <p>*Terminating trains only</p> <p>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.</p> <p>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.</p> |
| Approaching Townhill DGL          | E    |                         |    | 2   | Trains to Longannet only   |
| Approaching Glenrothes Platform 2 | E    |                         | 1* | 2   | <p>* Terminating services</p> <p>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.</p> <p>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.</p>   |
| Approaching Cardenden             | E    | 1*                      | 1* |     | <p>*Terminating trains only</p> <p>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.</p> <p>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.</p> |

**SC178 THORNTON SOUTH JN TO THORNTON WEST JN**

| Timing Section                                     | Type | LH<br>HST<br>22X | MU | FRT | Remarks   |
|--|------|------------------|----|-----|---|
|  |      |                  |    |     |   |
| <b>Up – Weekdays</b>                               |      |                  |    |     |   |
| 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<br>HST<br>22X<br>80X | MU | FRT | Remarks   |
|----------------------------|------|-------------------------|----|-----|---|
|                            |      |                         |    |     |   |
| <b>Down – Weekdays</b>     |      |                         |    |     |   |
| 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<br>HST<br>22X | MU | FRT | Remarks  |
|----------------------------------|------|------------------|----|-----|--|
|                                  |      |                  |    |     |  |
| <b>Down – Weekdays</b>           |      |                  |    |     |  |
| 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. |
| <b>Up – Weekdays</b>             |      |                  |    |     |  |
| 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<br>HST<br>22X | MU | FRT | Remarks |
|------------------------------|------|------------------|----|-----|---------|
|                              |      |                  |    |     |         |
| <b>Down – Weekdays</b>       |      |                  |    |     |         |
| Approaching Westfield        | E    |                  |    | 2   |         |
| <b>Up – Weekdays</b>         |      |                  |    |     |         |
| Westfield – Redford Junction | E    |                  |    | 2   |         |

**SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN**

| Timing Section                  | Type | LH<br>HST<br>22X<br>80X | MU | FRT | Remarks  |
|---------------------------------|------|-------------------------|----|-----|--|
|                                 |      |                         |    |     |  |
| <b>Down – Weekdays</b>          |      |                         |    |     |  |
| Approaching Arbroath            | E    | 1                       | 1  |     | Terminating trains only  |
| Approaching Craigo              | E    | 1                       | 1  | 1   |  |
| Craiginchies South – Aberdeen*  | E    | 1                       | 1  | 2   | <p>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.</p> <p>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.</p> <p>Allowance can be moved to suit junction margins.</p> |
| <b>Up – Weekdays</b>            |      |                         |    |     |  |
| 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<br>HST<br>22X<br>80X | MU | FRT | Remarks                     |
|-------------------------------|------|-------------------------|----|-----|-----------------------------|
|                               |      |                         |    |     |                             |
| <b>Down – Weekdays</b>        |      |                         |    |     |                             |
| 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 |
| <b>Up – Weekdays</b>          |      |                         |    |     |                             |
| 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<br>HST<br>22X | MU | FRT | Remarks   |
|-------------------------------|------|------------------|----|-----|---|
|                               |      |                  |    |     |   |
| <b>Down – Weekdays</b>        |      |                  |    |     |   |
| 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   |   |
| <b>Up – Weekdays</b>          |      |                  |    |     |   |
| 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 originating at Dyce do not require engineering allowance approaching Berryden Junction. |

**SC203 INVERNESS TO WICK**

| Timing Section  | Type | LH<br>HST<br>22X | MU# | FRT | Remarks   |
|---|------|------------------|-----|-----|---|
|   |      |                  |     |     |   |
| #ScotRail DMU services have 5% allowance built in for Up and Down directions <sup>7</sup> |      |                  |     |     |   |
| Far North Services have allowances built in to cover speed restrictions except:           |      |                  |     |     |   |
| <b>Down – Weekdays</b>  |      |                  |     |     |   |
| 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   |   |
| <b>Up – Weekdays</b>  |      |                  |     |     |   |
| 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<br>HST<br>22X | MU | FRT | Remarks |
|---|------|------------------|----|-----|---------|
|   |      |                  |    |     |         |
| Far North Services have allowances built in to cover speed restrictions except: |      |                  |    |     |         |
| <b>Down – Weekdays</b>  |      |                  |    |     |         |
|   |      |                  |    |     |         |
| <b>Up – Weekdays</b>  |      |                  |    |     |         |
|   |      |                  |    |     |         |

**SC207 GEORGEMAS JUNCTION TO THURSO**

| Timing Section  | Type | LH<br>HST<br>22X | MU | FRT | Remarks |
|---|------|------------------|----|-----|---------|
|   |      |                  |    |     |         |
| Far North Services have allowances built in to cover speed restrictions except: |      |                  |    |     |         |
| <b>Down – Weekdays</b>  |      |                  |    |     |         |
| 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

|   |
|---|
| <b>SC149 NORTH BERWICK TO DREM JUNCTION</b>   |
| # 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.

| <b>SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</b>  |      |                  |    |     |                                 |
|--|------|------------------|----|-----|---------------------------------|
| Timing Section   | Type | LH<br>HST<br>22X | MU | FRT | Remarks                         |
|  |      |                  |    |     |                                 |
| <b>Down and Up – Sundays</b>   |      |                  |    |     |                                 |
| As SX Daytime plus between Cowlares West Junction and Glasgow Queen St., trains in either direction to be timed over the Up line only between 0745 and 0925 Sunday |      |                  |    |     |                                 |
| <b>Down – Sundays</b>  |      |                  |    |     |                                 |
| Approaching Newbridge Junction   | E    |                  | 5  |     | All trains 0400 to 1030 Sunday. |
| <b>Up – Sundays</b>  |      |                  |    |     |                                 |
| Approaching Haymarket West Junction  | E    |                  | 5  |     | All trains 0400 to 1030 Sunday. |

| <b>SC147 BERWICK AND EDINBURGH WAVERLEY</b>  |      |                         |     |     |         |
|--|------|-------------------------|-----|-----|---------|
| Timing Section   | Type | LH<br>HST<br>22X<br>80X | MU# | FRT | Remarks |
|  |      |                         |     |     |         |
| # North Berwick services have 5% allowance built in.   |      |                         |     |     |         |
| <b>Down – Sundays</b>  |      |                         |     |     |         |
| Approaching Drem   | P    | 1*                      | 1*  | 1   |         |
| Approaching Monktonhall Junction   | E    | 1                       | 1   | 1   |         |
| <b>Up –Sundays</b>   |      |                         |     |     |         |
| Approaching Drem   | P    | 1*                      | 1*  | 1   |         |
| Approaching EG402  | E    | 1                       | 1   | 1   |         |
| # See note regarding EMUs at the beginning of Section 5.5<br>* Only applies to services travelling south of Dunbar |      |                         |     |     |         |

| <b>SC149 NORTH BERWICK TO DREM JUNCTION</b>               |      |                  |     |     |         |
|---|------|------------------|-----|-----|---------|
| Timing Section  | Type | LH<br>HST<br>22X | MU# | FRT | Remarks |
|   |      |                  |     |     |         |
| # North Berwick services have 5% allowance built in.      |      |                  |     |     |         |
| <b>Down – Sundays</b>                                     |      |                  |     |     |         |
|   |      |                  |     |     |         |
| <b>Up –Sundays</b>  |      |                  |     |     |         |
|   |      |                  |     |     |         |
| # See note regarding EMUs at the beginning of Section 5.5 |      |                  |     |     |         |

**SC151 PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)**

| Timing Section                    | Type | LH<br>HST<br>22X | MU# | FRT | Remarks |
|-----------------------------------|------|------------------|-----|-----|---------|
|                                   |      |                  |     |     |         |
| <b>Down – Sundays</b>             |      |                  |     |     |         |
| Portobello Junction – Leith South | E    |                  |     | 1   |         |
| <b>Up –Sundays</b>                |      |                  |     |     |         |
| Leith South – Portobello Junction | E    |                  |     | 1   |         |

**SC155 MONKTONHALL JUNCTION TO MILLERHILL YARD**

| Timing Section                       | Type | LH<br>HST<br>22X | MU | FRT |  |
|--------------------------------------|------|------------------|----|-----|--|
|                                      |      |                  |    |     |  |
| <b>Down – Sundays</b>                |      |                  |    |     |  |
| Monktonhall Junction – Millerhill SS | E    |                  |    | 2   |  |
| <b>Up – Sundays</b>                  |      |                  |    |     |  |
| Millerhill SS – Monktonhall Junction | E    |                  |    | 2   |  |

**SC161 MILLERHILL YARD TO PORTOBELLO JUNCTION (MILLERHILL LINE)**

| Timing Section                      | Type | LH<br>HST<br>22X | MU | FRT |  |
|-------------------------------------|------|------------------|----|-----|--|
|                                     |      |                  |    |     |  |
| <b>Down – Sundays</b>               |      |                  |    |     |  |
| Millerhill SS – Portobello Junction | E    |                  |    | 1   |  |
| <b>Up – Sundays</b>                 |      |                  |    |     |  |
| Portobello Junction – Millerhill SS | E    |                  |    | 1   |  |

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

| Timing Section              | Type | LH<br>HST<br>22X<br>80X | MU | FRT |  |
|-----------------------------|------|-------------------------|----|-----|--|
|                             |      |                         |    |     |  |
| <b>Down – Sundays</b>       |      |                         |    |     |  |
| Dalmeny – North Queensferry | E    | 3                       | 3  | 5   | Until 08.00 – 10.30. Trains to be timed over one line only. Other Allowances As Weekdays |
| <b>Up –Sundays</b>          |      |                         |    |     |  |
| 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.

| <b>SC001 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)</b> |   |                           |                  |            |  |
|--|---|---------------------------|------------------|------------|--|
| <b>Timing Section</b>  | <b>Type</b>   | <b>LH<br/>HST<br/>22X</b> | <b>MU<br/>LL</b> | <b>FRT</b> | <b>Remarks</b>   |
| <b>Down – Sunday Night/Monday Morning Only</b>                 |   |                           |                  |            |  |
| <b>ROTR allowances</b>   | Refer to Engineering Access Statement for details of times of S.L.W./weaves or other relevant information.<br>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).<br>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*        |  |
| <b>Up – Sunday Night/Monday Morning Only</b>                   |   |                           |                  |            |  |
| 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.<br>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.