



Network Rail
Capacity Planning
The Quadrant
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Commentary on the Scotland Timetable Planning Rules 2025

Version 4

Final Rules for Subsidiary Change Timetable 2025

This document is a covering note for the Timetable Planning Rules – Final Rules for Subsidiary Change Timetable 2025 - and provides a specific commentary to the route described above.

The following is a summary of changes in content from Version 3 of the 2025 Timetable Planning Rules. An annotated version of the document is available on request.

1. Introduction and General Notes

1.1 Index of Routes

No change.

1.2 Sectional Appendices and Rule Book

No change.

1.3 Definitions

1.3.1 Train Classification

No change.

1.3.2 Days of Operation

No change.

1.3.3 Traction and Rolling Stock

No change.

1.3.4 Line Codes

No change.

1.3.5 Activity and Other Codes

No change.

2. Route Description

2.1 Planning Geography

SC085 Ayr Harbour to Newton Junction

- Amended 'Newton Junction' to be shown as mandatory.

SC171 Larkhall to Haughead Junction

- Added location 'Thornton North DPL'.

SC181 East Kilbride to Busby Junction

- Added location 'Ladybank Signal EB688'.

2.2 Route Opening Hours

No Change

3. Electrification

3.1 Electrification Limits

No change.

3.2 Electrification Supply Restrictions

SC147 Berwick to Edinburgh Waverley

- Partially removed restriction for SC147. Planners should be directed towards NESAs.

4. Rolling Stock Restrictions

4.1 Locomotive Route Availability

No change.

4.2 Passenger Stock Restrictions

No change.

4.3 Freight Wagon Restrictions

No change.

4.4 Freight Train Load Limits

No change.

4.5 Freight Train Length Limits

No change.

4.6 Engineers' Trains Restrictions

No change.

5 Running Times, Margins and Allowances

5.1 Sectional Running Times

Consulted separately.

5.2 Headways

SC147 Berwick to Edinburgh Waverley

- Reworded to remove overlap to Berwick with LNE TPRs.

SC181 Ladybank Junction to Hilton Junction

- Reduced headway to AB+1.5 in both directions between Ladybank and Newburgh
- Reduced headway to AB+1.5 in down direction between Newburgh and Hilton Jn

SC197 Kittybrewster Junction to Waterloo Goods (Goods Line)

- New entry added for SC197. OT – Single Line.

5.3 Junction Margins and Station Planning Rules

SC001 Gretna Junction to Glasgow Central (Via Beattock)

- Removed reference to LNER specific turnrounds.
- At Glasgow Central, added note for TPE preferred platform usage.

SC045 East Kilbride to Busby Junction

- Removed permissive working for arrivals into East Kilbride. This is now reflected in the SRT.

SC107 Edinburgh to Glasgow Queen Street (Via Falkirk High)

- Added entry at Edinburgh Waverley for Cross Country Dwell Times due to catering loading.

SC119 Greenhill Upper Junction to Dundee Central Junction

- Added adjustment time at Stirling for down trains arriving into P9 and P10.
- At Hilton Junction, reworded current adjustment rule and planning note.

SC171 Haymarket West Junction to Dundee Central Junction

- Full review of Ladybank planning rules.

SC181 Ladybank Junction to Hilton Junction

- Route added. Planning note entry from SC171 Ladybank moved to here.

SC197 Kittybrewster Junction to Waterloo Goods (Goods Line)

- Removed planning note referring to 'one train working'. Moved to section 5.2 headways.

5.4 Platform Lengths

SC141 Craigendoran Junction to Fort William

- Amended Rannoch platform length to 124 vice 115.
- Amended Spean Bridge up platform to 124 vice 117.

SC191 Dundee to Aberdeen

- Amended Barry Links up platform 1 and down platform 2 to 90 vice 242 and 176 respectively.

5.4.1 Loop Lengths

SC171 Edinburgh to Dundee (Via Kirkcaldy)

- Added detail to Thornton North DPL

5.5 Timing Allowances

No change

6 Timetabling Considerations

6.1 Advertised and Working Times

No change.

6.2 Timing of Light Locomotives

No change.

These represent the Timetable Planning Rules (the “Final Rules”) for the Subsidiary 2025 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

2025 TIMETABLE

Version 4

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Final Rules for Principal Change Timetable 2025
12/07/2024

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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) (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 Cowlairs West Junction |
| SC105 | Gartsherrie South Junction to Gartcosh Junction |
| SC106 | Sighthill West Junction to Cowlairs South Junction |
| SC107 | Edinburgh to Glasgow Queen Street (Via Falkirk High) |
| SC109 | Polmont Junction to Carmuir West Junction |
| SC110 | Carmuir East Junction to Larbert Junction |
| SC111 | Newbridge Junction to Bathgate |
| SC113 | Winchburgh Junction to Dalmeny Junction |
| SC115 | Cowlairs North Junction to Knightswood North Junction |
| SC115 (0) | Maryhill Park Jn to Anniesland Bay Platform |

| | |
|-------|---|
| SC116 | Cowlairs East Junction to Cowlairs North Junction |
| SC117 | Grangemouth Junction to Grangemouth NR Boundary |
| SC119 | Greenhill Upper Junction to Dundee Central Junction |
| SC123 | Bathgate to Helensburgh (Via Singer) |
| SC125 | Hyndland East Junction to Dalmuir (Via Yoker) |
| SC129 | Springburn to Bellgrove |
| SC131 | High Street Junction to Shields Junction |
| SC133 | Westerton to Milngavie |
| SC135 | Dalreoch to Balloch |
| SC136 | Hyndland North Junction to Hyndland West Junction |
| SC141 | Craigendoran Junction to Fort William |
| SC143 | Crianlarich to Oban |
| SC145 | Fort William to Mallaig |
| SC147 | Berwick to Edinburgh Waverley |
| SC149 | North Berwick to Drem Junction |
| SC151 | Portobello to Leith South Yard (Goods Line) |
| SC153 | Craigentenny 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 North Junction to Leven |
| SC178 | Thornton South Junction to Thornton West Junction |
| SC181 | Ladybank to Hilton Junction |
| SC183 | Stirling to Charlestown Junction |
| SC189 | Westfield to Redford Junction (Goods Line) |
| SC191 | Dundee Central Junction to Aberdeen |
| SC193 | Perth to Inverness |
| SC195 | Aberdeen to Inverness |
| SC197 | Kittybrewster GF to Waterloo Goods (Goods Line) |
| SC203 | Inverness to Wick |
| SC205 | Dingwall to Kyle of Lochalsh |
| SC207 | Georgemas Junction to Thurso |

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

The Sectional Appendix to the Working Timetable and Books of Rules and Regulations shall be used.

The Sectional Appendix is the sole source of information regarding the following:

Electrification limits refer to relevant Table 'A'

Permissive Working refer to relevant Table 'A', then see below.

Route Clearance refer to 'tab' associated with relevant Table 'A'

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

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

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

1.2.2 Rule Book

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

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

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

1.3 Definitions

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

1.3.1 Train Classification

| Classification | Description |
|----------------|--|
| 1 | Express passenger train Nominated postal or parcels train Breakdown or overhead line equipment train going to clear the line (1Z99) Traction unit going to assist a failed train (1Z99) Snow plough going to clear the line (1Z99) |
| 2 | Ordinary passenger train Officers' special train (2Z01) |
| 3 | Freight train if specially authorised A parcels train Autumn-railhead treatment train Empty coaching stock train if specially authorised |
| 4 | Freight train which can run up to 75 mph (120 km/h) |
| 5 | Empty coaching stock train |
| 6 | Freight train which can run up to 60 mph (95 km/h) |
| 7 | Freight train which can run up to 45 mph (70 km/h) |
| 8 | Freight train which can run up to 35 mph (55 km/h) |
| 9 | Class 373 train Other passenger train if specially authorised |
| 0 | Light locomotive or locomotives |

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

| Reporting number | Description |
|------------------|---|
| Class 1 | |
| 1Axx | Glasgow Central to Barrhead, Kilmarnock, Dumfries, Grivan (via Kilmarnock) and Stranraer (via Kilmarnock) |
| 1Axx | Inverness to Aberdeen (via Montrose, Dundee and Leuchars) |
| 1Axx | Glasgow Queen Street to Aberdeen (via Stirling, Perth, Dundee) |
| 1Axx | Edinburgh to Aberdeen (via Leuchars & Dundee) |
| 1Bxx | Inverness to Edinburgh (via Aviemore, Perth, Ladybank, Kirkcaldy) |
| 1Bxx | Inverurie / Aberdeen to Edinburgh |
| 1Cxx | Glasgow Central to Edinburgh (via Carstairs) |
| 1Dxx | Edinburgh / Dunbar to Glasgow Central (via Carstairs) |
| 1Exx | Locations on LNE Route |
| 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 | Locations on NW&C region |
| 1Nxx | Glasgow Central to Neilston |
| 1Oxx | Locations on 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 to Scotland originating in another route |

| Reporting number | Description |
|-------------------------|--|
| 1Txx [Low numbered] | Aberdeen to Glasgow Queen Street (via Montrose, Dundee, Perth & Stirling) N.B. 1T08 is not to be used on the Scotland Route |
| 1Txx [High numbered] | Inverness to Glasgow Queen Street (via Aviemore, Perth & Stirling) |
| 1Txx | Glasgow Central to Largs N.B. 1T08 is not to be used on the Scotland Route |
| 1Vxx | Locations on Western Region |
| 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) |
| 1Zxx | Special traffic additional trains Must NOT be used for WTT services |
| Class 2 | |
| 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 Dunber (both directions) |
| 2Dxx | Glasgow Central to Paisley Canal |
| 2Exx | Airdrie to Balloch via Westerton (both directions) |
| 2Fxx | Cumbernauld / Motherwell to Dalmuir (via Hamilton Central & Yoker) |
| 2Fxx | Glasgow Central to Ardrossan Town and Ardrossan Harbour |
| 2Gxx | Edinburgh to Glenrothes with Thornton / Leven (via Cardenden – both directions) |
| 2Gxx | Glasgow Central to Gourrock |
| 2Hxx | Inverness to Wick / Kyle of Lochalsh |
| 2Hxx | Edinburgh to Helensburgh (both directions) |
| 2lxx | 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 with Thornton / Leven (via Kirkcaldy – both directions) |
| 2Kxx | Glasgow Central to Ayr and Stranraer (via Paisley Gilmour Street) |
| 2Lxx | Larkhall to Milngavie |
| 2Lxx | Dalmuir to Larkhall (via Westerton) |
| 2Mxx | Edinburgh to Milngavie (both directions) |
| 2Mxx | Glasgow Central to Newton (via Maxwell Park) |
| 2Nxx [Low numbered] | Glasgow Queen Street to Dunblane (both directions) |
| 2Nxx [High numbered] | Glasgow Queen Street to Alloa (both directions) |
| 2Nxx | Glasgow Central to Neilston |
| 2Oxx | Glasgow Central to Glasgow Central via Outer Circle (Cathcart Circle in Up direction) |
| 2Pxx | Glasgow Central to Newton (via Crosshill) |
| 2Pxx | Edinburgh to Dunblane (both directions) |
| 2Qxx | Network Rail test train (TRU recording at less than 75mph) |
| 2Rxx | Dalmuir to Whifflet (via Yoker) |
| 2Sxx | Whifflet / Motherwell to Dalmuir (via Westerton) |
| 2Txx | Edinburgh to Tweedbank (both direction) |
| 2Txx | Glasgow Central to Largs |
| 2Wxx | Glasgow Queen Street to Anniesland (both directions) |
| 2Wxx | Glasgow Central to Wemyss Bay |

| Reporting number | Description |
|------------------|---|
| 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) |
| 2Zxx | Special traffic additional trains Must NOT be used for WTT services |
| Class 3 | |
| 3Qxx | Network Rail test train (Ultrasonic Test Unit loco hauled at 75mph or below) |
| 3S9x | Network Rail Railhead Treatment Train (RHTT) |
| Class 9 | |
| 9Mxx | Glasgow Central and Edinburgh to locations on the NW&C region via the West Coast Mainline and Birmingham New Street |
| 9Mxx | Edinburgh to Liverpool Lime Street via Newcastle |
| 9Nxx | Edinburgh to Newcastle (TPE services) |
| 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 or Manchester stations to Edinburgh via Newcastle |

| Class 4/6/7/8 | |
|----------------------|--|
| Destination code | Description |
| A | Aberdeen area |
| B | Edinburgh area |
| C | Carstairs area |
| D | Glasgow area (South & East) |
| E | Eastern region |
| G | Fife area |
| H | Inverness area |
| J | Largs branch (Hunterston); OTMs |
| K | Special traffic (intra-route); Engineering trains (including to/from Carlisle) |
| L | Anglia route Perth/Dundee area |
| M | Former BR London Midland region |
| N | Glasgow area (North)/Grangemouth/Stirling |
| O | Southern region |
| Q | Traffic where booked route must be followed; Network Rail test train (Ultrasonic Test Unit loco hauled at 75mph or below) |
| R | Ayr and G&SW area |
| S | Traffic to Scotland from other regions/routes |
| U | OTMs |
| V | Western region |
| X | Exceptional load (traffic requiring RT3973EXL) |
| Y | West Highland line |
| Z | Special traffic additional trains Must NOT be used for WTT services |

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

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 |
| AL | Arrival Line |
| CDL | Clydesdale Down Loop |
| CUL | Clydesdale Up Loop |
| DA | Down Ayr or Down Arrival Line |
| DC | Down Carmyle |
| DCD | Down Clydesdale |
| DCG | Down Clydesdale Goods |
| DD | Down Departure Line |
| DDuL | Down Dundee Loop |
| DEG | Down Edinburgh & Glasgow |
| DFL | Down Fast Line |
| DG | Down Gourock |
| DGL | Down Goods Loop |
| DH | Down Highland |
| DCK | Down Cockerhill |
| DL | Down Loop |
| DM | Down Main Line |
| DN | Down North Line |
| DNC | Down North Curve |
| DP | Down Platform |
| DPL | Down Passenger Loop |
| DRS | Down Reversal Siding |
| DS | Down Slow/ Down South Line |
| DSH | Down Shotts |
| DTL | Down Through Line |
| EA | East Arrival Line |
| ED | East Departure Line |
| ERL | East Reception Line |
| FL | Fast Line |
| GL | Goods Loop |
| HS | Highland Single |
| L* | Numbered Line (Glasgow Central Approaches) |
| ML | Main Line |
| NGL | North Goods Loop |
| NL | North Line |
| R | Reception Line/Road (Numbered where there are multiple) |
| RL | Rounding Line |
| RRL | Reversing Line |
| S* | Numbered Siding |
| SL | Slow or South Line |
| TS | Through Siding |
| TL | Through Line |
| UA | Up Ayr or Up Arrival Line |
| UC | Up Carmyle |
| UCD | Up Clydesdale |
| UCG | Up Clydesdale Goods |
| UCK | Up Cokerhill |
| UD | Up Departure Line |
| UDL | Up & Down Loop |
| UDuL | Up Dundee Loop |
| UDS | Up and Down Slow Line |
| UEG | Up Edinburgh & Glasgow |

| | |
|-----|-------------------------|
| UFL | Up Fast Line |
| UG | Up Gourock |
| UGL | Up Goods Loop |
| UH | Up Highland |
| UL | Up Loop |
| UM | Up Main Line |
| UN | Up North Line |
| UPL | Up Passenger Loop |
| US | Up Slow / Up South Line |
| USH | Up Shotts |
| UTL | Up Through Line |
| UTT | Up Through Terminus |
| WC | West Curve |
| WL | Washer Line |
| WRL | West Reception 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 st 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). R, D and U are additionally valid with Train Categories XU and OU (unadvertised services).
 6. K, KC, KE, KF, KS are only valid with Train Categories starting X or O.
 7. If TF is present then none of K, KC, KE, KF, KS can be present.
 8. Activity T indicates that a train stops to pick up and set down. This normally refers to passengers. Activity – T indicates that the train stops to attach and detach vehicles. At any location where a 'stop' time is shown, TPS or a similar system will assume a default Activity is required unless otherwise specified. These default Activities are as follows: T for trains with a Train Category starting in X or O, OP for trains with a Train Category starting in Z or E, and –T for all other trains (but see below). The default Activity will be generated when the upload file is created.
 9. If Activities U, D, N, R, OP, S, TW, –U or –D are specified then this overrides the defaults and only the specified Activities will be included in the upload file (it is not necessary to use the * suppression code if these codes are present).
 10. If a traffic Activity is NOT required at a 'stop' location with Activities other than U, D, N, R, OP, S, TW, –U or –D (e.g. at 'C' or 'L' stops) then the * must be input to the TPS or similar system train specification at that location to suppress –T or T. If the * is not added to indicate a non-traffic stop then T, –T or OP will be added to the upload file.
 11. If an Activity –T (only) is required on a train with a Category starting in X or O it is necessary to add a * to the TPS spec (to suppress 'T') and positively show –T in the Activity column.

2 Route Description

2.1 Planning Geography

Line of Route

Network Rail maintains the planning geography and issues it to Train Operators using the BPlan system. Bplan data is to be regarded as the master geography and it is the responsibility of Train Operators and nominated Network Rail users to ensure that data in their train planning systems reflects the master geography.

It is essential that all locations, times and full details such as platforms, running lines, activities, etc. comply fully with all of the following rules. Any Network Links used for buses only are to have running line defined as BUS. All data used by a specifier must be that supplied by Network Rail: use of estimated times added or amended locally will cause the trains concerned to fail validation.

In order to avoid the creation of unnecessary journey legs and associated point-to-point timings, all passing times must conform to these rules.

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

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

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

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

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

In the tables below, the following codes apply:

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

| SC001 GREтна JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK) | | | | |
|--|----------------|----------------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Gretna Junction</u> | – | – | | <i>To/from Carlisle Refer to North West & Central Timetable Planning Rules - NW4001 To/from Annan – SC031</i> |
| Quintinshill | – | – | S | Up and Down Loops |
| <i>Route Boundary: NW&C/Scotland</i> | | | | <i>12 miles 30 chains</i> |
| Kirkpatrick Signal MC863 | – | | | Applies only in the DOWN direction |
| Cove Signal MC862 | | – | | Applies only in the UP direction |
| Lockerbie DPL | – | | S | |
| <u>Lockerbie</u> | – | – | | Platform / line detail must be shown |
| <u>Beattock</u> | – | – | | Platform / line detail must be shown |
| <u>Beattock Summit</u> | – | – | | Platform / line detail must be shown |
| <u>Abington</u> | – | – | | Platform / line detail must be shown |
| Carstairs Signal GMC437 | – | | S | Reversal location only |
| <u>Carstairs South Junction</u> | – | – | | <i>To/from Carstairs East Junction – SC003</i> |
| Carstairs | – PL UPL | – | | <i>To/from Carstairs East Junction – SC005</i> Platform detail must be shown Only trains routed through Carstairs platforms must be timed here |
| Carstairs Engine Line | – | | S | |
| Carstairs Engineering Sidings | – | | S | |
| Carstairs Signal GMC420 | | – | S | Reversal location for access to/from Engineering Siding or Engine Line only |
| Carstairs Signal GMC408 | | – | S | Reversal location only |
| Carstairs U.P.L. | | – | S | |
| Carstairs Down Siding | – | | S | |
| Carstairs D.P.L. | – | – | S | |
| <u>Carstairs North Junction</u> | – | – PL UPL | | <i>To/from Carstairs East Junction – SC005</i> |
| Carstairs Signal GMC412 | | – | S | Reversal location only |
| Carstairs Signal GMC410 | – | | S | Reversing point |
| Ravenstruther Terminal | – | – | S | |
| <u>Lanark Junction</u> | – | – | | <i>To/From Lanark SC009</i> |
| Carluke | – | – | S | |
| Law Jn D.P.L. | – | | S | |
| Law Jn U.P.L. | | – | S | <i>Access from SC011 only</i> Trains timed here should not be timed at Law Junction |
| Law Junction | – | – | | <i>To/from Wishaw SC011</i> Timing point for all trains except those via Law Jn U.P.L. |
| Shieldmuir Royal Mail Terminal | – | – | S | |
| <u>Shieldmuir</u> | – | – | | <i>To/from Wishaw Central Junction SC013</i> Platform detail must be shown |
| Dalzell B.S.C. | – | – | S | |
| Motherwell UGL (Dalzell) | – | – | S | |
| <u>Motherwell</u> | – | – | | <i>To/from Airbles – SC023</i> <i>To/from Mossend South Junction – SC093</i> Platform detail must be shown |
| <u>Uddingston Junction</u> | – | – | | <i>To/from Mossend West Junction SC011</i> |
| Uddingston | – | – | S | |
| <u>Newton East Junction</u> | – | – | | |

| SC001 GREтна JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK) | | | | |
|--|---|--|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Newton West Junction</u> | – | – | | |
| Cambuslang | – | – | S | |
| <u>Rutherglen East Junction</u> | FL SL | – | | <i>To/from Carmyle – SC099</i> |
| Rutherglen Central Junction | SL – | FL SL | X | <i>To/from Rutherglen – SC025</i> |
| Rutherglen West Junction | SL | – | X | <i>To/from Rutherglen North Junction – SC027</i> |
| <u>Shawfield</u> | FL SL CDL | FL SL | | |
| Polmadie Clydesdale Loop | CDL | CDL | S | Platform / Line detail must be shown |
| Polmadie G818 | SL | – | S | |
| Polmadie | – | – | S | |
| Polmadie G779 | – | SL | S | |
| <u>Larkfield Junction</u> | FL SL | FL SL CDL | | <i>To/from Terminus Junction – SC029</i> <i>To/from Muirhouse South Junction – SC047</i> |
| <u>Eglinton Street Junction</u> | 2 3 | – | | |
| <u>Bridge Street Junction</u> | 6 2A 2B 3A 3B 3C 4B 4C 4D 5C 5D 6D 8 8D | 1U 3 | | <i>To/from Shields Junction – SC059</i> <i>To/from Muirhouse North Junction – SC031</i> |
| Glasgow Central Gantry A | 304 312 313 314 315 316 320 321 322 323 | 6 7 A1 A3 B3 B4 C3 C4 C5 D4 D5 D6 D7 | X | |
| <u>Glasgow Central</u> | – | 6 7 A1 A3 B3 B4 C3 C4 C5 D4 D5 D6 D7 304 312 313 314 315 316 320 321 322 323 343 H7 | | Platform detail must be shown Route codes 304 to 343 to only be used when crossing at alternative routes between Glasgow Central and Glasgow Central Gantry A timing point Line code H7 refers to 347pts |

| SC003 CARSTAIRS SOUTH JUNCTION TO HAYMARKET EAST JUNCTION | | | | |
|--|-------------|-----------|-------------|----------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Carstairs South Junction</u> | – | – | | <i>To/from Abington – SC001</i> |
| Carstairs Signal GMC428 | – | – | S | Reversal location only |
| <u>Carstairs East Junction</u> | – | – | | <i>To/from Carstairs – SC005</i> |
| <u>Auchengray</u> | – | – | | |
| <u>Cobbinshaw Sig EJ712</u> | – | – | | For Up trains |
| <u>Cobbinshaw Sig EJ713</u> | – | – | | For Down trains |

| SC003 CARSTAIRS SOUTH JUNCTION TO HAYMARKET EAST JUNCTION | | | | |
|--|------|----|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Midcalder Junction | – | – | | <i>To/from Livingston South – SC007</i> |
| Midcalder Junction EJ982 | | – | S | Reversal location only |
| Kirknewton | – | – | S | |
| Curriehill | – | – | S | |
| Wester Hailes | – | – | S | |
| Kingsknowe | – | – | S | |
| Slateford | – | – | | |
| <i>Slateford Junction</i> | | | | <i>To/from Craiglockhart Junction – SC1657</i> |
| Haymarket EH520 Signal | – | | S | |
| <i>Haymarket East Junction</i> | | | | <i>To/from Haymarket – SC107</i> |

| SC005 CARSTAIRS TO CARSTAIRS EAST JUNCTION | | | | |
|---|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Carstairs | – | – | | <i>To/from Lanark Junction – SC001</i> Platform detail must be shown. Only trains booked through Carstairs platforms must be timed here |
| Carstairs Signal GMC419 | – | | S | |
| Carstairs East Junction | – | – | | <i>To/from Auchengray – SC003</i> |

| SC007 MIDCALDER JUNCTION TO HOLYTOWN JUNCTION | | | | |
|--|------|------------|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Midcalder Junction | – | – | | <i>To/from Slateford Junction – SC003</i> |
| Livingston South | – | USH DSH | | Timing point for Down direction stopping trains and all Up direction trains |
| West Calder | – | – | S | Platform detail must be shown |
| West Calder signal EJW730 | | – | S | Reversal location only |
| Addiewell | – | – | S | |
| Breich | – | – | S | |
| Fauldhouse | – | – | S | |
| Benhar Junction | – | – | | |
| Shotts | – | – | | Platform detail must be shown |
| Hartwood | – | – | S | |
| Cleland | – | – | S | |
| Carfin | – | – | S | |
| Holytown Junction | – | – | | <i>To/from Mossend East Junction SC011</i> |

| SC009 LANARK TO LANARK JUNCTION | | | | |
|--|------|----|------|-------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Lanark | – | – | | Platform detail must be shown |
| Lanark Junction | – | – | | <i>To/From Law Junction – SC001</i> |

| SC011 LAW JUNCTION TO UDDINGSTON JUNCTION (VIA HOLYTOWN) | | | | |
|---|------|----|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Law Junction</u> | | | | To/from Lanark Junction – SC001 Trains using loops to be timed as such. |
| <u>Wishaw</u> | – | – | | |
| Wishaw Central Junction | | | | To/from Shieldmuir – SC013 |
| <u>Holytown Junction</u> | – | – | | To/from Shotts – SC007 |
| Holytown | – | – | S | Platform detail must be shown |
| <u>Mossend East Junction</u> | – | – | | To/from Mossend North Junction – SC015 To/from Mossend South Junction – SC017 |
| <u>Mossend West Junction</u> | – | – | | To/from Mossend South Junction – SC019 |
| Bellshill | – | – | S | Platform detail must be shown |
| Motherwell signal GMM185 | – | | S | Reversals into Viewpark Sidings |
| Viewpark Sidings Lafarge | | – | S | |
| <u>Uddingston Junction</u> | – | – | | To/from Newton East Junction – SC001 |

| SC013 WISHAW CENTRAL JUNCTION TO SHIELDMUIR JUNCTION | | | | |
|---|------|----|------|----------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Wishaw Central Junction | – | – | | To/from Wishaw – SC011 |
| Shieldmuir Junction | – | – | | To/from Shieldmuir – SC001 |

| SC015 MOSSEND EAST JUNCTION TO MOSSEND NORTH JUNCTION | | | | |
|--|------|-----|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Mossend East Junction</u> | – | – | | To/from Law Junction – SC011 |
| <u>Mossend North Junction</u> | – | – | | To/from Greenhill Lower Junction – SC093 |
| | | DNC | | |

| SC017 MOSSEND EAST JUNCTION TO MOSSEND SOUTH JUNCTION | | | | |
|--|------|----|------|------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Mossend East Junction</u> | – | – | | To/from Law Junction – SC011 |
| <u>Mossend South Junction</u> | – | – | | To/from Motherwell – SC093 |

| SC019 MOSSEND SOUTH JUNCTION TO MOSSEND WEST JUNCTION | | | | |
|--|------|----|------|-------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Mossend South Junction</u> | – | – | | To/from Motherwell – SC093 |
| <u>Mossend West Junction</u> | – | – | | To/from Uddingston Junction – SC011 |

| SC023 MOTHERWELL TO NEWTON (VIA HAMILTON) | | | | |
|--|------|----|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Motherwell</u> | | | | Platform detail must be shown To/from Uddingston Junction – SC001 |
| <u>Airbles</u> | – | – | | |
| <u>Haughhead Junction</u> | – | – | | To/from Chatelherault – SC024 |
| <u>Hamilton Central</u> | – | – | | |

| SC023 MOTHERWELL TO NEWTON (VIA HAMILTON) | | | | |
|--|------|----|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Hamilton West | – | – | S | Also freight trains to/from E.G. Steele |
| Hamilton E.G. Steele | – | – | S | |
| Blantyre | – | – | S | |
| Newton Turnback Sdg | – | – | S | |
| <u>Newton</u> | – | – | | Platform detail must be shown To/from Uddingston Junction – SC001 To/from Rutherglen East Junction – SC001 To/from Kirkhill – SC055 |

| SC024 LARKHALL TO HAUGHHEAD JUNCTION | | | | |
|---|------|----|------|--------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Larkhall</u> | – | – | | Platform detail must be shown |
| Merryton | – | – | S | |
| <u>Allanton Loop</u> | – | – | | Platform / Line detail must be shown |
| Chatelherault | – | – | S | |
| <u>Haughhead Junction</u> | – | – | | To/from Hamilton Central SC023 |

| 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> | – | – | | Platform detail must be shown |
| Anderston | – | – | S | Platform detail must be shown |
| Exhibition Centre | – | – | S | Platform detail must be shown |
| <u>Finnieston East Junction</u> | – | – | | |
| <u>Finnieston West Junction</u> | – | – | | 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> | – UTT | – | | To/from Muirhouse Central Junction - SC049 |
| <u>Shields Junction</u> | – | – | | To/from Paisley Gilmour Street – SC059 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> | – | – | | <i>To/from Carlisle Refer to North West & Central Timetable Planning Rules (NW4001)</i> |
| Gretna Junction Signal CE525 | | – | S | |
| <i>Route Boundary: NW&C/Scotland</i> | | | | <i>115 miles 40 chains</i> |
| Gretna Green | – | – | S | Platform detail must be shown |
| Eastriggs MOD | – | – | S | |
| <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. | – | – | S | |
| <u>New Cumnock</u> | – | – | | Platform detail must be shown |
| Bank Junction | – | – | X | <i>To/from Knockshinnoch/Greenburn – SC035/SC036</i> |
| Auchinleck | – | – | S | Platform detail must be shown |
| <u>Mauchline</u> | – | – | | <i>To/from Annbank – SC087</i> |
| <u>Kilmarnock</u> | – | – | | Platform detail must be shown <i>To/from Barassie Junction – SC039</i> |
| Kilmaurs | – | – | S | |
| <u>Lochridge Junction</u> | DM UM | – | | |
| Stewarton | DM UM | UM DM | S | Platform detail must be shown |
| Dunlop | DM UM | UM DM | S | Platform detail must be shown |
| <u>Lugton SB</u> | – | UM DM | | |
| <u>Barrhead</u> | – | – | | Platform detail must be shown |
| Nitshill | – | – | S | |
| Priesthill & Darnley | – | – | S | |
| Kennishead | – | – | S | |
| <u>Busby Junction</u> | – | – | | <i>To/from Thornliebank – SC045</i> |
| Pollokshaws West | – | – | S | |
| Crossmyloof | – | – | S | |
| <u>Muirhouse South Junction</u> | – | – | | <i>To/from Larkfield Junction – SC047</i> |
| Muirhouse Central Junction | – | – | X | Trains to/from Cathcart West Junction via Maxwell Park should be timed here. <i>To/from Pollockshields West</i> <i>To/from Terminus Junction</i> |
| <u>Muirhouse North Junction</u> | – | – | | <i>To/from Pollockshields East – SC051</i> |
| <u>Glasgow Bridge Street Junction</u> | – | – | | <i>To/from Eglinton St Junction – SC001</i> |

| SC035 BANK JUNCTION TO KNOCKSHINNOCH | | | | |
|---|-------------|-----------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Bank Junction | – | – | X | <i>To/from Kilmarnock – SC031</i> |
| Greenburn Junction | – | – | X | Only for trains to/from Greenburn Opencast SC036 |

| SC036 GREENBURN JUNCTION TO GREENBURN OPEN CAST | | | | |
|--|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Greenburn Junction | – | – | X | |
| Greenburn Open cast | – | – | S | <i>To/from Greenburn Junction SC035</i> |

| SC039 KILMARNOCK TO BARASSIE | | | | |
|---|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Kilmarnock</u> | – | – | | Platform detail must be shown <i>To/from Gretna Junction – SC031</i> |
| Kilmarnock Sig 72 | – | – | S | |
| Long Lyes Sidings | – | – | S | |
| Kilmarnock Hunslet Barclay | – | – | S | |
| Irvine Caledonian Paper (Meadowhead) | – | – | S | |
| Barassie Junction Sig 275 | | – | S | |
| <u>Barassie Junction</u> | – | – | | <i>To/from Ayr – SC059</i> |

| SC045 EAST KILBRIDE TO BUSBY JUNCTION | | | | |
|--|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>East Kilbride</u> | | – | | |
| <u>Hairmyres East Junction</u> | – | – | | |
| <u>Hairmyres</u> | – | – | S | Platform detail must be shown |
| Thorntonhall | – | – | S | |
| <u>Busby</u> | – | – | | |
| Clarkston | – | – | S | |
| Giffnock | – | – | S | |
| Thornliebank | – | – | S | |
| <u>Busby Junction</u> | – | – | | <i>To/from Muirhouse South Junction – SC047</i> |

| SC047 MUIRHOUSE SOUTH JUNCTION TO LARKFIELD JUNCTION | | | | |
|---|--------------|----|------|---------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Muirhouse South Junction</u> | – | – | | <i>To/from Busby Junction – SC031</i> |
| <u>Larkfield Junction</u> | FL SL CDL | | | <i>To/from Shawfield - SC001</i> |

| SC049 MUIRHOUSE CENTRAL JUNCTION TO TERMINUS JUNCTION | | | | |
|--|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Muirhouse Central Junction</u> | – | – | | <i>To/from Muirhouse North Junction - SC031</i> |
| <u>Terminus Junction</u> | – | – | | <i>To/from Shields Junction – SC029</i> |

| SC051 MUIRHOUSE CENTRAL JUNCTION TO MUIRHOUSE NORTH JUNCTION (VIA CATHCART) (CATHCART CIRCLE) | | | | |
|--|-------------|-----------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Muirhouse Central Junction</u> | – | – | | <i>To/from Muirhouse North Junction - SC031</i> |
| Pollokshields West | – | – | S | |
| Maxwell Park | – | – | S | |
| Shawlands | – | – | S | |
| Pollokshaws East | – | – | S | |
| Langside | – | – | S | |
| <u>Cathcart West Junction</u> | – | – | | <i>To/from Neilston SC053</i> |
| Cathcart | – | – | S | |
| <i>Cathcart North Junction</i> | | | | <i>To/from Cathcart East Junction – SC057</i> |
| <u>Mount Florida</u> | – | – | | Platform detail must be shown <i>To/from Kings Park SC055</i> |
| Crosshill | – | – | S | |
| Queens Park | – | – | S | |
| Pollokshields East | – | – | S | |
| <u>Muirhouse North Junction</u> | – | – | | <i>To/from Eglinton Street Junction - SC001</i> |

| SC053 NEILSTON TO CATHCART WEST JUNCTION | | | | |
|---|-------------|-----------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Neilston</u> | – | – | | |
| Patterton | – | – | S | |
| Whitecraigs | – | – | S | |
| Williamwood | – | – | S | |
| Muirend | – | – | S | |
| <u>Cathcart West Junction</u> | – | – | | <i>To/from Cathcart – SC051</i> <i>To/from Newton – SC055</i> |

| SC055 NEWTON TO CATHCART WEST JUNCTION | | | | |
|---|-------------|-----------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Newton</u> | – | – | | Platform details must be shown <i>To/from Newton East Junction – SC001</i> <i>To/from Hamilton Central – SC023</i> |
| Kirkhill | – | – | S | |
| Burnside | – | – | S | |
| Croftfoot | – | – | S | |
| Kings Park | – | – | S | Platform detail must be shown <i>To/from Mount Florida – SC051</i> |
| <i>Cathcart East Junction</i> | | | | <i>To/from Cathcart North Junction – SC057</i> |
| <u>Cathcart West Junction</u> | – | – | | <i>To/from Muirhouse Central Junction – SC051</i> <i>To/from Muirend - SC053</i> |

| SC057 CATHCART EAST JUNCTION TO CATHCART NORTH JUNCTION | | | | |
|--|-------------|-----------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <i>Cathcart East Junction</i> | | | | <i>To/from – Kings Park - SC055</i> |
| <i>Cathcart North Junction</i> | | | | <i>To/from – Mount Florida – SC051</i> |

| SC059 GLASGOW BRIDGE STREET JUNCTION TO STRANRAER (VIA PAISLEY GILMOUR STREET) | | | | |
|---|----------------|-----------------------------------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Bridge Street Junction</u> | DA UA TS | 4B 4C 4D 5C 5D 6D 8D 6 8 | | <i>To/from Glasgow Central – SC001</i> |
| Smithy Lye | – | – | S | |
| <u>Shields Junction</u> | DA TS UTT | – UTT UA | | <i>To/from Terminus Junction – SC029 To/from High St Junction – SC131 City Union Line To/from Paisley Canal – SC061</i> |
| Gower Street Junction | DA UA UG | UA UTT | X | <i>To Terminus Junction (via Burma Road) – SC029</i> |
| 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 | <i>To/from Deanside – see SC063</i> |
| Hillington East | DA | UG | S | Platform detail must be shown |
| Hillington West | DA | UG | S | Platform detail must be shown |
| <u>Arkleston Junction</u> | DA DG UA UG | UA UG DA | | |
| Paisley Down Goods Loop | – | – | S | |
| <u>Paisley Gilmour Street</u> | – | UA UG DA DG | | Platform detail must be shown <i>To/from Paisley St James – SC065</i> |
| Elderslie Signal GPE143 | | – | X | <i>To Loop/Freight Terminal</i> |
| Elderslie W H Malcolm | | – | S | |
| Elderslie Loop | – | – | S | |
| Elderslie | – | – | | Not Required By trains using Elderslie Loop |
| Johnstone | – | – | S | Platform detail must be shown |
| Milliken Park | – | – | S | |
| Howwood | – | – | S | |
| <u>Lochwinnoch</u> | – | – | | |
| Glengarnock UGL | – | – | S | |
| Glengarnock | – | – | S | |
| Brownhill DPL | – | – | S | |
| Glengarnock Sig PG190 | – | – | S | |
| Brownhill UPL | – | – | S | |
| Dalry Roche | – | – | S | |
| Dalry | – | – | | |
| Kilwinning UGL | – | – | S | |
| <u>Kilwinning</u> | – | – | | Platform detail must be shown <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 |
| Irvine | – | – | | Platform detail must be shown |
| Barassie | – | – | S | Platform detail must be shown |
| <u>Barassie Junction</u> | – | – | | <i>To/from Kilmarnock – SC031</i> |
| Barassie Yard DBS | – | – | S | |
| Barassie Yard FHH | – | – | S | |
| Barassie Yard GBRF | – | – | S | |
| Barassie Yard Run Round | – | – | S | |

| SC059 GLASGOW BRIDGE STREET JUNCTION TO STRANRAER (VIA PAISLEY GILMOUR STREET) | | | | |
|---|-------------|-----------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Barassie DPL | – | | S | |
| Barassie UGL | | – | S | |
| Troon | – | – | S | Platform detail must be shown |
| Monkton G.F. | | – | X | <i>To/from Prestwick BP Oil only</i> |
| Prestwick BP Oil | | – | S | |
| Prestwick International Airport | – | – | S | Platform detail must be shown |
| Prestwick Town | – | – | | Platform detail must be shown |
| Falkland Junction | – | – | | |
| Falkland DGL | – | | S | |
| Falkland S.S | – | – | S | |
| Newton on Ayr | – | – | PS | Platform detail must be shown |
| Newton Junction | – | – | X | <i>To/from Annbank – SC087</i> |
| Ayr | – | – | | Platform detail must be shown |
| Ayr C.S.D. | – | – | S | |
| Dalrymple Junction | – | – | | <i>To/from Chalmerston Opencast – SC091</i> |
| Maybole | – | – | S | Platform detail must be shown |
| Kilkerran SB | – | – | | |
| Girvan | – | – | | Token Exchange Point Platform detail must be shown. |
| Girvan Signal GV26 | | – | S | |
| Barrhill | – | – | | Token Exchange Point Platform detail must be shown |
| Barrhill Signal BR15 | | – | S | |
| Glenwhilly SB | – | – | | Token Exchange Point |
| Dunragit SB | – | – | | Token Exchange Point |
| Stranraer | – | – | | Platform detail must be shown |

| SC061 SHIELDS JUNCTION TO PAISLEY CANAL | | | | |
|--|-----------------|------------|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Shields Junction</u> | DCK UCK – | – | | <i>To/from Terminus Junction – SC029 To/from High St Junction – SC131 To/from Bridge Street Junction – SC059</i> |
| Shields Jn No1 Line | – | – | S | |
| Shields TMDE | – | – | S | |
| Dumbreck | DCK UCK | UCK | S | |
| Corkerhill Depot Junction | – | UCK | X | Trains to/from Paisley Canal only |
| Corkerhill CSMD | – | DCK UCK | S | |
| Corkerhill | – | – | S | |
| Mosspark | – | – | S | |
| Crookston Loop | – | – | 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 | – | – | X | |
| Deanside Loop | – | – | S | |
| Deanside C.P.A. | – | – | S | <i>To/from Shields Junction – SC059</i> |

| SC065 PAISLEY GILMOUR STREET TO GOUROCK | | | | |
|--|------|----------------|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Paisley Gilmour Street</u> | – | DA UA DG UG | | <i>To/from Shields Junction – See SC059</i> |
| Paisley St James | – | – | S | |
| Bishopton | – | – | P | |
| Langbank | – | – | S | |
| Woodhall | – | – | S | |
| Port Glasgow | – | – | P | |
| <u>Wemyss Bay Junction</u> | – | – | | <i>To/from Wemyss Bay – See SC067</i> |
| Bogston | – | – | S | |
| Cartsdyke | – | – | S | |
| <u>Greenock Central</u> | – | – | | |
| <u>Greenock West</u> | – | – | | |
| Fort Matilda | – | – | S | |
| <u>Gourock</u> | | – | | Platform detail must be shown |

| SC067 WEMYSS BAY JUNCTION TO WEMYSS BAY | | | | |
|--|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Wemyss Bay Junction</u> | – | – | | <i>To/from Paisley Gilmour Street – See SC065</i> |
| Whinhill | – | – | S | |
| Drumfrochar | – | – | S | |
| Branchton | – | – | S | |
| <u>Dunrod</u> | – | – | | Platform / Running Line detail must be shown |
| Inverkip | – | – | S | |
| <u>Wemyss Bay</u> | | – | | Platform detail must be shown |

| SC073 KILWINNING TO LARGS | | | | |
|----------------------------------|------|---------|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Kilwinning</u> | – | – | | Platform detail must be shown <i>To/from Dalry – SC059</i> |
| Dubbs Junction | – | – | X | <i>To/from Byrehill Junction – SC081</i> Trains to and from Byrehill only |
| Stevenston DGL | – | | S | |
| Stevenston | – | – | S | |
| <u>Saltcoats</u> | – | – | | |
| <u>Ardrossan South Beach</u> | UDL | – | | <i>To/from Ardrossan Town – SC077</i> <i>To/from West Kilbride – See below</i> |
| West Kilbride | UDL | UDL | S | <i>To/from Ardrossan South Beach – See above</i> |
| <u>Hunterston Junction</u> | – | UDL UFL | | |
| Hunterston HL Sidings | – | – | S | |
| Hunterston LL Sidings | – | – | S | |
| Hunterston DRS | – | – | S | |
| Fairlie | – | – | S | |
| <u>Largs</u> | | – | | Platform detail must be shown |

| SC077 ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR | | | | |
|---|------|----|------|----------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Ardrossan South Beach</u> | – | – | | <i>To/From Saltcoats – SC073</i> |
| <u>Ardrossan Town</u> | – | – | | |
| <u>Ardrossan Harbour</u> | | – | | |

| 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 | – | – | S | |
| <u>Newton Junction</u> | – | – | X | <i>To/from Annbank – SC087</i> |

| SC087 NEWTON JUNCTION TO MAUCHLINE (GOODS LINE) | | | | |
|--|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Newton Junction</u> | – | – | | Token Exchange Point in Down direction only <i>To/from Ayr Harbour – SC085</i> <i>To/from Ayr – SC059</i> |
| Ayr Signal PA335 | | – | S | Token Exchange Point in Up direction only |
| <u>Annbank</u> | – | – | | <i>To/from Killoch Colliery – SC089</i> |
| <u>Mauchline</u> | – | – | | Token Exchange Point |

| SC089 ANNBANK TO KILLOCH COLLIERY | | | | |
|--|------|----|------|-------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Annbank</u> | – | – | | |
| Killoch Colliery | – | – | S | |

| 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 | – | – | S | |

| SC093 MOTHERWELL TO GREENHILL LOWER JUNCTION | | | | |
|---|------|-------|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Motherwell</u> | – | – | | Platform detail must be shown <i>To/from Shieldmuir – SC001</i> <i>To/from Airbles – SC023</i> |
| Motherwell T.M.D. | – | – | S | |
| Braidhurst Up Goods Loop | | – | S | |
| Braidhurst Down Goods Loop | – | – | S | |
| Motherwell GMM372 | – | – | S | Only trains to/ from Motherwell TMD |
| Motherwell GMM368 | – | – | S | Only trains to/from Motherwell TMD |
| <u>Mossend South Junction</u> | – UC | – | | <i>To/from Mossend East Junction – SC017</i> <i>To/from Mossend West Junction – SC019</i> |
| Mossend GMY317 Signal | – | – | S | <i>Reversals to/from Mossend LHS</i> |
| <u>Mossend North Junction</u> | – | – DNC | | <i>To/from Mossend East Junction – SC015</i> |
| Mossend LHS | | – | S | |
| Mossend Down Yard | – | – | S | |
| Mossend Down Goods Loop | – | – | S | |
| Mossend Up Yard | – | – | S | |
| Mossend Euroterminal | – | – | S | |
| Mossend PD Stirling | – | – | S | |
| <u>Mossend North Exit</u> | – | – | | |
| <u>Whifflet South Junction</u> | – | – | | <i>To/from Sunnyside Junction – SC097</i> |
| Whifflet | – | – | S | Platform detail must be shown |
| Whifflet North Junction | – | – | X | <i>To/from Langloan Junction – SC099</i> |
| <u>Coatbridge Central</u> | – | – | | Platform / line detail must be shown <i>To/from Langloan Junction – SC101</i> |
| Coatbridge GMW253 | – | – | S | Reversals to/from Coatbridge FLT |
| Coatbridge GMW250 | – | – | | ECS terminating/starting Coatbridge Central |

| SC093 MOTHERWELL TO GREENHILL LOWER JUNCTION | | | | |
|---|------|------|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Coatbridge DGL | – | – | S | ECS terminating/starting Coatbridge Central to Coatbridge Shunt Neck |
| Coatbridge FLT | – | – | S | |
| Gartsherrie South Junction | – | – SL | | <i>To/from Gartcosh Junction – SC105</i> |
| Coatbridge FLT Shunt Neck | – | – | S | Access to/from Coatbridge FLT from the North end via Coatbridge DGL |
| Garnqueen North Junction | – | – | | <i>To/from Gartcosh Junction – SC103</i> |
| Greenfoot DGL | – | | S | |
| Greenfaulds | – | – | S | |
| Cumbernauld | – | – | | Platform detail must be shown |
| Cumbernauld D.R.S | – | | | Reversal location only |
| Cumbernauld Sig CN654 | – | | | Reversal location only |
| Greenhill Lower GJ427 | | – | | Reversal location only |
| Greenhill Lower Junction | – | – | | <i>To/from Greenhill Upper Junction – SC107</i> <i>To/from Carmuir West Junction – SC119</i> |

| SC097 WHIFFLET SOUTH JUNCTION TO SUNNYSIDE JUNCTION (GOODS LINE) | | | | |
|---|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Whifflet South Junction | – | – | | <i>To/from Mossend North Exit – SC093</i> |
| Whifflet Loop | – | – | S | Platform / line detail must be shown |
| 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> |
| Langloan Junction | – | – | | <i>To/from Coatbridge Central – SC093</i> |
| Kirkwood | – | – | S | |
| Bargeddie | – | – | S | |
| Baillieston | – | – | S | |
| Mount Vernon | – | – | S | |
| Carmyle | – | – | | |
| Rutherglen East Junction | – | – | | <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> |
| Langloan Junction | – | – | | |

| SC103 GARNQUEEN NORTH JUNCTION TO COWLAIRS WEST JUNCTION | | | | |
|---|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Garnqueen North Junction</u> | – | – | | To/from Cumbernauld – SC093 |
| <u>Gartcosh Junction</u> | – | – | | To/from Gartsherrie South Junction – SC105 |
| Gartcosh | – | – | S | |
| Stepps | – | – | S | |
| Robroyston | – | – | S | |
| <u>Springburn</u> | – | DS | | To/from Cowlairs South Junction – SC106 To/from Bellgrove – SC129 |
| <i>Sighthill West Junction</i> | | | | |
| <u>Cowlairs West Junction</u> | – | – | | To/from Bishopbriggs – SC107 To/from Cowlairs South Junction – SC107 |

| SC105 GARTSHERRIE SOUTH JUNCTION TO GARTCOSH JUNCTION | | | | |
|--|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Gartsherrie South Junction</u> | – | – | | Up trains running Slow Line to Coatbridge to show SL. To/from Coatbridge Central SC093 |
| <u>Gartcosh Junction</u> | – | – | | To/from Springburn SC103 |

| SC106 SIGHTHILL WEST JUNCTION TO COWLAIRS SOUTH JUNCTION | | | | |
|---|------------|------------|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <i>Sighthill West Junction</i> | | | | To/from Springburn – SC103 |
| <u>Cowlairs South Junction</u> | DEG UEG | UEG DEG | | To/from Springburn – SC103 To/from Glasgow Queen Street – SC107 |

| SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) | | | | |
|---|---------|---------|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Edinburgh Waverley</u> | Z Y X W | | | Platform detail must be shown |
| <u>Princes Street Gardens</u> | DN DS | Z Y X W | | |
| <u>Haymarket</u> | DN DS | UN US | | Platform detail must be shown To/from Slateford Junction – SC003 |
| Haymarket Central Junction | DN DS | UN US | X | To/from Gorgie Junction – SC165 |
| <u>Haymarket West Junction</u> | – | UN US | | To/from Gorgie Junction – SC165 To/from Dalmeny Junction – SC171 |
| Edinburgh Park | – | – | S | |
| <u>Newbridge Junction</u> | – | – | | To/from Uphall – SC111 |
| Newbridge Junction DPL | – | | S | |
| <u>Winchburgh Junction</u> | – | – | | To/from Dalmeny Junction – SC113 |
| Linlithgow UPL | | – | S | |
| <u>Linlithgow</u> | – | – | | Platform detail must be shown |
| Bo'ness Down Passenger Loop | – | | S | |
| Bo'ness G.F. | | – | S | To/from Bo'ness & Kinneil Preserved Railway |
| <u>Polmont</u> | – | – | | To/from Grangemouth Junction - SC109 Platform detail must be shown |
| Polmont Up South PL | | – | S | |
| <u>Falkirk High</u> | – | – | | Platform detail must be shown |

| SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) | | | | |
|---|-----------------|------------|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Greenhill Upper Junction</u> | – | – | | |
| <u>Croy</u> | – | – | | Platform detail must be shown |
| Gartshore Down Passenger Loop | – | | S | |
| Gartshore Up Passenger Loop | | – | S | |
| <u>Lenzie</u> | DEG 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 | – UEG | – | S | Access to/from Cadder HST Depot |
| <i>Cadder (West End)</i> | | | | |
| <u>Bishopbriggs</u> | DEG UEG | UEG DEG | | |
| Cowlairs East Junction | DEG UEG | UEG DEG | X | To/from Cowlairs North Junction – SC116 |
| Eastfield Passenger Loop | – | – | S | |
| <u>Cowlairs West Junction</u> | DEG UEG | UEG DEG | | To/from Cowlairs North Junction – SC115 To/from Springburn – SC103 |
| Cowlairs Passenger Loop | – | – | S | |
| <u>Cowlairs South Junction</u> | DEG UEG | UEG DEG | | To/from Springburn – SC106 |
| <u>Glasgow Queen Street</u> | | UEG DEG | | Platform detail must be shown |

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

| 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 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) |
| Knightswood North Junction | | | | 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 To/from Hyndland SC123 |

| SC116 COWLAIRS EAST JUNCTION TO COWLAIRS NORTH JUNCTION | | | | |
|--|------|------------|------|----------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Cowlairs East Junction | – | UEG DEG | X | To/from Bishopbriggs SC107 |
| <u>Cowlairs North Junction</u> | – | – | | To/from Maryhill – SC115 |

| SC117 GRANGEMOUTH JUNCTION TO GRANGEMOUTH NR BOUNDARY | | | | |
|--|------|----|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Grangemouth Junction | – | – | | <i>To/from Carmuir 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</i> |
| Grangemouth TDG | – | | S | Accessed via reversal at Grangemouth R.R. |
| Grangemouth WH Malcolm | – | | S | Accessed via reversal at Grangemouth R.R. |
| Fouldubs Junction | – | – | | |
| Grangemouth R.R. | – | – | S | |
| <i>Grangemouth NR Boundary</i> | | | | |
| Grangemouth Tongues | | – | S | |
| Grangemouth Ineos | | – | S | |

| SC119 GREENHILL UPPER JUNCTION TO DUNDEE CENTRAL JUNCTION | | | | |
|--|------|----------|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Greenhill Upper Junction | – | – | | <i>To/from Croy – SC107</i> |
| Greenhill Branch Down Loop | – | | S | |
| Greenhill Lower Junction | – | – | | <i>To/from Cumbernauld – SC093</i> |
| Carmuir West Junction | – | – | | <i>To/from Carmuir East Junction – SC109</i> |
| Larbert Junction | – | – | | <i>To/from Carmuir East Junction – SC110</i> |
| Larbert | – | – | S | Platform detail must be shown |
| Larbert Down Passenger Loop | – | – | S | |
| Stirling Middle | – | – | S | Reversal location only |
| Stirling Up Passenger Loop | – | – | S | |
| Stirling | – | – UPL | | Platform detail must be shown <i>To/from Causewayhead Junction – SC183</i> |
| Stirling North | – | – | S | Reversal location only |
| Bridge of Allan | – | – | S | |
| Dunblane | – | – | | Platform detail must be shown. |
| Dunblane SB | – | – | S | Reversal location only |
| Dunblane Signal DB43 | – | | | |
| Greenloaning | – | – | | |
| Blackford South Junction | – | | X | To Blackford Freight Terminal |
| Blackford Freight Terminal | – | | S | |
| Blackford | – | – | | |
| Gleneagles | – | – | S | |
| Auchterarder | – | – | | |
| Hilton Junction | – | – | | <i>To/from Ladybank – SC181</i> |
| Perth Signal P61 | – | – | S | Reversal location only |
| Perth Signal P64 | – | – | S | Reversal location only |
| Perth | – | – | | Platform detail must be shown <i>To/from Stanley Junction – SC193</i> |
| Barnhill | – | – | | |
| Errol | – | – | | |
| Longforan | – | – | | |
| Invergowrie | – | – | S | |
| Dundee West Reception Line | – | – | S | |
| Dundee Central Junction | – | – | | <i>To/from Dundee – SC191</i> |

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

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

| SC125 HYNDLAND EAST JUNCTION TO DALMUIR (VIA YOKER) | | | | |
|--|------|----|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Hyndland East Junction | – | – | | <i>To Finnieston West Junction - SC123 From Finnieston East Junction - SC123</i> |
| Jordanhill | – | – | S | |
| Hyndland West Junction | – | – | X | <i>To/from Anniesland – SC123</i> |
| Scotstounhill | – | – | S | |
| Garscadden | – | – | | Platform detail must be shown |
| Yoker C.S.D | – | – | S | |
| Yoker | – | – | | |
| Clydebank | – | – | | |
| Dalmuir | – | – | | <i>To/from Dumbarton Central – SC123</i> |

| SC129 SPRINGBURN TO BELLGROVE | | | | |
|--------------------------------------|------|----|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Springburn | – | – | | Platform detail must be shown <i>To/from Cowlairs South Junction – SC106/SC107 To/from Cowlairs West Junction - SC103/SC107</i> |
| Barnhill | – | – | S | |
| Alexandra Parade | – | – | S | |
| Duke Street | – | – | S | |
| Bellgrove | – | – | | <i>To/from Queen Street Low Level – SC123</i> Platform detail must be shown |

| SC131 HIGH STREET JUNCTION TO SHIELDS JUNCTION | | | | |
|---|------|----|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| High Street Junction | – | – | | <i>To/from Bellgrove – SC123</i> |
| Shields Junction | – | – | | <i>To/from Arklestone Junction – SC059</i> |

| SC133 WESTERTON TO MILNGAVIE | | | | |
|-------------------------------------|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Westerton | – | – | | <i>To/from Anniesland - SC123 To/from Cowlairs North Junction - SC115</i> |
| Bearsden | – | – | | |
| Hillfoot | – | – | | |
| Milngavie | | – | | Platform detail must be shown |

| SC135 DALREOCH TO BALLOCH | | | | |
|----------------------------------|------|----|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Dalreoch | – | – | | <i>To/from Dumbarton Central - SC123</i> |
| Renton | – | – | S | |
| Alexandria | – | – | S | |
| Balloch | | – | | |

| SC136 HYNDLAND NORTH JUNCTION TO HYNDLAND WEST JUNCTION | | | | |
|--|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Hyndland North Junction | | – | S | Trains towards Anniesland only <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 |
| Craigendoran Junction | – | – | | <i>To/from Dalreoch – SC123</i> |
| Craigendoran WHL | – | – | S | |
| Helensburgh Upper | – | – | | Token Exchange Point |
| Garelochhead | – | – | | Token Exchange Point |
| Glen Douglas | – | – | | If a 'Long Section Token' is not held, a stop is required here for a token exchange. |
| Glen Douglas M.O.D. | – | – | S | |
| Arrochar & Tarbet | – | – | | Token Exchange Point |
| Ardlui | – | – | | If a 'Long Section Token' is not held, a stop is required here for a token exchange. |
| Crianlarich Down Sidings | – | – | S | |
| Crianlarich | – | – | | Token Exchange Point Platform detail must be shown <i>To/from Tyndrum Lower – SC143</i> |
| Fillan | | – | S | Second train booked to attach at Crianlarich must stop to receive a 'Loop Occupied' token in order to proceed |
| Upper Tyndrum | – | – | | Token Exchange Point |
| Bridge of Orchy | – | – | | Token Exchange Point |
| Gorton | – | – | S | If a 'Long Section Token' is not held, a stop is required here for a token exchange. |
| Rannoch | – | – | | Token Exchange Point |
| Corrour | – | – | | If a 'Long Section Token' is not held, a stop is required here for a token exchange. |
| Tulloch | – | – | | Token Exchange Point |
| Roy Bridge | – | – | S | If a 'Long Section Token' is not held, a stop is required here for a token exchange. |
| Spean Bridge | – | – | | Token Exchange Point |
| Fort William Junction | – | – | | <i>To/from Banavie – see SC145</i> <i>To/from Ft. William Junction Yard</i> |
| Fort William Signal 33 | – | – | S | |
| Fort William | | – | | Platform detail must be shown |

| SC143 CRIANLARICH TO OBAN | | | | |
|----------------------------------|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Crianlarich</u> | | | | Platform detail must be shown <i>To/from Ardlui – SC141</i> |
| Lower Crianlarich | | – | S | Second train booked to attach at Crianlarich must stop to receive a 'Loop Occupied' token in order to proceed |
| <u>Tyndrum Lower</u> | – | – | | Token Exchange Point |
| <u>Dalmally</u> | – | – | | If a 'Long Section Token' is not held, a stop is required here for a token exchange. |
| Loch Awe | – | – | S | |
| Falls of Cruachan | – | – | S | |
| <u>Taynuilt</u> | – | – | | 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 4, and for trains shunting between platforms and sidings |
| <u>Oban</u> | – | – | | Platform detail must be shown |

| SC145 FORT WILLIAM TO MALLAIG | | | | |
|--------------------------------------|------|----|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Fort William</u> | – | – | | Platform detail must be shown |
| Fort William Signal 33 | – | – | S | |
| Fort William BACO | – | – | S | |
| <u>Fort William Junction</u> | – | – | | <i>To/from Fort William - SC141</i> |
| Inverlochry Yard | – | – | S | <i>To/from Fort William Junction To/from Banavie</i> |
| Tom Na Faire Depot | – | – | S | <i>To/from Inverlochry</i> |
| <u>Banavie</u> | – | – | | <i>To/from Inverlochry Yard</i> |
| Corpach | – | – | S | |
| Annat LC | – | – | S | <i>Trains to/from Corpach Pulp Mill only</i> |
| Corpach Pulp Mill | – | – | S | |
| <u>Loch Eil Outward Bound</u> | – | – | | If a 'Long Section Token' is not held, a stop is required here for a token exchange. |
| Locheilside | – | – | S | |
| <u>Glenfinnan</u> | – | – | | Token Exchange Point |
| Lochailort | – | – | S | |
| Beasdale | – | – | S | |
| <u>Arisaig</u> | – | – | | If a 'Long Section Token' is not held, a stop is required here for a token exchange. |
| <u>Morar</u> | | – | | Mandatory timing point in Up direction |
| Mallaig GF | – | – | S | For trains shunting between platforms and sidings |
| <u>Mallaig</u> | – | – | | Platform detail must be shown |

| SC147 BERWICK TO EDINBURGH WAVERLEY | | | | |
|--|-------------|-----------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Berwick-upon-Tweed</u> | – | – | | <i>To/from Belford Refer to LNE Timetable Planning Rules (LN600)</i> |
| Berwick Goods Loops | – | – | S | <i>Refer to LNE Timetable Planning Rules (LN600)</i> |
| <i>Route Boundary: LNE/Scotland</i> | | | | <i>69 miels 67 chains (ECM7) 54 miles 50 chains (ECM8)</i> |
| Reston Signal EG403 | – | | | Down direction only |
| Reston Signal EG402 | | – | | Up direction only |
| Reston GSP | – | – | S | |
| Reston | – | – | | |
| <u>Grantshouse</u> | – | – | | Line detail must be shown for DPL and UPL |
| Torness GSP | – | – | S | <i>To/from Torness Power station</i> |
| Torness Power station | – | – | S | |
| Oxwellmains Lafarge | – | – | S | |
| Oxwellmains Haul Waste | – | – | S | |
| Oxwellmains Up (FL) | – | – | S | |
| <u>Oxwellmains Crossovers</u> | – | – | | |
| Dunbar | – | – | | Platform detail must be shown |
| East Linton | – | – | S | |
| Drem DPL | – | | S | |
| Drem UPL | | – | S | <i>To/from North Berwick – SC149</i> |
| Drem | – | – | | <i>To/from North Berwick – SC149</i> |
| Longniddry | – | – | S | |
| Longniddry APCO | – | – | | <i>For 80x services that are changing power in the Marshall Meadows/Innerwick feeder area</i> |
| Prestonpans UPL | | – | S | |
| Prestonpans | – | – | | |
| Wallyford | – | – | S | |
| <u>Monktonhall Junction</u> | – | – | | <i>To/from Millerhill SS – SC155</i> |
| Musselburgh | – | – | S | |
| <u>Portobello Junction</u> | – | – | | <i>To/from Niddrie South Junction ‘Millerhill Line’ – SC161 To/from Niddrie West Junction ‘Suburban Line’ – SC163 To/from Leith South – SC151</i> |
| Leith South | – | – | S | |
| Craigentiny T&RSMD | – | – | S | |
| <u>Craigentiny Junction</u> | – | – | | <i>To/from Powderhall Refuse Sdg - SC153</i> |
| <u>Abbeyhill Junction</u> | NL SL | – | | |
| <u>Edinburgh Waverley</u> | – | NL SL | | Platform detail must be shown |

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

| SC151 PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE) | | | | |
|--|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Portobello Junction</u> | – | – | | <i>To/from Niddrie South Junction 'Millerhill Line' – SC161 To/from Niddrie West Junction 'Suburban Line' – SC163</i> |
| Joppa Straight | – | | | |
| Edinburgh Signal EP854 | – | – | S | Trains to/from Joppa Straight |
| Leith South | – | – | S | |

| SC153 CRAIGENTINNY JUNCTION TO POWDERHALL (GOODS LINE) | | | | |
|---|------|----|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Craigentenny Junction</u> | – | – | | <i>To/from Portobello Junction – SC147</i> |
| Powderhall Refuse Siding | – | | S | |

| SC155 MONKTONHALL JUNCTION TO MILLERHILL YARD | | | | |
|--|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Monktonhall Junction</u> | – | – | | <i>To/from Prestonpans – SC147</i> |
| <i>Millerhill East Junction</i> | | | | |
| Millerhill Signal EM14 | – | | | All down trains to Millerhill Yard to be timed to stop at this location |
| <i>Millerhill West Junction</i> | | | | |
| <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> | – | – | | <i>To/from Tweedbank – SC164</i> |
| <i>Niddrie South Junction</i> | | | | <i>To/from Haymarket West Junction – SC165</i> |
| Brunstane | – | – | S | |
| <u>Portobello Junction</u> | – | – | | |

| SC163 PORTOBELLO JUNCTION TO NIDDRIE WEST JUNCTION (SUBURBAN LINE) | | | | |
|---|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Portobello Junction</u> | – | – | | <i>To/from Edinburgh Waverley – SC147/ SC149 To/from Niddrie South Junction 'Millerhill Line' – SC161</i> |
| Edinburgh Signal EP605 | – | – | S | <i>Reversal Point</i> |
| <u>Niddrie West Junction</u> | – | – | | <i>To/from Haymarket West Junction – SC165</i> |

| SC164 TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION | | | | |
|---|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Tweedbank</u> | – | – | | Platform detail must be shown |
| <u>Tweedbank Sig EMB244</u> | | | | |
| Galashiels | – | – | S | |
| <u>Bowland Junction</u> | – | – | | |
| Stow | – | – | S | |
| <u>Galabank Junction</u> | – | – | | |
| <u>Tynehead Junction</u> | – | – | | |
| <u>Fushiebridge Junction</u> | – | – | | |
| <u>Gorebridge</u> | – | – | | |
| Newtongrange | – | – | S | |
| Eskbank | – | – | S | |
| <u>Kings Gate Junction</u> | – | – | | |
| Shawfair | – | – | S | |
| <u>Newcraighall South Junction</u> | – | – | | |
| <u>Newcraighall</u> | – | – | | <i>To/from Niddrie South Junction 'Millerhill Line' – SC161</i> |

| SC165 NIDDRIE SOUTH JUNCTION TO HAYMARKET WEST JUNCTION (EDINBURGH SUBURBAN) | | | | |
|---|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <i>Niddrie South Junction</i> | | | | <i>To/from Millerhill Yard 'Millerhill Lines' – SC161</i> |
| <u>Niddrie West Junction</u> | – | – | | <i>To/from Portobello Junction 'Suburban Lines' – SC163</i> |
| <u>Craiglockhart Junction</u> | – | – | | <i>To/from Slateford Junction – SC167/SC003</i> |
| <u>Gorgie Junction</u> | – | – | | <i>To/from Haymarket West Junction – SC107 To/from Haymarket Central Junction – SC169</i> |
| <u>Haymarket West Junction</u> | – | – | | <i>To/from Newbridge Junction – SC107 To/from Dalmeny Junction – SC171</i> |

| SC167 CRAIGLOCKHART JUNCTION TO SLATEFORD JUNCTION | | | | |
|---|------|----|------|----------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Craiglockhart Junction</u> | – | – | | |
| Slateford ES675 | – | | S | |
| <i>Slateford Junction</i> | | | | <i>To/from Slateford – SC003</i> |

| SC169 GORGIE JUNCTION TO HAYMARKET CENTRAL JUNCTION | | | | |
|--|------|-------|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Gorgie Junction</u> | – | – | | <i>To/from Haymarket West Junction – SC107</i> |
| <u>Haymarket Central Junction</u> | – | UN US | | |

| SC171 HAYMARKET WEST JUNCTION TO DUNDEE CENTRAL JUNCTION (VIA KIRKCALDY) | | | | |
|---|-------------|-----------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Haymarket West Junction</u> | – | – | | <i>To/from Haymarket – SC107 To/from Gorgie Junction – SC165</i> |
| South Gyle | – | – | S | |
| Edinburgh Gateway | – | – | S | |
| <u>Dalmeny Junction</u> | – | – | | <i>To/from Winchburgh Junction – SC113</i> |
| Dalmeny | – | – | S | |
| North Queensferry | – | – | S | |
| <i>Inverkeithing South Junction</i> | | | | <i>To/from Rosyth Dockyard SC175</i> |
| <u>Inverkeithing</u> | – | – | | Platform detail must be shown <i>To/from Rosyth Dockyard – SC175</i> |
| Inverkeithing Central Junction | – | – | S | <i>To/from Dunfermline City - SC173 To/from Inverkeithing GL – SC173</i> |
| Inverkeithing East Junction | – | – | X | <i>To/from Inverkeithing North Junction SC176</i> |
| Dalgety Bay | – | – | S | |
| Aberdour | – | – | S | |
| <u>Burntisland</u> | – | – | | |
| Kinghorn | – | – | S | |
| <u>Kirkcaldy</u> | – | – | | Platform detail must be shown |
| Thornton South Signal ET865 | – | – | S | Reversal location |
| <u>Thornton South Junction</u> | – | – | | <i>To/from Glenrothes with Thornton – SC173</i> |
| Thornton North UPL | | – | S | |
| <u>Thornton North Junction</u> | – | – | | <i>To/from Glenrothes with Thornton - SC173 To/from Leven – SC177</i> |
| Thornton North DPL | – | – | S | |
| Markinch | – | – | S | Platform detail must be shown |
| <u>Ladybank</u> | – | – | | Platform detail must be shown <i>To/from Hilton Junction – SC181</i> |
| Springfield | – | – | S | |
| <u>Cupar</u> | – | – | | |
| <u>Leuchars</u> | – | – | | Platform detail must be shown |
| <u>St. Fort Signal TS26</u> | | – | | Timing point can be omitted from a '150 TIPLOC' schedule |
| <u>Tay Bridge South SB</u> | – | – | | |
| <u>Dundee Central Junction</u> | – | – | | <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 |
| Inverkeithing G.L. | – | – | S | To/from Inverkeithing – SC171 |
| Inverkeithing C.E. | – | – | S | |
| Inverkeithing North Junction | – | – | X | To/from Inverkeithing – SC171 To/from Inverkeithing East Junction – SC171 |
| Rosyth | – | – | S | |
| Charlestown Junction | – | – | X | To/from Stirling – SC119 |
| Dunfermline City | – | – | | Platform detail must be shown |
| Dunfermline Queen Margaret | – | – | S | Platform detail must be shown |
| Townhill DGL | – | – | S | |
| Cowdenbeath | – | – | | Platform detail must be shown |
| Lochgelly | – | – | S | |
| Cardenden | – | – | S | |
| Clunybridge Junction | – | – | X | To/from Thornton Yard |
| Redford Junction | – | – | X | To/from Thornton Yard |
| Glenrothes with Thornton | – | – | | Platform detail must be shown To/from Thornton South Junction – SC171 |
| Thornton North Signal ET567 | – | – | S | Reversal location for trains to/from Leven |
| Thornton North Junction | – | – | | To/from Thornton North Junction - SC171 |

SC175 ROSYTH DOCKYARD TO INVERKEITHING SOUTH JUNCTION (GOODS LINE)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------------|------|----|------|-------------------------------|
| Rosyth Dockyard | – | – | S | |
| <i>Inverkeithing South Junction</i> | | | | 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 NORTH JUNCTION TO LEVEN

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------|------|----|------|---|
| Thornton North Junction | – | – | | To/from Glenrothes with Thornton – SC173 To/from Kirkcaldy - SC171 |
| Earlseat Junction | – | – | | |
| Earlseat Jn signal ETL577 | – | – | S | Holding location |
| Cameron Bridge | – | – | S | Platform detail must be shown |
| Leven signal ETL585 | – | – | S | Reversal location |
| Leven | | – | | Platform detail must be shown |

| SC178 THORNTON SOUTH JUNCTION TO THORNTON WEST JUNCTION | | | | |
|--|------|----|------|-------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Thornton South Junction | – | – | | To/From Kirkcaldy – SC171 |
| Glenrothes With Thornton | – | – | | Platform detail must be shown |
| <i>Thornton West Junction</i> | | | | To/From Cowdenbeath – SC173 |

| SC181 LADYBANK JUNCTION TO HILTON JUNCTION | | | | |
|---|------|----|------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Ladybank | – | – | | To/from Thornton North Junction – SC171 |
| Ladybank Signal EB668 | | – | S | |
| Ladybank Branch Loop | – | – | | |
| Newburgh | – | – | | |
| Hilton Junction | – | – | | To/from Perth – SC119 |

| SC183 STIRLING TO CHARLESTOWN JUNCTION | | | | |
|---|------|----|------|--------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Stirling | – | – | | Platform detail must be shown |
| Stirling Signal 6504 | – | – | S | Reversal location only |
| Stirling North | – | – | S | Reversal location only |
| Causewayhead Junction | – | – | | |
| Cambus Loop | – | – | | Platform / line detail must be shown |
| Alloa | – | – | | Platform / line detail must be shown |
| Alloa Loop | – | – | | Platform / line detail must be shown |
| Kincardine Level Crossing | – | – | S | |
| Longannet P.S. | – | – | S | |
| Longannet S.B. | – | – | | |
| Charlestown Junction | – | – | X | |

| SC189 WESTFIELD TO REDFORD JUNCTION (GOODS LINE) | | | | |
|---|------|----|------|-----------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Westfield Opencast | – | – | S | |
| Skeddoway | – | – | S | 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> | – | – | | <i>To/from Tay Bridge South – SC171 To/from Errol – SC119</i> |
| <u>Dundee</u> | – | – | | Platform detail must be shown |
| <u>Camperdown Junction</u> | – | – | | Timing point can be omitted from a '150 TIPLOC' schedule |
| <u>Broughty Ferry</u> | – | – | | Timing point can be omitted from a '150 TIPLOC' schedule |
| Balmossie | – | – | S | |
| Monifieth | – | – | S | |
| Barry Links | – | – | S | |
| Golf Street | – | – | S | |
| <u>Carnoustie</u> | – | – | | Platform detail must be shown Timing point can be omitted from a '150 TIPLOC' schedule |
| Arbroath Up South Siding | – | – | S | |
| <u>Arbroath</u> | – | – | | Platform detail must be shown |
| Arbroath Up North Siding | – | – | S | |
| <u>Inverkeilor</u> | – | – | | Timing point can be omitted from a '150 TIPLOC' schedule |
| <u>Usan</u> | – | – | | Timing point can be omitted from a '150 TIPLOC' schedule |
| Montrose South | – | – | S | Reversal location only |
| Montrose DBC | – | – | S | |
| Montrose No1 Through Siding | – | – | S | |
| <u>Montrose</u> | – | – | | Platform detail must be shown |
| <u>Craigie</u> | – | – | | Timing point can be omitted from a '150 TIPLOC' schedule |
| <u>Laurencekirk</u> | – | – | | Timing point can be omitted from a '150 TIPLOC' schedule |
| Laurencekirk URS | – | – | S | |
| Laurencekirk DRS | – | – | S | |
| <u>Carmont</u> | – | – | | Timing point can be omitted from a '150 TIPLOC' schedule |
| <u>Stonehaven</u> | – | – | | |
| Newtonhill A223 | – | | | Timing point can be omitted from a '150 TIPLOC' schedule |
| Newtonhill A222 | | – | | Timing point can be omitted from a '150 TIPLOC' schedule |
| Portlethen | – | – | S | |
| Aberdeen A229 | – | | | Timing point can be omitted from a '150 TIPLOC' schedule |
| Aberdeen A230 | | – | | Timing point can be omitted from a '150 TIPLOC' schedule |
| Aberdeen A55 | – | | | Timing point can be omitted from a '150 TIPLOC' schedule |
| Aberdeen A56 | | – | | Timing point can be omitted from a '150 TIPLOC' schedule |
| <u>Craiginches South</u> | – | – | | Timing point can be omitted from a '150 TIPLOC' schedule |
| Craiginches T.C. | – | – | S | |
| Craiginches North Sidings | – | – | | |
| Aberdeen Craiginches Lafarge | – | – | S | |
| Aberdeen Ferryhill Down Sidings | – | | | |
| <u>Ferryhill Junction</u> | – | – | | Timing point can be omitted from a '150 |

| SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN | | | | |
|--|------|----|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | TIPLOC' schedule |
| Aberdeen Ferryhill Up Sidings | – | – | S | |
| Signal A27 | – | – | S | Reversal location only |
| Signal A75 | – | – | S | Reversal location only |
| Signal A77 | – | – | S | Reversal location only |
| Aberdeen Clayhills CMD | – | – | S | |
| Aberdeen | – | – | | Platform detail must be shown <i>To/from Dyce – SC195</i> |

| SC193 PERTH TO INVERNESS | | | | |
|---------------------------------|-------|---------------|------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Perth | – | – | | Platform detail must be shown <i>To/from Hilton Junction – SC119</i> |
| Stanley Junction | – | – | | |
| Dunkeld & Birnam | – | – | | Platform detail must be shown |
| Pitlochry | – | – | | Platform detail must be shown |
| Blair Atholl | – | – | | |
| Dalnacardoch | – | – | | |
| Dalnaspidal | – | – | | |
| Dalwhinnie | – | – | | Platform detail must be shown |
| Newtonmore | – | – | S | |
| Kingussie | – | – | | Platform detail must be shown |
| Kincraig Loop | – | – | | |
| Aviemore Signal HA313 | – | | S | For reversals <i>To/from Strathspey railway</i> |
| Aviemore (Speyside) | | – | S | |
| Aviemore | – | – | | Platform detail must be shown |
| Carrbridge | – | – | | Platform detail must be shown |
| Slochd | – | – | | |
| Tomatin Loop | – | – | | |
| Moy | – | – | | |
| Culloden | – | – | | |
| Cradlehall | UH DH | – | | <i>Crossovers used for bi-directional working to/from Inverness</i> |
| Inverness Signal I707 | – | | S | |
| Inverness T.C. | – | – | S | |
| Inverness Lafarge | | – | S | |
| Inverness Signal I711 | – | | S | Trains reversing for access to Rose Street & Inverness Station when conflicting move occurs via 156 points |
| Millburn Junction | – | UH DH – WL | | <i>To/from Nairn – SC195</i> |
| Inverness Signal I395 | – | | S | Trains reversing for access to Inverness Station |
| Inverness Signal I397 | – | | S | Trains reversing for access to Inverness Station & Rose Street |
| Inverness T.M.D. | – | – | S | |
| Rose Street | – | – | | All trains routed via Rose Street Curve <i>To/from Clachnaharry – SC203</i> |
| Inverness | – | | | Platform detail must be shown |

| SC195 ABERDEEN TO INVERNESS | | | | |
|-------------------------------------|-------------|-----------|-------------|--|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Aberdeen</u> | – | – | | Platform detail must be shown <i>To/from Ferryhill Junction – SC191</i> |
| <u>Berryden Junction</u> | – | – | | |
| <i>Kittybrewster Junction</i> | | | | <i>To/from Waterloo Goods – SC197</i> |
| <u>Dyce</u> | – | – | | Platform detail must be shown |
| Dyce Signal HD7228 | – | – | | |
| Dyce Raith's Farm | – | – | S | |
| Kintore | – | – | S | Platform detail must be shown |
| <u>Inverurie</u> | – | – | | Platform detail must be shown |
| Inverurie Turnback Line | – | – | S | ECS Movements Only |
| <u>Insch</u> | – | – | | |
| <u>Kennethmont</u> | – | – | | |
| <u>Huntly</u> | – | – | | Platform detail must be shown |
| <u>Keith Loop</u> | – | – | | |
| Keith Branch Platform | | – | S | Terminating Trains Only |
| Keith | – | – | S | Terminating trains to be shown in Branch Platform |
| Elgin Yard | – | – | S | |
| <u>Elgin</u> | – | – | | Platform detail must be shown |
| <u>Forres</u> | – | – | | Platform detail must be shown |
| <u>Nairn</u> | – | – | | Platform detail must be shown |
| <u>Inverness Airport</u> | – | – | | Platform detail must be shown |
| Dalcross Freight Facility (Norbord) | – | | S | |
| Dalcross signal HE7964 | | – | S | Reversal location for access to/from freight yard |
| <u>Millburn Junction</u> | – | – | | <i>To/from Inverness – SC193</i> <i>For Inverness see SC193</i> |

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

| SC203 INVERNESS TO WICK | | | | |
|--------------------------------|-------------|-----------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Inverness | – | | | Platform detail must be shown |
| Rose Street | – | – | | All trains routed via Rose Street Curve <i>To/From Millburn Junction – SC193</i> |
| Inverness North Loops | – | – | S | |
| Clachnaharry | – | – | | |
| Clunes IB Signal | – | – | | If a 'Long Section Token' Is not held, a stop is required here for a token exchange. |
| Beauly | – | – | S | |
| Muir of Ord | – | – | | Token Exchange Point |
| Conon Bridge | – | – | S | |
| Dingwall | – | – | | Token Exchange Point Platform detail must be shown <i>To/from Garve – SC205</i> |
| Evanton IB Signal | – | – | S | If a 'Long Section Token' Is not held, a stop is required here for a token exchange. |
| Alness | – | – | S | |
| Invergordon | – | – | | Token Exchange Point Platform detail must be shown |
| Fearn | – | – | | If a 'Long Section Token' Is not held, a stop is required here for a token exchange. |
| Tain | – | – | | Token Exchange Point |
| Ardgay | – | – | | If a 'Long Section Token' Is not held, a stop is required here for a token exchange. |
| Culrain | – | – | S | |
| Invershin | – | – | S | |
| Lairg | – | – | | Token Exchange Point |
| Lairg Oil Terminal | – | – | S | |
| Rogart | – | – | | If a 'Long Section Token' Is not held, a stop is required here for a token exchange. |
| Golspie | – | – | S | |
| Dunrobin Castle | – | – | S | |
| Brora | – | – | | Token Exchange Point |
| Helmsdale | – | – | | If a 'Long Section Token' Is not held, a stop is required here for a token exchange. |
| Kildonan | – | – | S | |
| Kinbrace | – | – | S | |
| Forsinard | – | – | | Token Exchange Point |
| Altnabreac | – | – | S | |
| Scots Calder | – | – | S | |
| Halkirk | – | | S | For Down trains, If a 'Long Section Token' is not held, a stop is required here for a token exchange. |
| Georgemas Junction | – | – | | Token Exchange Point <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. |
| Wick | | – | | |

| SC205 DINGWALL TO KYLE OF LOCHALSH | | | | |
|---|-------------|-----------|-------------|---|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Dingwall</u> | – | – | | Platform detail must be shown <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. |
| <u>Garve</u> | – | – | | Token Exchange Point |
| Lochluichart | – | – | S | |
| Achanalt | – | – | S | |
| <u>Achnasheen</u> | – | – | | If a 'Long Section Token' is not held, a stop is required here for a token exchange. |
| Achnashellach | – | – | S | |
| <u>Strathcarron</u> | – | – | | Token Exchange Point |
| Attadale | – | – | S | |
| Stromeferry | – | – | S | If a 'Long Section Token' is not held or a permissive token is required, a stop is required here for a token exchange |
| Duncraig | – | – | S | |
| Plockton | – | – | S | |
| Duirinish | – | – | S | |
| Kyle of Lochalsh GF | | – | | For trains departing platform 2, and for trains shunting between platforms and sidings |
| <u>Kyle of Lochalsh</u> | | – | | Platform detail must be shown |

| SC207 GEORGEMAS JUNCTION TO THURSO | | | | |
|---|-------------|-----------|-------------|-----------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Georgemas Junction</u> | – | – | | <i>To/from Wick – SC203</i> |
| <u>Thurso</u> | | – | | |

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 | Open continuously |
| 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 |

| 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 - 0046 (MX) and 0600 - 2400 | 0000 - 0046 and 0600 - 2400 | 0000 – 0007 and 1104 - 2110 |
| Girvan | 0000 - 0046 (MX) and 0600 – 2400 | 0000 - 0046 and 0600 – 2400 | 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 – 0051 and 1030 – 2029 |
| Dunragit – Stranraer* | 0000 – 0102 (MX) and 0701 – 2400 (MO) 0659 – 2400 (MSX) | 0000 – 0102 and 0659 – 2400 | 0000 – 0102 and 1030 – 2019 |
| * Stranraer Signal Box must be opened as required for second train working in section. [^] Requires Shunter to be on site. | | | |

| SC117 GRANGEMOUTH JUNCTION TO GRANGEMOUTH NR BOUNDARY | | | |
|--|--------------------|--------------------|---|
| Open continuously. The following signal boxes are equipped to be switched out. Opening hours are: | | | |
| ROUTE SECTION | SX | SO | SUN |
| Fouldubs Junction | Open continuously* | Open continuously* | 0900 – 1500 1600 – 2359 [^] |
| * The SX /SO night shift (2200 – 0600) opens specifically for DBS services. [^] The Sunday late shift opens specifically for DBS & DRS services. | | | |

| SC119 GREENHILL UPPER JUNCTION TO DUNDEE CENTRAL JUNCTION | | | |
|--|-------------------|-------------------|-------------------|
| ROUTE SECTION | SX | SO | SUN |
| Greenhill Lower Junction to Perth | Open continuously | Open continuously | Open continuously |
| Perth (excl.) to Dundee Central Junction (excl.) | Open continuously | Open continuously | Open 0800 – 2359 |

| SC141/143/145 CRAIGENDORAN JUNCTION TO OBAN AND MALLAIG (WEST HIGHLAND LINES) | | | |
|--|---|--------------------------------|--|
| ROUTE SECTION | SX | SO | SUN |
| | 0600 – 2400 (MO) Open continuously (MSX) | Open continuously | 0001 – 2400 |
| In addition, signalboxes are open as follows: | | | |
| ROUTE SECTION | SX | SO | SUN |
| Fort William Junction | 0000 – 0045 (MX) and 0645 – 2400 | 0000 – 0045 and 0645 – 2400 | 1045 – 2245 (Winter months) 0845 – 2245 (Summer months) |

| SC171 HAYMARKET WEST JUNCTION TO DUNDEE CENTRAL JUNCTION (VIA KIRKCALDY) | | | |
|---|-------------------|-------------------|-------------------|
| ROUTE SECTION | SX | SO | SUN |
| Haymarket West Junction to Dundee Central Junction | Open continuously | Open continuously | Open continuously |
| The following signal boxes are equipped to be switched out. Opening hours are: | | | |
| ROUTE SECTION | SX | SO | SUN |
| Leuchars | 0600 – 2300 | 0600 – 2200 | Closed |

| SC183 STIRLING TO CHARLESTOWN JUNCTION | | | |
|---|---|--------------------------------|--|
| Open continuously. The following signal boxes are equipped to be switched out. Opening hours are: | | | |
| ROUTE SECTION | SX | SO | SUN |
| Longannet | Open continuously from 0100 (Mon) [#] | Open continuously [#] | Open as required for DBS Energy Services. |
| [#] 0100 – 0700 (MO)/0001 – 0700 (MX) opened specifically for DBS Energy Services. | | | |

| SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN | | | |
|--|-------------------|-------------------|----------------------------|
| ROUTE SECTION | SX | SO | SUN |
| Dundee Central Junction to Dundee | Open continuously | Open continuously | Open continuously |
| Dundee to Aberdeen | Open continuously | Open continuously | 0001 – 0030 0900 – 2359 |
| The following signal boxes are equipped to be switched out. Opening hours are: | | | |
| | SX | SO | SUN |
| Inverkeilor | 0615 - 2245 | 0615 – 2245 | Closed |
| Craigo | 0630 – 2215 | 0630 - 2315 | Closed |
| Laurencekirk | 0600 – 2320 | 0600 – 2220 | 1130 – 2210 |
| Stonehaven | 0645 – 2315 | 0645 - 2315 | Closed |

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

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

3 Electrification

3.1 Electrification Limits

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

3.2 Electrification Supply Restrictions

Under normal conditions, the electrification power supplies will not place any restrictions on the use of approved electric traction. However, the Route Clearance sections of the Sectional Appendix to the Working Timetables, issued by, Network Rail do tabulate restrictions on the movement of electric trains. Refer to Table A and select Route Clearance.

Under maintenance conditions, certain sections of the electrified network may be blocked to electric traction. These restrictions are contained within the Network Rail Engineering Access Statement for the appropriate year. Additional restrictions may also arise in connection with engineering possessions requested through the Engineering Access Statement amendment procedure.

SC147 BERWICK TO EDINBURGH WAVERLEY

Due to power supply constraints in the Marshall Meadows and Innerwick feeder areas, restrictions apply to a selection of electrical services which can operate through this section.

Please consult NESA for a full list and description of this restriction.

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 1.4 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 1.5 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 stated timing points. A value "x" shall be added to the transit time to allow for the signaller's actions and sighting of the relevant signal. The planning headway is shown as "AB+x".

AB methodology may also be used to express the headway in other areas (e.g. TCB), the value "x" including the time taken to reset the route, clear the signal on entry to the section and sight the relevant signal.

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 movement, postal and test trains to be treated as passenger trains when applying margins/allowances where there is a freight/passenger difference.

Details of how to apply headways are listed in the National TPRs Section 1.5.5.

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

| SC003 CARSTAIRS SOUTH JUNCTION TO HAYMARKET EAST JUNCTION | | | |
|--|-------------|-----------|--|
| TIMING POINT | DOWN | UP | NOTES |
| Carstairs South Junction – Carstairs East Junction | 4 | 4 | |
| Carstairs East Junction – Auchengray | AB+2* | AB+2* | * Plan as Absolute Block section due to two aspect signalling. |
| Auchengray – Cobbinshaw EJ713 (Down) and Cobbinshaw EJ712 (Up) | AB+2* | AB+2* | * Plan as Absolute Block section due to two aspect signalling. |
| Cobbinshaw EJ713 (Down) and Cobbinshaw EJ712 (Up) – Midcalder Junction | AB+2* | AB+2* | * Plan as Absolute Block section due to two aspect signalling. |
| Midcalder Junction – Slateford | 4 * | 5 # \$ ^ | * Can be reduced to 3 at Midcalder Junction when the 1 st train isn't booked to call at Kirknewton and the 2 nd train is booked to call at Kirknewton. # Can be reduced to 3 at Midcalder Junction when the 1 st train is routed to Livingston South and the 2 nd train is routed to Auchengray. \$ Can be reduced to 4 at Slateford when the 1 st train is a non stop train timed to run at 95mph (maximum permitted linespeed) and the 2 nd train is routed from Craiglockhart Junction. ^ Must be increased to 7½ when first train stops at Wester Hailes and Curriehill. |
| Slateford – Haymarket | 2½ | 2½* | *See margins |

| SC007 MIDCALDER JUNCTION TO HOLYTOWN JUNCTION | | | |
|--|-------------|-----------|--|
| TIMING POINT | DOWN | UP | NOTES |
| Midcalder Junction – Shotts | 3 4 | 3 4½ | Following non-stop train Following stopping train |
| Shotts-Holytown Junction | 3½ 5½ | 3 4½ | Following non-stop train Following stopping train |

| SC011 LAW JUNCTION TO UDDINGSTON JUNCTION (VIA HOLYTOWN) | | | |
|---|------|----|-------|
| TIMING POINT | DOWN | UP | NOTES |
| Law Junction - Holytown Junction | 4 | 4 | |
| Holytown Junction – Uddingston Junction | 4 | 4 | |

| SC023 MOTHERWELL TO NEWTON (VIA HAMILTON) | | | |
|--|--------|----|---|
| TIMING POINT | DOWN | UP | NOTES |
| Motherwell – Haughhead Junction | 3 | 4½ | |
| Haughhead Junction – Hamilton Central | AB+2½* | | Single Line *Down trains may depart Haughhead Jn signal 419 and up trains may depart Hamilton Central 1 minute after the preceding train has cleared the section |
| Hamilton Central – Newton | 6 | 4½ | |

| SC024 LARKHALL TO HAUGHHEAD JUNCTION | | | |
|---|-------|----|-------------|
| TIMING POINT | DOWN | UP | NOTES |
| Larkhall – Allanton Loop | AB+1 | | Single Line |
| Allanton Loop – Haughhead Junction | AB+1½ | | Single Line |

| SC025 RUTHERGLEN TO FINNESTON 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 GREтна JUNCTION TO GLASGOW BRIDGE STREET JUNCTION (VIA KILMARNOCK) | | | |
|---|---------------|--------------|--|
| TIMING POINT | DOWN | UP | NOTES |
| Gretna Junction – Annan | 5½ 7½ 7 | 4½ 5 7 | Following non–stop Passenger. Following stopping Passenger. Following Freight |
| Annan – Dumfries | AB+2* | AB+2 | *Following train can depart/pass Annan 2 minutes after a train from Carlisle terminates at Dumfries. |
| Dumfries – Holywood | AB+2 | AB+2 | |
| Holywood – Thornhill | AB+2 | AB+2 | |
| Thornhill – Kirkconnel | AB+2 | AB+2 | |
| Kirkconnel – New Cumnock | AB+2 | AB+2 | |
| New Cumnock – Bank Junction | AB+2 | AB+2 | |
| Bank Junction - Mauchline | AB+2 | AB+2 | |
| Mauchline – Kilmarnock | AB+2 | AB+2 | |
| Kilmarnock – Lochridge Junction | AB+2 | | Single Line - TB |
| Lochridge Junction – Lugton | 8 | 9½ | Following a freight/stopping Passenger |
| | 6½ | 7 | Following a non–stop Passenger |
| Lugton – Barrhead | AB+2 | | Single Line – TCB |
| 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 – Hairmyres | AB+0* | AB+½ | *Based on preceding train depart/pass Hairmyres |
| Hairmyres – Busby | AB+0* | AB+0^ | *Based on preceding train depart/pass Busby ^Based on preceding train depart/pass Hairmyres |
| Busby – Busby Junction | 3½ | 4½ | Following non stop train |
| Busby – Busby Junction | 7 | 10* | Following train calling at all stations *Can be reduced to 8 at Busby |

| SC051 MUIRHOUSE CENTRAL JUNCTION TO MUIRHOUSE NORTH JUNCTION (VIA CATHCART) (CATHCART CIRCLE) | | | |
|--|------|----|-------|
| TIMING POINT | DOWN | UP | NOTES |
| Muirhouse Central Junction – Muirhouse North Junction | 3 | 3 | |

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

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

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

| SC061 SHIELDS JUNCTION TO PAISLEY CANAL | | | |
|--|------|----|---|
| TIMING POINT | DOWN | UP | NOTES |
| Shields Jn – Corkerhill Depot Jn | 4 | 4 | |
| Corkerhill Depot Jn – Paisley Canal | | * | Single Line with passing loop *Please refer to junction margins in section 5.3 |

| 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 | AB+1 | AB+½ | Single Line |
| Dunrod Loop – Wemyss Bay | AB+2 | AB+1 | 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 | |

| SC099 WHIFFLET NORTH JUNCTION TO RUTHERGLEN EAST JUNCTION | | | |
|--|-------------|------------|--|
| TIMING POINT | DOWN | UP | NOTES |
| Whifflet North Junction – Langloan Jn | 3 4 # | 4 5½† | # Following a freight † Following a freight |
| Langloan Jn - Carmyle | 4 4½ # | 4½ 6½ † | # Following a freight † Following a freight |
| Carmyle – Rutherglen East Junction | 3 3½ # | 4 5† | # Following a freight † Following a freight |

| SC103 GARNQUEEN NORTH JUNCTION TO COWLAIRS WEST JUNCTION | | | |
|---|-------------|-----------|---|
| TIMING POINT | DOWN | UP | NOTES |
| Garnqueen North Junction – Gartcosh Junction | 3 | 3 | |
| Gartcosh Junction – Springburn | 5 | 5 7 | Following non-stop train Following train stopping at Robroyston, Steps or Gartcosh |
| Springburn – Cowlairs West Junction | 5 | 5 | |

| SC106 SIGHTHILL WEST JUNCTION TO COWLAIRS SOUTH JUNCTION | | | |
|---|-------------|-----------|--------------|
| TIMING POINT | DOWN | UP | NOTES |
| Springburn – Cowlairs South Junction | | AB+1 | 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 | 3 | 3 | See margins as reduced headway is possible in this section |
| Newbridge Junction-Polmont | 3 4 | 3 4 | Following Passenger Following Freight |
| Polmont – Greenhill Upper Junction | 4* | 4* | *Can be reduced to 3 minutes if following a passenger/ECS that does not stop at Falkirk High. |
| 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 | AB+1½ | AB+1½ | TCB |

| SC115 COWLAIRS WEST JUNCTION TO KNIGHTSWOOD NORTH JUNCTION | | | |
|---|-------|--------|--|
| TIMING POINT | DOWN | UP | NOTES |
| Cowlairs West Junction – Cowlairs North Junction | 3* | AB+2½ | *Only one train may be shown between Cowlairs West and Cowlairs North Junctions at any time. |
| Cowlairs North Junction – Maryhill | AB+½* | AB+1½^ | *May depart Ashfield simultaneous with an arrival at Maryhill ^May arrive/pass Maryhill 3 minutes after a departure from Possilpark & Parkhouse |
| Maryhill – Westerton | AB+1½ | AB+1½ | |

| SC115(0) MARYHILL – ANNIESLAND | | | |
|---------------------------------------|-------|------|--|
| TIMING POINT | DOWN | UP | NOTES |
| Maryhill – Anniesland | AB+1* | AB+0 | Single line *Trains calling at Summerston may depart simultaneously with arrival/pass at Anniesland |

| SC116 COWLAIRS EAST JUNCTION – COWLAIRS NORTH JUNCTION | | | |
|---|------|--------|--|
| TIMING POINT | DOWN | UP | NOTES |
| Cowlairs East Junction – Cowlairs North Junction | AB+2 | AB+3½* | Single Line *May be reduced to AB+2½ if (1) applied approaching Cowlairs North or train calls at Possilpark or Ashfield |

| SC117 GRANGEMOUTH JUNCTION TO GRANGEMOUTH NR BOUNDARY | | | |
|--|------|------|-------------|
| TIMING POINT | DOWN | UP | NOTES |
| Grangemouth Oil Refinery – Fouldubs Junction | AB+2 | | Single Line |
| Fouldubs Junction – Grangemouth Junction | AB+2 | AB+2 | |

| SC119 GREENHILL UPPER JUNCTION TO DUNDEE CENTRAL JUNCTION | | | |
|--|----------|-----------------|---|
| TIMING POINT | DOWN | UP | NOTES |
| Greenhill Upper – Larbert Junction | 3 3 | 2½ 3½ | Following Passenger Following Freight |
| Larbert Junction – Stirling (inclusive) | 4 | 4 ^{\$} | \$ On the Up, a train shunting at Stirling Middle may depart Stirling 3 minutes after the prior Up train has departed |
| Stirling (exclusive) – Dunblane | 4 | 7 [#] | # On the Up, a train stopping at Bridge of Allan may depart Dunblane 4 minutes after a non-stopping service |
| Dunblane – Dunblane Signal DB43 | AB+2 | | |
| Dunblane Signal DB43 – Greenloaning | AB+2 | | |
| Dunblane – Greenloaning | | AB+2 | |
| Greenloaning – Blackford | AB+2 | AB+2 | |
| Blackford-Auchterarder | AB+2 | AB+2 | |
| Auchterarder-Hilton Jn | 4½ 6½ | 4½ 7½ | Following Passenger Following Freight |
| Hilton Junction – Perth | 4 | 5 | |
| Perth – Barnhill | AB+2 | Single Line | |
| Barnhill – Errol | AB+2 | AB+2 | |
| Errol – Longforgan | AB+2 | AB+2 | |
| Longforgan – Dundee Central Junction | AB+2 | AB+2 | |

| SC123 BATHGATE TO HELENSBURGH (VIA SINGER) | | | |
|---|------|----|-------------------------|
| TIMING POINT | DOWN | UP | NOTES |
| Bathgate – Bellgrove | 4 | 4 | |
| Bellgrove – Finnieston East/West Junctions | 2½ | 3 | Please refer to margins |
| Finnieston East/West Junctions – Hyndland East Junction | 2½ | 2½ | |
| Hyndland East Junction – Westerton | 3 | 3½ | |
| Westerton – Dalmuir | 3½ | 3½ | |
| Dalmuir – Dalreoch | 4 | 4 | Please refer to Margins |
| Dalreoch – Craigendoran Junction | 4½ | 4 | |
| Craigendoran Junction – Helensburgh Central | TCB | | Single Line |

| SC125 HYNDLAND EAST JUNCTION TO DALMUIR | | | |
|--|------|----|-------|
| TIMING POINT | DOWN | UP | NOTES |
| Hyndland East – Dalmuir Via Yoker | 3 | 3 | |

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

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

| SC133 WESTERTON TO MILNGAVIE | | | |
|---|-------------|-----------|--------------|
| TIMING POINT | DOWN | UP | NOTES |
| Please refer to junction margins in section 5.3 | | | |

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

| SC141 CRAIGENDORAN JUNCTION TO FORT WILLIAM | | | |
|--|-------------|-----------|--|
| TIMING POINT | DOWN | UP | NOTES |
| RB: A following train must wait 1 minute for the train in front to clear the section and then 1 minute to carry out a token exchange before it can depart. | | | |
| Craigendoran Junction – Helensburgh Upper | AB+2 | | Single Line - TCB |
| Helensburgh Upper – Garelochhead | RB | | Single Line |
| Garelochhead – Glen Douglas | RB* | | Single Line. *Long Section Token can be given between Garelochhead and Arrochar & Tarbet in both directions if available. |
| Glen Douglas – Arrochar & Tarbet | RB* | | Single Line. *Long Section Token can be given between Garelochhead and Arrochar & Tarbet in both directions if available. |
| Arrochar & Tarbet – Ardlui | RB* | | Single Line. *Long Section Token can be given between Arrochar & Tarbet and Crianlarich in both directions if available. |
| Ardlui – Crianlarich | RB* | | Single Line. *Long Section Token can be given between Arrochar & Tarbet and Crianlarich in both directions if available. |
| Crianlarich – Upper Tyndrum | RB | | Single Line |
| Upper Tyndrum – Bridge of Orchy | RB | | Single Line |
| Bridge of Orchy – Gorton | RB* | | Single Line. *Long Section Token can be given between Bridge of Orchy and Rannoch in both directions if available. |
| Gorton – Rannoch | RB* | | Single Line. *Long Section Token can be given between Bridge of Orchy and Rannoch in both directions if available. |
| Rannoch – Corroul | RB* | | Single Line. *Long Section Token can be given between Rannoch and Tulloch in both directions if available. |
| Corroul – Tulloch | RB* | | Single Line. *Long Section Token can be given between Rannoch and Tulloch in both directions if available. |
| Tulloch – Roy Bridge | RB* | | Single Line. *Long Section Token can be given between Tulloch and Spean Bridge in both directions if available. |
| Roy Bridge – Spean Bridge | RB* | | Single Line. *Long Section Token can be given between Tulloch and Spean Bridge in both directions if available. |
| Spean Bridge – Fort William Junction | RB | | Single Line |
| Fort William Junction – Fort William | TCB | | Single Line Towards Fort William Station: First train from Spean Bridge 3½ First train from Banavie 4 Away from Fort William Station: First train towards Spean Bridge 4 First train towards Banavie 5 |

| SC143 CRIANLARICH TO OBAN | | | |
|--|-------------|-----------|--|
| TIMING POINT | DOWN | UP | NOTES |
| RB: A following train must wait 1 minute for the train in front to clear the section and then 1 minute to carry out a token exchange before it can depart. | | | |
| Crianlarich – Tyndrum Lower | RB | | Single Line |
| Tyndrum Lower – Dalmally | RB* | | Single Line. *Long Section Token can be given between Tyndrum Lower and Taynuilt in both directions if available. |
| Dalmally – Taynuilt | RB* | | Single Line. *Long Section Token can be given between Tyndrum Lower and Taynuilt in both directions if available. |
| Taynuilt – Connel Ferry | RB* | | Single Line. *Long Section Token can be given between Taynuilt and Oban in both directions if available. |
| Connel Ferry – Oban | RB* | | Single Line. *Long Section Token can be given between Taynuilt and Oban in both directions if available. |

| SC145 FORT WILLIAM TO MALLAIG | | | |
|--|-------------|-----------|---|
| TIMING POINT | DOWN | UP | NOTES |
| RB: A following train must wait 1 minute for the train in front to clear the section and then 1 minute to carry out a token exchange before it can depart. | | | |
| Fort William Junction – Loch Eil Outward Bound | RB* | | Single Line *Long Section Token can be given between Fort William Junction and Glenfinnan in both directions if available. |
| Loch Eil Outward Bound – Glenfinnan | RB* | | Single Line *Long Section Token can be given between Fort William Junction and Glenfinnan in both directions if available. |
| Glenfinnan – Arisaig | RB* | | Single Line *Long Section Token can be given between Glenfinnan and Mallaig in both directions if available. |
| Arisaig – Mallaig | RB* | | Single Line *Long Section Token can be given between Glenfinnan and Mallaig in both directions if available. |

| SC147 BERWICK TO EDINBURGH WAVERLEY | | | |
|--|-------------|-----------|---|
| TIMING POINT | DOWN | UP | NOTES |
| Reston EG402/EG403 – Oxwellmains (inclusive) | 4 | 4 | |
| Oxwellmains (exclusive) – Portobello Junction (excl. Down; incl. Up) | 3 4 | 3 4 | Following non-stop passenger Following freight or stopping passenger |
| Portobello Junction (incl. Down; excl. Up) – 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 | 4½* ^ | | Single line *Up direction only, please refer to section 5.3 Junction Margins and Station Planning Rules for down direction. ^Maximum of two trains in route section |

| SC163 PORTOBELLO JUNCTION TO NIDDRIE WEST JUNCTION (SUBURBAN LINE) | | | |
|---|------|----|-------|
| TIMING POINT | DOWN | UP | NOTES |
| Portobello Junction – Niddrie West Junction | AB+2 | | |

| SC164 TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION | | | |
|---|-------|--------|--|
| TIMING POINT | DOWN | UP | NOTES |
| Tweedbank – Bowland Junction | AB+1½ | AB+1½ | Single Line |
| Bowland Junction – Galabank Junction | AB+1½ | AB+1½ | TCB |
| Galabank Junction – Tynehead Junction | AB+2 | AB+2 | Single Line |
| Tynehead Junction – Fushiebridge Junction | AB+2 | AB+2 | TCB |
| Fushiebridge Junction – Kings Gate Junction | AB+2 | AB+1½ | Single Line |
| Kings Gate Junction – Newcraighall South Junction | AB+2 | AB+2½* | TCB |
| Newcraighall South Junction – Newcraighall | AB+2 | | Single Line *Up trains may depart Newcraighall 1 minute after preceding train passes King's Gate Junction |

**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 | AB+2 | AB+3 | TCB |

SC169 GORGIE JN TO HAYMARKET CENTRAL JN

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------------|------|----|--------------|
| Gorgie Jn – Haymarket Central Jn | AB+2 | | Single Line. |

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

| TIMING POINT | DOWN | UP | NOTES |
|---|--------|--------|---|
| Haymarket West Junction – Inverkeithing (Inclusive) | 3 | 3 | |
| Inverkeithing (Exclusive) – Ladybank (Inclusive) | 4 3 | 4 3 | Following a stopping service Following a non-stop service |
| Ladybank – Cupar | AB+½*^ | 4 | *Based on preceding train pass/arrive Cupar ^Refer to section 5.3 for additional margin |
| Cupar – Leuchars | AB+1½* | AB+2 | *Based on preceding train pass/depart Leuchars |
| Leuchars – Tay Bridge South | AB+2 | | |
| St Fort IB - Leuchars | | AB+1½* | *Based on preceding train pass/arrive Leuchars |
| Tay Bridge South – St Fort IB | | AB+1½ | |
| Tay Bridge South – Dundee Central Junction | TCB | TCB | Signaled 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 | |

SC177 THORNTON NORTH JUNCTION TO LEVEN

| TIMING POINT | DOWN | UP | NOTES |
|---|--------|------|---|
| Thornton North Junction – Earlseat Junction | AB+3½* | AB+2 | Single line *May be reduced to minimum AB+2 with pathing applied at Earlseat Jn equal to reduction. |
| Earlseat Junction – Leven | AB–½ | AB–1 | Down trains may be held at ETL577 signal, beyond Earlseat Junction, awaiting entry to section to Leven. |

SC181 LADYBANK JUNCTION TO HILTON JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------|-------|-------|-------------|
| Ladybank(Exclusive) – Newburgh | AB+1½ | AB+1½ | Single Line |
| Newburgh – Hilton Jn | AB+1½ | AB+2 | 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 – Dundee | * | * | *Refer to margins |
| Dundee – Broughty Ferry | 5 | 5 | |
| Broughty Ferry – Carnoustie | AB+2 | AB+2 | |
| Carnoustie – Arbroath | AB+2 | AB+2 | |
| Arbroath – Inverkeilor | AB+2 | AB+2 | |
| Inverkeilor – Usan | AB+2 | AB+2 | |
| Usan – Montrose | | AB+2 | Single Line |
| Montrose – Craigo | AB+2 | AB+2 | |
| Craigo – Laurencekirk | AB+2 | AB+2 | |
| Laurencekirk – Carmont | AB+2 | AB+2 | |
| Carmont – Stonehaven | AB+2 | AB+2 | |
| Stonehaven – Newtonhill A223/A222 | AB+2 | AB+2 | |
| Newtonhill A223/A222 – Aberdeen A229/A230 | AB+2 | AB+2 | TCB |
| Aberdeen A229/A230 – Aberdeen A55/A56 (inclusive) | AB+2 | AB+2 | TCB |
| Aberdeen A55/A56 (exclusive) – Aberdeen | 3 | 3 | |

| SC193 PERTH TO INVERNESS | | | |
|---------------------------------|-------------|-----------|-------------------|
| TIMING POINT | DOWN | UP | NOTES |
| Perth – Stanley | 5 | 5 | |
| Stanley – Dunkeld & Birnam | AB+2 | | Single Line - TB |
| Dunkeld & Birnam – Pitlochry | AB+2 | | Single Line - TB |
| Pitlochry – Blair Atholl | AB+2 | | Single Line - TB |
| Blair Atholl – Dalnacardoch | AB+2 | AB+2 | |
| Dalnacardoch – Dalnaspidal | AB+2 | AB+2 | |
| Dalnaspidal – Dalwhinnie | AB+2 | AB+2 | |
| Dalwhinnie – Kingussie | AB+2 | | Single Line - TB |
| Kingussie – Kincaig | AB+2 | | Single Line - TCB |
| Kincaig – Aviemore | AB+2 | | Single Line - TCB |
| Aviemore – Carrbridge | AB+2 | | Single Line - TCB |
| Carrbridge – Slochd | AB+2 | | Single Line - TCB |
| Slochd – Tomatin | AB+2 | | Single Line - TCB |
| Tomatin – Moy | AB+2 | | Single Line - TCB |
| Moy – Culloden | AB+2 | | Single Line - TCB |
| Culloden – Millburn Junction | 5 | 5 | |
| Millburn Junction – Inverness | 4 | 4 | |

| SC195 ABERDEEN TO INVERNESS | | | |
|------------------------------------|-------------|-----------|--|
| TIMING POINT | DOWN | UP | NOTES |
| Aberdeen-Berryden Junction | AB+2 | | Single Line – TCB |
| Berryden Junction – Inverurie | 4 | 4 | |
| Inverurie – Inch | AB+2 | | Single Line – TCB |
| Inch – Kennethmont | AB+2 | AB+2 | |
| Kennethmont – Huntly | AB+2 | | Single Line - TB |
| Huntly – Keith Loop | AB+2 | | Single Line - TB |
| Keith Loop – Elgin | AB+2 | | Single Line |
| Elgin – Forres | AB+2 | | Single line - TCB Down: 2nd train can D=depart Elgin same time that the 1st train arrives Forres Up: 2nd train can Depart Forres 1 minute after the 1st train arrives Elgin |
| Forres – Nairn | AB+2 | | Single line - TCB Down: 2nd train can depart Forres 1 minute after the 1st train arrives Nairn Up: 2nd train can Depart Nairn same time that 1st train arrives Forres |
| Nairn – Inverness Airport | AB+2 | | Single Line |
| Inverness Airport – Millburn Jn | AB+2 | | Single line - TCB Down: 2nd train can depart Inverness Airport or Dalcross Freight Facility 1 minute after the 1st train passes Millburn Jn Up: 2nd train can pass Millburn Jn 1 minute after the 1st train arrives/passes Inverness Airport |
| Millburn Jn – Inverness | TCB | | Refer to SC193 |

| SC197 KITTYBREWSTER JUNCTION TO WATERLOO GOODS (GOODS LINE) | | | |
|--|-------------|-----------|--------------|
| TIMING POINT | DOWN | UP | NOTES |
| Kittybrewster Junction – Aberdeen Waterloo Goods | | OT | Single Line |

| SC203 INVERNESS TO WICK | | | |
|--|-------------|-----------|--|
| TIMING POINT | DOWN | UP | NOTES |
| RB: A following train must wait 1 minute for the train in front to clear the section and then 1 minute to carry out a token exchange before it can depart. | | | |
| Inverness – Clunes IB Signal | RB* | | Single Line. *Long Section Token can be given between Inverness and Muir of Ord in both directions if available. |
| Clunes IB Signal – Muir of Ord | RB* | | Single Line *Long Section Token can be given between Inverness and Muir of Ord in both directions if available. |
| Muir of Ord – Dingwall | RB | | Single Line |
| Dingwall – Evanton IB Signal | RB* | | Single Line *Long Section Token can be given between Dingwall and Invergordon in both directions if available. |
| Evanton IB Signal - Invergordon | RB* | | Single Line *Long Section Token can be given between Dingwall and Invergordon in both directions if available. |
| Invergordon - Fearn | RB* | | Single Line *Long Section Token can be given between Invergordon and Tain in both directions if available. |
| Fearn – Tain | RB* | | Single Line *Long Section Token can be given between Invergordon and Tain in both directions if available. |
| Tain – Ardgay | RB* | | Single Line *Long Section Token can be given between Tain and Lairg in both directions if available. |
| Ardgay – Lairg | RB* | | Single Line *Long Section Token can be given between Tain and Lairg in both directions if available. |
| Lairg – Rogart | RB* | | Single Line *Long Section Token can be given between Lairg and Brora in both directions if available. |
| Rogart - Brora | RB* | | Single Line *Long Section Token can be given between Lairg and Brora in both directions if available. |
| Brora – Helmsdale | RB* | | Single Line *Long Section Token can be given between Brora and Forsinard in both directions if available. |
| Helmsdale – Forsinard | RB* | | Single Line *Long Section Token can be given between Brora and Forsinard in both directions if available. |
| Forsinard - Halkirk | RB* | RB | Single Line *Long Section Token can be given between Forsinard and Georgemas Junction in the Down direction if available. In the Up direction Georgemas Junction to Forsinard is one section only. |
| Halkirk – Georgemas Junction | RB* | RB | Single Line *Long Section Token can be given between Forsinard and Georgemas Junction in the Down direction if available. In the Up direction Georgemas Junction to Forsinard is one section only. |

| SC203 INVERNESS TO WICK | | | |
|--------------------------------|-------------|-----------|--|
| TIMING POINT | DOWN | UP | NOTES |
| Georgemas Junction – Bower | RB | RB* | Single Line *Long Section Token can be given between Wick and Georgemas Junction in the Up direction if available. In the Down direction Georgemas Junction to Wick is one section only. |
| Bower – Wick | RB | RB* | Single Line *Long Section Token can be given between Wick and Georgemas Junction in the Up direction if available. In the Down direction Georgemas Junction to Wick is one section only. |

| SC205 DINGWALL TO KYLE OF LOCHALSH | | | |
|--|-------------|-----------|---|
| TIMING POINT | DOWN | UP | NOTES |
| RB: A following train must wait 1 minute for the train in front to clear the section and then 1 minute to carry out a token exchange before it can depart. | | | |
| | | | |
| Dingwall – Fodderty IB Signal | | RB* | Single Line. *Long Section Token can be given between Dingwall and Garve in both directions if available. |
| Fodderty IB Signal – Garve | | RB* | Single Line. *Long Section Token can be given between Dingwall and Garve in both directions if available. |
| Garve – Achnasheen | | RB* | Single Line. *Long Section Token can be given between Garve and Strathcarron in both directions if available. |
| Achnasheen – Strathcarron | | RB* | Single Line. *Long Section Token can be given between Garve and Strathcarron in both directions if available. |
| Strathcarron – Stromeferry | | RB* | Single Line *Long Section Token can be given between Strathcarron and Kyle of Lochalsh in both directions if available |
| Stromeferry – Kyle of Lochalsh | | RB* | Single Line *Long Section Token can be given between Strathcarron and Kyle of Lochalsh in both directions if available |

| SC207 GEORGEMAS JUNCTION TO THURSO | | | |
|--|-------------|-----------|--------------|
| TIMING POINT | DOWN | UP | NOTES |
| RB: A following train must wait 1 minute for the train in front to clear the section and then 1 minute to carry out a token exchange before it can depart. | | | |
| Georgemas Junction – Thurso | | RB | Single Line |

5.2.2 General Capacity Constraints

Where single line working is to operate or trains are to be routed to run on a line other than that normally planned for them, constraints on capacity will apply – see Engineering Access Statement.

The following special capacity and timing restrictions apply in addition to the constraints stated elsewhere in this document:

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

5.3 Junction Margins and Station Planning Rules

Line of route

The definition for Junction Margins and Station Planning Rules is listed in Section 1.6 – 1.10 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, postal and test trains to be treated as passenger trains when applying margins/allowances where there is a freight/passenger difference.

| STANDARD VALUES – MINIMUM | | |
|--|------------------------|---|
| Adjustment allowance for running brake tests | | |
| Running brake tests must be carried out at the first opportunity after beginning a journey/crew change. These allowances are not necessarily listed at individual timing points. Additional adjustment time to allow for running brake tests should be agreed between the respective NR and Operator planners. | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Terminating trains arriving on half-minutes in final timing link (except LNER, ScotRail, TPE) | IT system requirements | ½ |
| CrossCountry* and freight^ schedules must depart from origin and terminate at destination on a whole minute. (This is due to IT system requirements – *Intergrale, ^TOPS) | | |
| Attachment of Locomotives/Units | | |
| MU | | 6 |
| 22X & 80X | | 7 |
| Connectional Allowance | | 5 |
| Detachment of Locomotives/Units: | | |
| MU | | 4 |
| 22X & 80X | | 7 |
| 385 | | 5 |
| Dwell Time | | |
| Loco hauled slam door stock | 1½* | *3 at unstaffed stations except with two on-board operational staff |
| HST (Power Doors) | 1½ | |
| Class 150, 156, Sliding Door EMU | ½ | |
| Class 158, 170 | 45 secs | |
| Class 390 | 2 | |
| Class 397 | 1½ | (1 if Set Down/Pick up only) |
| Mark IV stock | 1½ | |
| Class 22X | 1½ | |
| Class 80X | 2 | |
| ScotRail service when changing driver | 2 | |

| | |
|---|---|
| Junction Margin | 3 pass/arrive following pass or pass/arrive following depart |
| Arrive to Depart Margin | |
| Resetting of route for a departing service following the pass or arrival of a conflicting inwards service | 1 |
| Reversal | |
| ScotRail DMU/EMU (excluding class 380/385) | 5 not including coupling / uncoupling sets 7 when a driver change takes place 8 including coupling / uncoupling sets 3 if two drivers are provided and only with prior agreement from the operator |
| Class 380/385 | 5 7 when a driver change takes place 10 including coupling / uncoupling sets 12 when a driver change takes place including coupling / uncoupling sets 3 if two drivers are provided and only with prior agreement from the operator |
| ScotRail HST | 7 |
| LNER 80X | 8 5 if two drivers are provided and only with prior agreement from the operator |
| Class 22x | 5 CrossCountry Trains only 6 Avanti West Coast Only |
| 2 x Class 22x | 6 CrossCountry Trains only 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 |
| Before/After propelling move | 2 |
| Turnround | |
| ScotRail DMU/EMU (excluding class 380/385) | 5 not including coupling / uncoupling sets 7 when a driver change takes place 8 including coupling / uncoupling sets 3 if two drivers are provided and only with prior agreement from the operator |
| Class 380/385 | 5 7 when a driver change takes place 10 including coupling / uncoupling sets 12 when a driver change takes place including coupling / uncoupling sets 3 if two drivers are provided and only with prior agreement from the operator |
| CrossCountry 22x Train Preparation Allowances – minimum platform standing allowance between ECS arrival from depot and passenger train departure | |
| 1 x 22x | 15 |
| 2 x 22x | 20 |
| By exception, allowances for 'Train Preparation' (above) may be reduced after discussion and agreement between CrossCountry and Network Rail | |
| CrossCountry 22x Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ECS departure to depot | |
| 1 x 22x departing in same direction as arrival | 8 |
| 1 x 22x departing in reverse direction to arrival | 10 |
| 2 x 22x departing in same direction as arrival | 15 |
| 2 x 22x departing in reverse direction to arrival | 20 |

THE FOLLOWING INFORMATION SHOWS THE EXCEPTIONS TO THESE STANDARD VALUES

| SC001 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK) |
|---|
| Gretna Jn |
| Please refer to Line of Route NW4001 (LNW Timetable Planning Rules) |

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

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

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

| Carstairs South Junction | | |
|---|---|--|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down trains to Carstairs D.P.L. | Flashing yellows | ½ |
| Down trains to Carstairs station | Approach control | 1 |
| Down trains to Carstairs East Junction | Flashing yellows | ½ * |
| * Value can only be applied if no pathing allowance is applied approaching Carstairs South or East Junctions. Otherwise 1 minute must be applied. | | |
| Movement Up | Reason | Value |
| Trains from Carstairs East Junction to Abington | Acceleration allowance | 1 397* 2 Except 397* 3 Sleeper Service* |
| Up trains stopping at Carstairs | Acceleration allowance | ½ All except sleeper* 1½ Sleeper Services only* |
| Up trains stopping at Carstairs UPL / Up trains from Ravenstruther | Acceleration allowance | ½ * |
| *Value to be applied approaching next timing point | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down pass to Carstairs East | Up Freight pass from Carstairs North Junction | 3½ |
| Up pass from Carstairs North Junction via mainline | Down pass to Carstairs East | 2½ * |
| Up pass from Carstairs East or via Carstairs station | Down pass to Carstairs East | 3* |
| Up pass from Carstairs North Junction (not stopping Carstairs Station) | Up pass from Carstairs East | 3 |
| * May be reduced to 2 if {1} is applied approaching Carstairs South Junction and at least ½ minute of pathing or adjustment is applied approaching Carstairs East Junction. | | |

| Carstairs Station | | |
|--|-------------------------------------|---------------|
| Platform End Margins | | |
| First Movement | Second Movement | Margin |
| Depart to Carstairs South Jn | Arrive from Carstairs East Jn | 5 |
| Depart to Carstairs East Jn | Arrive from Carstairs South Jn | 4½ |
| Overlap Margins | | |
| First Movement | Second Movement | Margin |
| Arrive from Carstairs North Jn | Arrive from Carstairs East/South Jn | 4 |
| Arrive from Carstairs East/South Jn | Arrive from Carstairs North Jn | 2 |
| Restriction | | |
| Pathing time must not be inserted between Carstairs Station and Carstairs South Junction or vice versa due to there being no intermediate signals. | | |

| Carstairs North Junction | | |
|--|---|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Departing Carstairs DPL or UPL towards Lanark Jn | Acceleration (Passenger and freight up to 800t) | 1* |
| | Acceleration (Freight 1000t to 1600t) | 1½ * |
| | Acceleration (Freight 1800t and greater) | 2* |
| Pass via Carstairs station or Carstairs chord | Acceleration (Passenger and freight up to 1400t) | ½ * |
| | Acceleration (Freight 1600t to 1800t) | 1* |
| | Acceleration (Freight 2000t and greater) | 1½ * |
| *Value to be applied approaching next timing point | | |
| Movement Up | Reason | Value |
| Up train stopping Carstairs U.P.L. | Approach Control | 1½ |
| Train routed to Carstairs East Junction/Carstairs via UPL | Flashing Yellows | ½ * |
| Train routed towards Carstairs via Platform Line | Approach Control | 1 |
| * Value may only be applied if no pathing allowance is applied approaching Carstairs station or Carstairs East Junction. Otherwise 1 minute to be applied. | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down freight arrive DPL | Down pass on Down Main from Carstairs station (via Platform Line) | 2 |
| Down pass from Carstairs/Carstairs East Junction | Conflicting up pass | 3½ |

| 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 | | |

| 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 | Pass to Lanark | 2½ |

| Carlisle | | |
|--|---------------------------------|--------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Trains timed as 385 that have come from Lanark | Slow speed over Lanark Junction | ½ |

| Law Junction | | |
|--|--|------------------------------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Trains timed as 385 that have come from Lanark which do not call at Carluke | Slow speed over Lanark Junction | ½ |
| Trains departing from Law Junction Down Loop | Acceleration | 2 Approaching next timing point |
| Movement Up | Reason | Value |
| Pass from Wishaw timed at over 75mph, not stopping at Carluke | Acceleration | 1 Approaching next timing point |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train to Wishaw lines | Up train from Motherwell | 3½ |
| Up train pass from Motherwell | Up train pass from Wishaw | 2 |
| Up Freight arrives UPL | Up non-stop passes on Up Main | 5½ |
| 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 Loop to Motherwell | 3 |
| Down Goods pass to Motherwell | Depart Down Loop to Motherwell | 4 |
| Down pass to Motherwell | Depart Down Loop to Wishaw | 1 |
| Down pass to Wishaw | Depart Down Loop to Motherwell | 1 |
| Down pass to Wishaw | Depart Down 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 |
| *Can be reduced to 3 minutes if (1) pathing inserted between Law Junction and Wishaw | | |
| Planning Note | | |
| Trains booked a pathing stop on the Down Main must have a minimum dwell time of 1 minute to allow for the overlap to timeout and route reset | | |

| Shieldmuir RMT | | |
|--|------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down pass Shieldmuir | Depart M477 to RMT | 1 |
| Depart M477 to RMT | Down pass Shieldmuir | 4 |
| Depart M477 to RMT | Up pass Shieldmuir | 4 |
| Up Depart RMT | Down pass Shieldmuir | 4 |
| Restrictions | | |
| If terminal is occupied, second train must: | | |
| a. If arriving direct from the North end, include a ½minute OP stop at Shieldmuir Station; or | | |
| b. If arriving from the North requiring reversal into the RMT, run up from Shieldmuir Station to Signal M477 on the Up Main and reverse into the RMT, requiring 5 minutes for RM stop. | | |

| Shieldmuir | | |
|---|-----------------------------------|---------------|
| Adjustments to Sectional Running Times | | |
| Movement up | Reason | Value |
| Up train pass to Wishaw | Approach Control | 1 |
| Up train pass to RMT | Approach Control | 1½ |
| Up train travelling to Wishaw that is calling at Shieldmuir | Approach Control | ½ |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down pass | Up pass to RMT | 3½ |
| Down depart | Up pass to RMT | 4½ |
| Depart/pass to RMT | Down pass | 4 |
| Depart/pass to RMT | Down arrive from Law Junction | 4 |
| Depart/pass to RMT/Law Junction | Down arrive from Wishaw | 3½ |
| Down pass from Law Junction | Down arrive from Wishaw | 3½* |
| Down pass/arrive from Wishaw | Up arrive from Motherwell | 3½ |
| Down pass/arrive from Wishaw | Up pass (stopping Motherwell) | 3 |
| Down pass/arrive from Wishaw | Up pass (not stopping Motherwell) | 2½ |
| *Can be reduced to 2½ if {1} added before Shieldmuir | | |

| Dalzell Loop | | |
|--|------------------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up depart Shieldmuir towards Wishaw | Up depart Loop towards Law | 2 |
| Up depart Shieldmuir towards Law Junction | Up depart Loop towards Law | 3½ |
| Up depart Shieldmuir towards Wishaw | Up depart Loop towards Wishaw | 3½ |
| Up depart Shieldmuir towards Law Junction | Up depart Loop towards Wishaw | 2 |
| Up pass Shieldmuir towards Wishaw | Up depart Loop towards Law | 1 |
| Up pass Shieldmuir towards Law Junction | Up depart Loop towards Law | 2½ |
| Up pass Shieldmuir towards Wishaw | Up depart Loop towards Wishaw | 2½ |
| Up pass Shieldmuir towards Law Junction | Up depart Loop towards Wishaw | 1 |
| Down pass/arrive Shieldmuir from Wishaw | Up depart Loop | 1 |
| Up arrive Loop | Up arrive Platform 1 at Motherwell | 2 |
| Up arrive Loop | Up pass Platform 1 at Motherwell | 2½ |
| Planning Notes | | |
| Up trains to Up Goods Loop must have ½ minute OP stop in Platform 1 at Motherwell to depart on a sub signal. No pathing or other allowances to be applied between Motherwell and Up Goods Loop. No pathing or other allowances to be applied between Up Goods Loop and Shieldmuir. | | |

| Motherwell | | |
|--|---|---|
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| All trains from Uddingston Junction routed into Platform 3 / Platform 4 / Hamilton Goods Loop / Motherwell Weighs C.S. | Approach Control | 1 |
| Up train that has come from Mossend South Junction not stopping at Motherwell | Acceleration | 1 approaching next timing point |
| Movement Down | Reason | Value |
| All trains from Shieldmuir routed to pass towards Mossend South Jn | Approach Control before Motherwell for slow speed crossover | 2 |
| Dwell Time | | |
| DMU/EMU | 1 | |
| LH, 390 | 1½ | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| 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 ^s |
| 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, Braidhurst 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, Braidhurst 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 arrival from North | 3 |
| Depart/pass from Station to Braidhurst Loop/Motherwell Depot | Arrival/Pass from Uddingston towards Law Jn | 4 |
| Depart/pass from Station to Braidhurst Loop/Motherwell Depot | From Uddingston to Hamilton Line | 4& |
| Hamilton Lines: Platforms 3, 4 and Goods Loop. | | |

| Motherwell | | |
|---|------------------------|---------------|
| * 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. | | |
| & Trains can arrive simultaneously towards Hamilton provided no movement is taking place from platform 4 to Uddingston. | | |
| Minimum Turnround Reversing in Platforms 3 and 4 | | |
| DMU/EMU not exceeding 3 Car | | 3 |
| Platform Re-occupation | | |
| First Movement | Second Movement | Margin |
| Depart Platform 1 | Arrive Platform 1 | 3** |
| Depart Platform 2 | Arrive/Pass Platform 2 | 3 |
| Depart Platform 3 | Arrive Platform 3 | 3** |
| Depart Platform 4 | Arrive Platform 4 | 2½ |
| **Can be reduced to 2 minutes if (1) inserted approaching Motherwell | | |

| Motherwell Derby CS | | |
|--|---|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up stopping train departs Motherwell | Up train departs Motherwell Derby CS (using same platform) | 1 |
| Up stopping train arrives Motherwell | Up train departs Motherwell Derby CS (using different platform) | 1 |
| Down train arrives Motherwell Derby CS | Down stopping train arrives Motherwell (using same platform) | 1 |
| Down train arrives Motherwell Derby CS | Down stopping train departs Motherwell (using different platform) | 1 |
| Down train arrives Motherwell Derby CS | Down non stop train passes Motherwell | 2 |
| Down train arrives Motherwell Derby CS | Up train in conflicting move arr/pass Motherwell | 2 |

| Uddingston / Uddingston Junction | | |
|--|---|--------------------|
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Up Trains calling at both Uddingston and Bellshill approaching Bellshill | Acceleration to line speed. | ½ 158 1 150/156 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass Uddingston Junction from Holytown | Depart to Motherwell | 1 |
| Pass Uddingston Junction from Holytown | Pass to Motherwell | 3 |
| Pass/depart to Motherwell | Pass from Down Holytown (calling Bellshill) | 3 |
| Pass/depart to Motherwell | MU pass from Holytown (not calling Bellshill) | 3 |
| Pass/depart to Motherwell | LH pass from Holytown (not calling Bellshill) | 4 |
| Restriction | | |
| Whilst a train is in transit between Uddingston Junction and Viewpark Sidings, a second train cannot be timed towards Mossend West until 1 minute after the first train has come to a stand in Viewpark Sidings. | | |
| Platform Re-occupation | | |
| First Movement | Second Movement | Margin |
| Up depart to Bellshill | Up arrive | 3 |
| Restriction | | |
| Pathing time must not be used between Uddingston Junction & Uddingston, owing to signaling constraints. | | |

| Newton East Junction | | |
|--|---|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass Down Main | Depart South Connecting Line | 1 |
| Pass Down Main | Depart Newton to Uddingston | 1 |
| Up pass/depart from South Connecting Line | Depart Uddingston | 1 |
| Up pass/depart from South Connecting Line | Pass from Uddingston (not calling Uddingston) | 3 |
| Restriction | | |
| Down trains cannot stand on South Connecting Line, except when reversing from Newton Station. No pathing time or other allowances to be inserted between Newton East Junction and Newton in Down direction. | | |

| Newton |
|----------------|
| Refer to SC023 |

| Newton West Junction | | |
|-----------------------------|------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass Down Main | Pass to Newton | 2 |
| Pass to Newton | Pass Down Main | 2½ |
| Pass Down Main | Depart to Newton | 1 |

| Cambuslang | |
|-------------------------------|---|
| Connectional Allowance | 3 |
| Platform Re-occupation | 3 |

| Rutherglen East Junction | | |
|--|------------------------------|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train from Newton West Junction to Down Slow | Flashing Yellows | 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 | Acceleration | 1* |
| *Applied approaching next timing point | | |
| 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 | | |
|---|---------------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Passenger Pass Down Slow to Down Argyle | Pass Rutherglen East Jn Up Slow | 3 |
| 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 |
| Movement Up | | |
| Movement Up | Reason | Value |
| Up train from Up fast going to Up Slow | Approach Control | ½ |
| | Acceleration allowance | ½ |
| Train passing from Polmadie Up / Down Clydesdale to Up Fast / Up Slow | Acceleration allowance | 1 MU 2 LH |
| Train departing Polmadie Up / Down Clydesdale to Up Fast / Up Slow | Acceleration allowance | 1 MU 3 LH |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass Down Fast / Down Slow | Pass from Polmadie Up Clydesdale to Up Slow | 3½ |
| Pass Down Fast / Down Slow / Up Fast | Up depart Polmadie Up / Down Clydesdale | 1 |
| Pass Down Fast / Up Fast | Pass Down Slow to Polmadie Up / Down Clydesdale | 3 |
| Pass from Polmadie Up / Down Clydesdale | Pass Down Fast | 4 |
| Pass Down Slow to Polmadie Up / Down Clydesdale | Pass Down Fast | 4 |
| 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 |

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

| Larkfield Junction and Polmadie West End | | |
|---|--|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down trains from Down Fast to Down Clydesdale | Approach Control signal | ½ |
| Down trains from Down Slow to Down Clydesdale / Down Fast | Approach Control signal | ½ |
| Movement Up | Reason | Value |
| Up train from Up fast going to Up Slow | Approach Control | 1 |
| | Acceleration allowance approaching Shawfield | ½ |
| Up train from Up fast going to Polmadie Up / Down Clydesdale / Polmadie CMD | Approach Control | 1 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass Up Slow / Down Slow | Depart Polmadie G779/781 | 2 |
| Depart Polmadie G779 | Pass Up Slow from Eglinton Street | 3 |
| Depart Polmadie G779 | Pass Up Slow from Up Clydesdale | 3½ MU 4 LH |
| Pass Down Slow | Pass Up Fast to Up Slow | 2 |
| Pass Up Fast to Up Slow | Pass Down Slow | 3 |
| Pass Up Fast | Pass Up Clydesdale to Up Slow | 3 MU 3½ LH |
| Pass Up Fast | Pass Up Slow to Up Clydesdale | 2 |
| Pass Up Fast | Pass Down Slow to Down Clydesdale | 2 |
| Pass Up Fast | Down depart Polmadie Up / Down Clydesdale to Down Slow | 1 |
| Pass Up Fast | Depart G779/G781 to Down Fast | 1 |
| Pass Up Clydesdale to Up Slow | Pass Up Fast | 4 |
| Pass Up Slow to Up Clydesdale | Pass Up Fast | 4 |
| Pass Down Slow to Down Clydesdale | Pass Up Fast | 4 |
| Pass Down Clydesdale to Down Slow | Pass Up Fast | 4 |
| Pass Down Fast | Pass Up Clydesdale to Up Slow | 3 MU 3½ LH |
| Pass Down Fast | Pass Up Slow to Up Clydesdale | 3 |
| Pass Down Fast | Pass Down Slow to Down Clydesdale | 2 |

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

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

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

| Glasgow Central | | |
|---|---|---------------|
| Connectional Allowance | 15 30 to/from Glasgow Queen Street | |
| Maximum Turnround | 120 | |
| Junction Margins | | |
| 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 |
| Depart Platform 1 to 13 | Arrive Platform 1 to 13 (same platform) | 4* |
| Depart Platform 14 or 15 | Arrive Platform 14 or 15 (same platform) | 3 |
| *Only applies when using different lines | | |
| 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 Avanti West Coast | 30 However, values can be amended to 20 where specific agreement exists between Network Rail and Avanti West Coast. | |
| ECS off/forming Avanti West Coast | 20 | |
| Platform Preferred Usage | | |
| Trains should where possible use the following platforms | | |
| TransPennine Express | P1 – P8 | |
| Planning Restriction | | |
| Platform 2 Class 156 units only. When a four coach 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. | | |

| SC003 CARSTAIRS SOUTH JUNCTION TO HAYMARKET EAST JUNCTION | | |
|---|--|---------------|
| Carstairs East Junction | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass from Midcalder Jn to Carstairs | Pass from Carstairs North Jn (not stopping at Carstairs) | 5½ |
| Pass from Midcalder Jn to Carstairs/Carstairs North Jn | Pass from Carstairs South Jn | 3½ |
| Restriction | | |
| Standage at GMC418 (SC005) signal is 276m without fouling Carstairs East Junction The standage between GMC418 and GMC427 signals (SC005) is 179m | | |

| Midcalder Junction | | |
|--|---|-----------------------------|
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Trains to Shotts Line | Deceleration of trains capable of 90mph or above, not stopping at Kirknewton and Livingston South | ½ before Midcalder Junction |
| Trains from Shotts Line | Acceleration of trains capable of 90mph or above, not stopping at Kirknewton and Livingston South | ½ after Midcalder Junction |
| Trains departing from Midcalder Junction (USH) towards Slateford | Acceleration between Midcalder Junction and Slateford | 2 MU 2 LH |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to Shotts | Pass from Shotts using Down Shotts Line | 4 |
| Pass to Slateford using Down Shotts Line | Pass to Shotts | 3 |
| Pass to Shotts | Pass from Carstairs | 3 |

| Kirknewton | |
|-------------------|---|
| Dwell Time | |
| MU | 1 Up direction only, in order to operate Level Crossing |

| Kingsknowe | |
|-------------------|---|
| Dwell Time | |
| MU | 1 Up direction only, in order to operate Level Crossing |

| Slateford | | |
|--|--|--|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Train to Craiglockhart | Approach Control | 1 Passenger 1½ Passenger timed as 80x or HST 2 Freight |
| Movement Up | Reason | Value |
| Train from Craiglockhart (not stopping Slateford) | Acceleration | 1* |
| * To be applied approaching next timing point | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to/from Craiglockhart Junction | Depart Slateford Depot to ES686 / ES975 | 1* |
| Pass to Craiglockhart Junction | Pass from Haymarket | 3½ |
| Pass to/from Craiglockhart Junction | Up arrive ES686 / ES975 from Haymarket | 3 |
| Up arrive ES686 / ES975 | Pass to/from Craiglockhart Junction | 3 |
| Up stopping train depart Curriehill | Up train depart Slateford ES675 | 2 |
| Up stopping train depart Curriehill | Up train pass from Craiglockhart Junction | 2 |
| Pass from Haymarket / Craiglockhart Junction | Pass to Craiglockhart Junction | 3 |
| Pass to Craiglockhart Junction | Pass from Craiglockhart Junction | 3 |
| Depart Slateford to Haymarket when reversing | Pass/arrive from Haymarket / Slateford Depot | 3 |
| *Conflict due to overlap from depot line | | |
| Restriction | | |
| Only one train can stand or be on SC167 between Craiglockhart Junction and Slateford Junction at any one time in each direction. | | |
| Note | | |
| Maximum length of train reversing is 140m. | | |

| SC011 LAW JUNCTION TO UDDINGSTON JUNCTION (VIA HOLYTOWN) | | |
|--|----------------------------------|---------------|
| Wishaw | | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train to Shieldmuir, not stopping Wishaw | Approach Control | 1 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| 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 | | |

| Holytown / Holytown Junction | | |
|---|---|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass/arrive from Shotts | Pass to Wishaw | 3 |
| Pass/arrive from Shotts | Depart to Wishaw | 1 |
| Depart/pass to Wishaw | Pass/arrive from Shotts (not stopping Carfin) | 3 |
| Depart/pass to Wishaw | Down depart Carfin | 1 |
| Restrictions | | |
| Pathing time must not be used between Holytown Junction and Holytown, due to there being no intermediate signals. | | |

| Mossend East Junction | | |
|---|---|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train to Mossend South Junction, not stopping Holytown | Approach Control | 1 |
| Down train to Mossend South Junction, stopping Holytown | Approach Control | ½ |
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Up train coming from Mossend North Junction, not stopping Holytown | Acceleration approaching Holytown Junction | 1 |
| Up train coming from Mossend South Junction, not stopping Holytown | Acceleration approaching Holytown Junction | 1 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| 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 |
| Up train pass Mossend South Junction from Mossend North Junction | Passenger towards Mossend South Junction | 4 |
| Up train pass Mossend South Junction from Mossend North Junction | Freight towards Mossend South Junction | 4½ |
| Note Pathing time cannot be applied between Mossend East Junction and Mossend South or North Junction due to overlap restrictions | | |

| Mossend West Junction | | |
|---|--|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Up train to Mossend South Junction, not stopping Bellshill | Approach Control | 1 |
| Up train to Mossend South Junction, stopping Bellshill which are timed as 385 | Approach Control | ½ |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to Mossend South Junction | Depart Holytown | 1 |
| Pass to Mossend South Junction | Freight pass from Mossend East Junction, not stopping Holytown | 3½ |
| Pass from Mossend East Junction | Depart Bellshill to Mossend South Junction | ½ |

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

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

| SC023 MOTHERWELL TO NEWTON (VIA HAMILTON) | | |
|--|---|---------------|
| Newton | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart/pass to Cambuslang | Arrive/pass from Kirkhill | 3 |
| Up arrive/pass Platform 2 from Kirkhill | Depart to Cambuslang | ½ |
| Up arrive Platform 2 | Depart Turnback Siding | 3 |
| Up arrive/pass Platform 2 from Kirkhill | Pass from Hamilton to Cambuslang | 2½* |
| Up arrive/pass Platform 2 from Kirkhill | Arrive/pass Platform 1 or 2 from Uddingston | 5 |
| Arrive/pass from Uddingston/Turnback Siding | Up arrive Platform 2 | 3 |
| *Can be reduced to 1½ if {1} is applied approaching Newton | | |
| Restrictions | | |
| Trains cannot be timed to stand or reverse between Newton and Newton West Junction in either direction. Trains from Uddingston cannot be timed to stand or reverse between Newton East Junction and Newton. Trains from Newton are restricted to 282m. Trains can reverse on Up Hamilton to South of Newton but subject to a maximum length of 535m. Turnback Siding is subject to a maximum length of 125m. | | |

| Hamilton West | | |
|--|---|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart/pass towards Newton | Train from Hamilton E.G Steele 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 | | |
|--|---|--------------|
| Larkhall | | |
| Adjustment to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Permissive Arrival | Approach control and reduced approach speed | 1 |

| 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 Argyle Street | Up depart Glasgow Central Low Level | 1 |
| Restriction Diesel trains are not permitted to be timed to stop at this Station under any circumstances owing to Fire Regulations. | | |
| General Note Where trains require pathing allowances to achieve the required headway or the required re-occupation, it is preferable to increase dwell times rather than using pathing allowances. | | |

| Anderston | |
|--|---|
| Platform Re-occupation | 2 |
| Restriction Diesel trains are not permitted to be timed to stop at this Station under any circumstances owing to Fire Regulations. | |

| Exhibition Centre | | |
|---|--|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down pass Finnieston East Junction not calling at Exhibition Centre | Depart DRS | Same time |
| Down arrive | Depart DRS | 1 |
| Depart DRS | Pass Finnieston West Junction towards Anderston | 1 |
| Depart DRS | Down arrive | 4 |
| Depart DRS | Pass Finnieston East Junction not stopping Exhibition Centre | 5 |
| Platform Re-occupation | 2½ | |

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 trains from Shields Junction via the 'Burma Road' approaching Larkfield Junction | Acceleration from low speed line (Train length below 300m) | 1 |
| | Acceleration from low speed line (Train length between 300m and 350m) | 1½ |
| | Acceleration from low speed line (Train length between 350m and 400m) | 2 |
| | Acceleration from low speed line (Train length greater than 400m) | 2½ |
| 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 GREтна 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 | | | | | |
| Operating Stop | | | | | |
| 2 minutes. Trains running to/from Newton Junction for purposes of token exchange. | | | | | |
| Restriction | | | | | |
| <p>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.</p> <p>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</p> <p>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</p> <p>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.</p> | | | | | |

| Kilmarnock | | |
|---|---|---|
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Freight trains from Barassie Junction | Acceleration purposes between Kilmarnock and Mauchline | <600t: 0.5 600-800t: 1 1000-1600t: 1.5 1800t+: 2 |
| Connectional Allowance 3 | | |
| Coupling Restrictions Platforms 1 or 2. First train must arrive from Lugton, before the train from Barassie. Minimum of 4½ minutes between arrivals, including 1 for approach control for train from Barassie. Platform 3. First train must arrive from the South or from Lugton, before the train from Barassie. Minimum of 3 minutes between arrivals, including 1 for approach control for train from Barassie. | | |
| Dwell Time | | |
| MU | 1 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| 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 Barassie | Pass to Barassie | 4 |
| Arrive/pass from Barassie | Pass to Lugton | 4 |
| Arrive platforms 1/2 | Arrive platform 3 from South | 3 |
| Arrive/pass from Lugton | Depart to Barassie | 1 |
| Arrive/pass from Lugton | Depart to Lugton | 1 |
| Arrive/pass from Lugton | Arrive/pass from Barassie (when conflicting) Classes 0, 1, 2, 3, 5 | 3½ |
| Arrive/pass from Lugton | Arrive from Barassie (when conflicting) Other classes | 4½ |
| Arrive/pass from Lugton | Pass to Barassie | 4 |
| Arrive/pass from Lugton | Pass to Lugton | 4 |
| Depart to Lugton | Depart to Barassie | 3 |
| Depart to Barassie | Depart to Lugton | 2½ |
| Depart/pass to Lugton | Arrive/pass from Barassie (when conflicting) Classes 0, 1, 2, 3, 5 | 3½ |
| Depart/pass to Lugton | Arrive/pass from Barassie (when conflicting) Other classes | 4½ |
| Depart/pass to Barassie | Arrive/pass from Lugton (when conflicting) | 3 |
| Arrive/pass from South | Pass/Depart Mauchline | Same time ⁺ |
| Pass Mauchline | Pass/Depart to South | Same time |

| Kilmarnock | | |
|--|---|----|
| Arrive Long Lyes | Depart to Barassie | 2 |
| Arrive Long Lyes | Depart to Lugton | 2½ |
| Arrive Long Lyes | Arrive/pass from Barassie (when conflicting) Classes 0, 1, 2, 3, 5 | 3½ |
| Arrive Long Lyes | Arrive/pass from Barassie (when conflicting) Other classes | 4½ |
| Arrive Long Lyes | Arrive/pass from Lugton (when conflicting) | 3 |
| Depart/pass to Barassie | Depart Long Lyes | 2 |
| Depart/pass to Lugton | Depart Long Lyes | 2 |
| + Intermediate Block Signals | | |
| Restriction Freight Train dwells in platform 3 only permitted for run round purposes and for through freight in the Down direction only. | | |

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

| Lugton | | |
|--|------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up train passes | Down train passes | 3½ |
| Up train passes | Down train depart | 1 |
| Planning note A train can stand on the Up Kilmarnock and be passed by other trains. Up trains overtaking would require an additional {1½} to allow for 40mph crossovers. The following margin will also apply: | | |
| First Movement | Second Movement | Margin |
| Up train pass Lochridge Junction | Up train depart Lugton | Same time |

| Barrhead | | |
|---|--|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Up Train pass/arrive Platform 2 or arrive Platform 3 | Approach Control | 1 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive/Pass Platform 2 from Lugton | Pass to Lugton | 2½ |
| Depart Platform 1 to Busby Junction | Up arrive platform 1 | 3½ |
| Pass to Busby Junction | Arrive Platform 2 or 3 from Busby Junction | 2½ |
| Arrive Platform 3 from Busby Junction | Pass Platform 2 from Lugton | 2½ |
| Pass/depart to Busby Junction (not stopping Nitshill) | Down Depart Platform 3 | 3 |
| Overlap margins | | |
| First Movement | Second Movement | Margin |
| Arrive Platform 3 from Busby Junction | Arrive Platform 2 from Lugton | 3 |
| Restrictions | | |
| When underpass is locked, all stopping trains must use Platform 2. Present opening hours are 0650 – 2325 (EWD) and 0910 – 1700 (Sundays). | | |
| On Track machines are prohibited in Platform 3. | | |

| Priesthill & Darnley | |
|---------------------------------|---|
| Dwell Time | 1 |

| Busby Junction | | |
|---|--|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Pass from East Kilbride | Acceleration from slower speed route | ½* |
| *Applies approaching next timing point | | |
| 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 | 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 Pollokshields West) | 3 |
| Pass from Terminus Junction | Up depart Pollokshields 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 Pollokshields East) | 3 |
| Pass to Muirhouse Central | Down depart Pollokshields East | 1 |
| Pass from Pollokshields East | Pass to Muirhouse Central | 2½ |

SC039 KILMARNOCK TO BARASSIE

Barassie Junction – See SC059

SC045 EAST KILBRIDE TO BUSBY JUNCTION**Hairmyres Station****Dwell Time** | 1**Junction Margins**

| First Movement | Second Movement | Margin |
|------------------------|------------------------|---------------|
| Pass/arrive from Busby | Pass to Busby | 1½ |

Hairmyres East Junction**Junction Margins**

| First Movement | Second Movement | Margin |
|-------------------------|--|---------------|
| Pass from East Kilbride | Depart Hairmyres to East Kilbride | 1 |
| Pass from East Kilbride | Pass from Busby (no stopping at Hairmyres) | 2½ |

Busby**Junction Margins**

| First Movement | Second Movement | Margin |
|-------------------------------------|-----------------------------------|---------------|
| Arrive / Pass from Hairmyres | Depart to Hairmyres | 1 |
| Arrive / Pass from Hairmyres | Pass to Hairmyres | 1½ |
| Depart Platform 2 to Busby Junction | Arrive / Pass from Busby Junction | 4 |

Busby Junction

Please refer to SC031 margins

Clarkston**Dwell Time** | 1**Giffnock****Dwell Time** | 1

| SC051 MUIRHOUSE CENTRAL JUNCTION TO MUIRHOUSE NORTH JUNCTION (VIA CATHCART) (CATHCART CIRCLE) | | |
|--|---|---------------|
| Muirhouse Central Junction | | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down trains to Down Terminus | Approach Control signal | ½ |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to Maxwell Park | Pass Muirhouse South to Terminus Junction or Muirhouse North (not stopping Crossmyloof) | 3 |
| Pass to Maxwell Park | Down depart Crossmyloof | 1 |
| Pass to Terminus Junction from Busby Junction | Pass to Maxwell Park | 3 |
| Pass Muirhouse South going to Muirhouse North | Pass to Maxwell Park | 2 |
| Pass from Maxwell Park | Pass from Terminus Junction | 3 |
| Pass from Terminus Junction | Pass from Maxwell Park (not stopping Pollockshields West) | 3 |
| Pass from Terminus Junction | Up depart Pollockshields West | 1 |
| Pass from Terminus Junction | Pass to Terminus Junction | 3½ |
| Restriction | | |
| Pathing time must not be used between Muirhouse Central Junction and Muirhouse North Junction, due to there being no intermediate signals. Only one train can stand or be on the line between Muirhouse Central Junction and Terminus Junction at any one time. | | |

| Pollokshields West |
|--|
| Restrictions |
| Pathing time must not be used between Pollokshields West and Muirhouse Central Junction, due to there being no intermediate signals. |

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

| Pollokshields East |
|--|
| Restrictions |
| Pathing time must not be used between Pollokshields East and Muirhouse North Junction, due to there being no intermediate signals. |

| 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 |

| 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 | | |
|---|--|--|
| <i>See notes of SC023</i> | | |

| 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 Gourrock | Down train from Down Ayr to Up Ayr | 3 |
| Up train from Up Ayr to Up Gourrock | Down train from Up Ayr to Down Ayr | 3 |

| Cardonald Junction | | |
|---|--|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Up Gourrock to Up Ayr | Approach Control | 1 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down pass on Up Ayr | Up train from Up Gourrock or Deanside Branch to Up Ayr | 3 |
| Down pass on Up Ayr | Depart Deanside Branch to Up Ayr | 1 |
| Operating Stop All trains from the Deanside Branch must have a 3 minute dwell time in order to telephone the Signaller. | | |

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

| Arkleston Junction | | |
|---------------------------|------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| All conflicting moves | | 3 |

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

| Paisley Gilmour Street | | |
|--|---|---------------|
| 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 |
| 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 (approaching next timing point) | Acceleration | 2 |
| Movement Up | | |
| 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 freight depart/pass GPE143 going to WH Malcolm | Up depart Johnstone | 5 |
| Down arrive UPL | Up pass (not stopping Johnstone) | 4 |
| Down freight depart/pass GPE143 going to WH Malcolm | Up pass | 7 |
| Down freight depart/pass GPE143 going to WH Malcolm | Down pass Elderslie | 7½ |
| Up pass | Down arrive UPL | 3 |
| Up pass | Down depart/pass GPE143 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/pass GPE143 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. | | |

| Glengarnock | | |
|--|--|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up arrive UGL | Up arrive Glengarnock | 3 |
| Up arrive UGL | Up pass/depart Dalry (not stopping Glengarnock) | Same time |
| Up arrive UGL | Up depart Brownhill UPL (not stopping Glengarnock) | 1 |
| Up pass/depart Dalry (not stopping at Glengarnock) | Up depart UGL | 3½ |
| Up depart Glengarnock | Up depart UGL | 2½ |
| Restriction | | |
| All Up trains entering DGL must have ½ minute OP stop in Glengarnock Station for approach control. | | |

| Brownhill/Dalry | | |
|---|---|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train to UPL going to Dalry Roche | Approach Control | 2 |
| Down train from DPL | Acceleration to be applied after Dalry | 1½ |
| Movement Up | | |
| Movement Up | Reason | Value |
| Up train to UPL | Approach Control to be applied approaching Dalry | 1 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down Arrive DPL | Down arrive Glengarnock | 1 |
| Down Arrive DPL | Down arrive/pass Dalry (not stopping Glengarnock) | 4 |
| Down pass Dalry | Down depart DPL | 2 |
| Down depart Dalry | Down depart DPL | 2½ |
| Up arrive UPL | Up arrive Dalry | 2 |
| Up arrive UPL | Up pass Dalry | 2½ |
| Up depart Dalry | Depart UPL | 3½ |
| Up pass Dalry | Depart UPL | 3 |
| Up depart Dalry | Down arrive UPL | 4 |
| Up pass Dalry | Down arrive UPL | 3½ |
| Down arrive UPL | Up depart Dalry | ½ |
| Down arrive UPL | Up pass Dalry | 1 |

| Kilwinning | | |
|--|---------------------------------------|---------------|
| Connectional Allowance | 4 | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train to Platform 2 | Approach Control | 1 LH |
| Movement Up | | |
| Movement Up | Reason | Value |
| Up train to UGL from Ardrossan | Approach Control | 1 |
| Up train to UGL from Irvine | Approach Control | 1 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down Largs to Platform 2 | Up Ayrshire arrive/pass Platform 3 | 3½ |
| Depart/pass Platform 3 to Dalry | Arrive/pass Platform 2 from Dalry | 3 |
| Arrive Platform 2 from Saltcoats | Arrive/pass Platform 3 from Irvine | 3 |
| Arrive UGL from Ardrossan or Irvine | Arrive/pass Platform 1 from Ardrossan | 3 |
| Arrive UGL from Irvine | Arrive/pass Platform 3 from Irvine | 3 |
| Pass/depart to Dalry | Depart UGL to Dalry | 2½ |
| Restriction | | |
| Due to signalling overlaps at PK232 (Platform 2) and PK234 (Platform 3) signals trains cannot arrive simultaneously into Platforms 2 and 3 | | |

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

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

| Irvine | | |
|------------------------------|---|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up depart/pass | Up depart GPK801 to Station | 1½ |
| Up depart | Up depart GPK801, not stopping in Station | 3 |
| Up pass | Up depart GPK801, not stopping in Station | 2½ |
| Up depart GPK801 to Down Ayr | Down arrive | 4½ |
| Up depart GPK801 to Down Ayr | Down pass | 4 |

| Barassie Junction | | |
|--|--|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Up Freight train from Barassie Yard towards Irvine or Kilmarnock | Acceleration | 2½* |
| Up Goods train from Barassie UGL towards Irvine, Kilmarnock or Caledonian Paper | Acceleration | 1½* |
| Movement Down | | |
| Movement Down | Traction | Value |
| Down train from Irvine to DPL | Approach control | 1½ |
| Down train from single line not stopping in DPL or at Troon (acceleration) | Passenger and freight trailing up to 400t (TR30) | ½* |
| | Trailing 600t to 1000t (TR35 to TR50) | 1* |
| | Trailing >=1200t (above TR55) | 1½* |
| *To be applied approaching next timing point | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up train to Kilmarnock/Caledonian Paper | Down train pass from Irvine | 4 |
| Up train to Kilmarnock/Caledonian Paper | Depart to Troon | 1 |
| Pass from Single line to Troon | Depart Yard | 1 |
| Pass from Single Line to Troon | Depart UGL to Single Line | 1 |
| Pass from Single Line to Troon | Pass from Troon to Single Line | 2 |
| Pass/depart Down Ayr to Troon | Depart Yard | 1 |
| Pass/depart Down Ayr to Troon | Depart UGL to Single Line | 1 |
| Pass/depart Down Ayr to Troon | Pass from Troon to Single Line | 2 |
| Pass Down Ayr to Troon (stopping Troon) | Down depart DPL | 3 |
| Depart Down Ayr to Troon (stopping Troon) | Down depart DPL | 4 |
| Pass Down Ayr to Troon (not stopping Troon) | Down depart DPL | 2½ |
| Depart Down Ayr to Troon (not stopping Troon) | Down depart DPL | 3½ |
| Pass/depart Down Ayr to Troon | Pass from Single Line | 2½ |
| Depart Yard to Single Line | Arrive DPL from Irvine | 4 |
| Depart Yard to Irvine | Down arrive from Irvine | 6 |
| Depart Yard to Irvine | Down pass from Irvine | 4½ |
| Depart Yard to Irvine | Down pass from Single Line | 5 |
| Passenger arrive DPL | Down pass | 6* |
| Goods arrive DPL from Single Line | Down pass from Irvine | Nil* |
| Goods arrive DPL from Irvine | Down pass from Single Line | 2* |
| Train passes Barassie Junction toward Kilmarnock | Train departs Irvine CP (Meadowhead) | 5 |
| Pass from Single Line | Train departs Irvine CP (Meadowhead) | 1 |
| Depart UGL to Single Line | Depart to Troon | 2 |
| Depart UGL to Single Line | Pass from Irvine | 4 |
| Arrive UGL from Troon | Arrive Troon from Ayr | 2 |
| Arrive UGL from Troon | Pass from Ayr (not stopping Troon) | 3 |
| Pass to Irvine | Depart UGL to Single Line | 1½ |
| Pass to Irvine | Depart UGL to Irvine | 3 |
| Arrive from Troon going to Irvine | Depart UGL to Single Line | 1½ |
| Depart to Irvine | Depart UGL to Irvine | 3 |
| Pass to Single Line | Depart UGL to Single Line | 4 |
| Pass to Single Line | Depart UGL to Irvine | 1½ |
| Restrictions | | |
| Trains to Barassie Yard from Irvine require ½ minute OP stop at Barassie Station for approach control. | | |

Barassie Junction

Trains to Barassie Yard from Kilmarnock / Caledonian Paper require ½ minute OP stop at Barassie Junction for approach control.

Train cannot reverse in DPL to run towards Irvine if there is a train on the line from Kilmarnock or Caledonian Paper.

Barassie Yard Run Round**Junction Margins**

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

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

Note

Applies to Sidings 5 & 6 only on Network Rail infrastructure

Monkton Siding**Junction Margins**

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

Prestwick International Airport**Restriction**

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

Prestwick Town

| | |
|-------------------------------|---|
| Platform Re-occupation | 4 |
|-------------------------------|---|

Restriction

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

| Falkland | | |
|---|---|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train into Falkland Yard | 5mph PSR immediately after Junction | 2 |
| Down train into DGL | Approach Control | ½ |
| Movement Up | | |
| Movement Up | Reason | Value |
| Up Goods train from Falkland Yard towards Prestwick | Acceleration from 5mph PSR | 1½ |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up pass to Prestwick | Down pass to Yard | 2 |
| Down pass to Yard | Up pass | 4 |
| Arrive DGL | Down pass (not stopping Prestwick Town) | 2½ |
| Arrive DGL | Down depart Prestwick Town | ½ |
| Up depart/pass Prestwick Town towards Barassie | Up depart Yard to Prestwick Town | Same time |

| Newton-on-Ayr/Newton Junction | | |
|---|---|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train from Prestwick going to Annbank Single Line | Slowing for Token stop | 1 |
| Down train from Falkland Yard going to Ayr | Acceleration | 1 |
| Movement Up | | |
| Movement Up | Reason | Value |
| Up train going from Ayr to Falkland Yard/Docks | Approach Control | 1 |
| Up train from Annbank Single Line going towards Prestwick | Acceleration from Token or Signal stop | 1 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down Passenger train depart Newton-on-Ayr (towards Ayr) | Freight train depart Falkland Yard towards Newton Junction | 2 |
| Down train from Falkland to Annbank Single Line | Down arrive Station (not stopping Prestwick Town) | 4½ |
| Down train from Falkland to Annbank Single Line | Down pass (not stopping Prestwick Town) | 4 |
| Down train from Falkland to Annbank Single Line | Down depart Prestwick Town | 2 |
| Up train from Annbank Single | Down arrive Station (not stopping Prestwick Town) | 4½ |
| Up train from Annbank Single Line | Down pass (not stopping Prestwick Town) | 4 |
| Up train from Annbank Single Line | Down depart Prestwick Town | 2 |
| Down depart to Ayr | Up train from Annbank Single Line depart | 2 |
| Up pass from Ayr to Prestwick | Up train from Annbank Single Line depart to Falkland or Harbour | 1 |
| Up pass from Ayr to Prestwick | Up train from Annbank Single depart towards Prestwick | 2½ |
| Up depart Station towards Prestwick* | Down depart Falkland Yard or Harbour | 1 |
| Up depart Station towards Prestwick* | Up train from Annbank Single Line depart to Falkland or Harbour | 1 |
| Up depart Station towards Prestwick | Up train from Annbank Single Line depart towards Prestwick | 3 |
| *Up trains stopping at Newton –on-Ayr, foul points 135 and prevent access to/from Falkland yard at Newton Junction | | |
| Note | | |
| Should an Up train from Annbank Single Line stand for pathing purposes as well as relinquishing a token, then time must be allowed for a train coming to a stand, driver relinquishes token, returns to cab and draws forward to Signal PA334 – a minimum of {3} should apply approaching Newton Junction in these circumstances. | | |
| Restriction | | |
| Pathing time must not be used between Newton Junction and Falkland Yard and vice versa. Pathing time must not be used between Newton Junction and Signal PA335 and vice versa. Trains travelling from Newton Junction towards Annbank / Mauchline must not be allowed on to the Branch to stand at Signal PA335, awaiting acceptance from Mauchline Signal Box. Trains must not be planned to leave Falkland Yard or pass from Harbour until 2 minutes after the previous train has arrived at Mauchline. | | |

| Ayr | | |
|---|---|---------------|
| Dwell Time | | |
| DMU | 1 | |
| 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 |

| Girvan | | |
|---|---------------------------------|---------------|
| Dwell Time | | |
| All Up trains (token duties) | 1 | |
| Down trains using Platform 1 (token duties) | 1 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train arriving Platform 2 | Up train arriving Platform 1 | 2 |
| Up train departing Platform 1 | Down train departing Platform 2 | 2 |
| Method of Operation | | |
| All terminating services using Platform 2 are required to shunt via signal GV26 before accessing Platform 1. Trains reversing at GV26 signal are required to receive token to Barrhill therefore this line must be clear to permit shunt moves. | | |
| Passing Moves should be planned as follows | | |
| | Arr | Dep |
| Down train | XX.00 | XX.05 |
| Up train | XX.02 | XX.03 |

| Barrhill | | |
|--|-------|--|
| Operating Restriction | | |
| Trains reversing at Barrhill must do so via Barrhill BR15 Signal | | |
| Passing Moves should be planned as follows | | |
| | | |
| First train arrive | XX:00 | |
| Second train arrive | XX:02 | |
| Second train depart | XX:03 | |
| First train depart | XX:05 | |

| SC061 SHIELDS JUNCTION TO PAISLEY CANAL | | |
|--|--|---------------|
| Corkerhill Depot Jn | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart Corkerhill Depot towards Shields Jn | Depart Dumbreck towards Paisley Canal | 3 |
| Arrive Corkerhill station from Shields Jn | Depart Corkerhill Depot towards Shields Jn | Simultaneous |
| Pass from Paisley Canal | Pass towards Paisley Canal | 2½ |
| Paisley Canal | | |
| Minimum Turnround | 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 to Gourock | Pass from Wemyss Bay | 3 |
| Down pass to Gourock | Down depart GPL73 to Wemyss Bay | 1 |
| Down pass to Gourock | Down depart GPL73 to Gourock | 2 |
| Down pass to Wemyss Bay | Down depart GPL73 to Gourock | 1 |
| Arrive GPL75 on Down Branch | Up depart Whinhill | 2 |
| Arrive GPL75 on Down Branch | Up pass Wemyss Bay Junction (not stopping Whinhill) | 5½ |
| Up train from Wemyss Bay | Depart GPL75 to Wemyss Bay | 1* |
| Up train arrive GPL74 | Down train depart Port Glasgow going to Gourock | 4 |
| Up train arrive GPL74 | Down train depart Port Glasgow going to Wemyss Bay | Same time |
| Up train arrive GPL74 | Down pass going to Gourock | 4 |
| Up train arrive GPL74 | Down pass going to Wemyss Bay | 2 |
| Pass to Gourock | Up train arrive GPL74 | 3 |

*Subject to a minimum dwell of 3 minutes.

Gourock**Junction Margins**

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

SC067 WEMYSS BAY JUNCTION TO WEMYSS BAY**Dunrod Loop****Adjustments to Sectional Running Times**

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

Junction Margins

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

SC073 KILWINNING TO LARGS**Dubbs Junction****Junction Margins**

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

Stevenston**Junction Margins**

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

Saltcoats**Junction Margins**

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

Ardrossan South Beach**Junction Margins**

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

| Hunterston Junction | | |
|--|--|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to Largs | Pass from Hunterston Low Level | 3 |
| Depart to Hunterston High Level | Pass from Hunterston Low Level | 3 |
| Depart to Hunterston High Level | Pass from Largs (not stopping Fairlie) | 4 |
| Pass to Hunterston Low Level | Pass from Largs (not stopping Fairlie) | 4 |
| Pass from Hunterston Low Level to Up Freight | Pass to Largs (not stopping West Kilbride) | 4 |
| Pass from Hunterston Low Level or Largs to Up Freight | Down depart West Kilbride | Same time |
| Pass to Hunterston Low Level | Depart Fairlie | Same time |
| Depart to Hunterston High Level | Depart Fairlie | Same time |
| Pass from Hunterston High Level | Arrive going to Hunterston High Level | 4 |
| For trains arriving at Hunterston High Level Sidings | | |
| | Arr | Dep |
| Ardrossan South Beach | | XX/XX |
| Hunterston Junction | XXOP00 | XXOP02 |
| Hunterston H L Sdgs | XX:XX | |
| Restriction | | |
| One train movement only can take place between Hunterston Junction and Hunterston Low Level at any one time. | | |

| Hunterston High Level | | |
|---|--------------------------------------|---------------|
| <i>Note: this location is outwith NR infrastructure. Information included for guidance only</i> | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive Hunterston High Level Sidings | Depart Hunterston High Level Sidings | 5* |
| *GBRf services can depart 1 minute after arrival services as a shunter will be provided to operate set of points for departing service. | | |

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

SC077 ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR**Ardrossan Town****Dwell Time**

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

Ardrossan Harbour**Connectional Allowance**

14*

*Between train and ferry services only

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

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

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

Operating Stop

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

Restriction

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

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

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

Restriction

Trains travelling from Newton Junction towards Annbank/Mauchline must not be allowed on to the Branch to stand at Signal PA335, awaiting acceptance from Mauchline SB. Trains standing at Signal PA335 for the purposes of operating the token instrument must not be planned to exceed the 2 minutes allowed for this activity.

Trains travelling to Killoch Colliery must not be allowed on to the Branch until the previous train to Mauchline Junction has run clear of the Branch and handed in the token, i.e. 2 minutes after arrival of the first train at Mauchline.

SC089 ANNBANK TO KILLOCH COLLIERY**Killoch**

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

Junction Margins

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

Operating Stop

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

Restriction

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

Terminal Time

3 hrs

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

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

Braidhurst Down Goods Loop**Junction Margins**

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

| Motherwell Signal GMM372 | | |
|---|---|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart to Motherwell TMD or Braidhurst Down Loop | Down train from Motherwell pass Mossend South Junction | 5 |
| Down train pass Mossend South Junction | Arrive GMM372 from Motherwell TMD or Braidhurst Down Loop | 2 |
| Restriction There is limited clearance and no available walking route at this signal. | | |

| Motherwell Signal GMM368 | | |
|--|--|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart towards Motherwell TMD or Braidhurst Down Loop | Down train from Motherwell pass Mossend South Junction | 5 |
| Depart towards Motherwell TMD or Braidhurst Down Loop | Up train pass Mossend South Junction | 3 |
| Arrive GMM368 from Motherwell TMD or Braidhurst Down Loop | Down train from Motherwell pass Mossend South Junction | 4 |
| Down train pass Mossend South Junction | Arrive GMM368 from Motherwell TMD or Braidhurst Down Loop | 2 |
| Up train pass Mossend South Junction | Arrive GMM368 from Motherwell TMD or Braidhurst Down Loop | 5 |
| Down train pass Mossend South Junction | Depart GMM368 towards Motherwell TMD or Braidhurst Down Loop | Same time |
| Planning Note Trains from Motherwell require a minimum ½ minute OP stop in Braidhurst Down Loop before arriving at GMM368 signal | | |

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

| Mossend South Junction | | |
|---|--|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Pass to Mossend East Junction | Approach control before Mossend South Junction | ½ |
| Pass to North Junction, going to Mossend Yards and Down Goods Loop | Approach Control before Mossend South Junction | 2 |
| Down train from Ravenscraig Siding | Acceleration | 1 |
| Movement Up | | |
| Movement Up | Reason | Value |
| Up train from East or West Junction | Acceleration (does not apply to EMUs) | 1 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to Mossend North or Mossend East Junction | Pass from Mossend West Junction | 2½ |
| Pass Up from Bellshill / Mossend North Junction | Pass Down to Mossend East Junction | 2 |
| Pass Up | Depart Braidhurst Down Loop to Mossend East Junction | 1 |
| Up train from Mossend East Junction | Up Train from Mossend North Jn | 3 |
| Pass Mossend East Junction towards Bellshill | Pass Down to Mossend East Junction | 3½ |
| Note | | |
| Pathing time cannot be applied between Mossend South Junction and Mossend East Junction due to overlap restrictions | | |

| Mossend North Junction | | |
|--|---|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train into Up Yard, Down Yard, LHS, Euroterminal | Approach Control | 1 |
| Movement Up | | |
| Movement Up | Reason | Value |
| Up train from Up Yard, Down Yard, LHS, Euroterminal | Acceleration approaching Mossend East Junction | 1 |
| Up train from Up Yard, Down Yard, LHS, Euroterminal | Acceleration approaching Mossend South Junction | 2 |
| Up train from Mossend Euroterminal, Down Yard or Up Yard with a length of 60 SLU to 95 SLU | Acceleration | 2½* |
| Up train from Mossend Euroterminal, Down Yard or Up Yard with a length of 95 SLU + | Acceleration | 3½* |
| *Applied approaching next timing point | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| 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 |
| Passenger from Mossend East Junction | Pass to Mossend South Jn | 3½ |
| Freight from Mossend East Junction | Pass to Mossend South Jn | 4½ |
| Overlap Restrictions | | |
| Passenger services on the Down Coatbridge must not have pathing time inserted approaching Mossend North Junction if a train is crossing ahead of GMY325 signal to / from Mossend East Junction and Mossend Down Yard. Pathing time must be inserted approaching Mossend South Junction in this scenario. | | |
| Note | | |
| No pathing time should be inserted between Mossend Yards, LHS, Euroterminal, Down Goods Loop and Mossend North Junction in both directions due to no signals between these locations. | | |
| Pathing time cannot be applied between Mossend North Junction and Mossend East Junction due to overlap restrictions | | |

| Mossend Up Yard | | |
|--|------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart to North | Depart to North | 5 |
| Depart to North | Depart to South | 5 |
| Depart to South | Depart to North | 5 |
| Depart to South | Depart to South | 5 |
| Restriction | | |
| Trains cannot terminate in Mossend Up Reception Lines. All shunting time between the EuroTerminal and Reception Lines must be reflected in train schedules. Maximum dwell time in Mossend Up Reception Lines is 120 minutes. | | |

| Mossend Euroterminal | | |
|--|----------------------------------|--------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train from Mossend North Junction with a length of 60 SLU + | Slow Speed Entering the Terminal | 2 |
| Down train from Mossend North Junction with a length of 95 SLU + | Slow Speed Entering the Terminal | 3 |

| Mossend North Exit | | |
|---|--|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train from Down Yard / Up Yard / Down Goods Loop (except MU) | Acceleration | 1* |
| Down train from Down Yard or Up Yard (MU) | Acceleration | ½* |
| *Applied approaching next timing point | | |
| Movement Up | Reason | Value |
| Up train to Down Yard (except MU) | Approach Control | 1 |
| Up train to Down Yard (MU) | Approach Control | ½ |
| Up train to Up Yard (except MU) | Approach Control | 1 |
| Up train to Up Yard (MU) | Approach Control | ½ |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass Down from Mossend North Junction/Up Yard | Up pass to Down Yard | 2 |
| Pass Down from Down Yard | Up pass to Down Yard | 2 |
| Up pass to Down Yard | Depart Down Yard | 3 |
| Up pass to Down Yard | Down depart Up Yard | 1 |
| Up pass to Mossend North Junction | Down depart Up yard | 2 |
| Down depart Up Yard | Pass to Mossend North Junction/Up Yard (not stopping Whifflet) | 3 |
| Down depart Up Yard | Up depart Whifflet | ½ |

| Whifflet / Whifflet South Junction | | |
|--|--|-----------------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train to towards Sunnyside Junction | Approach Control | 1 |
| Down train to Langloan Junction | Approach Control | 1 except EMU ½ EMU |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to Down Sunnyside | Depart Coatbridge Central | ½ |
| Up pass/depart | Depart South Junction to Down Sunnyside- | 1 |
| Up pass/depart | Pass to Down Sunnyside | 2 |
| Pass/arrive from Langloan Junction | Down arrive/pass going to Coatbridge Central | 2 |
| 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 | | |
| <p>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 must not have pathing time between Coatbridge Central and Whifflet due to fouling the junction in rear.</p> | | |

| 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 Junction | 2 |
| Pass/arrive Down | Pass from Up Slow to Langloan Junction | 4 |
| Depart/pass to Langloan Junction | Arrive/pass from Langloan Junction | 5 |
| Depart/pass to Langloan Junction | Down depart Whifflet | ½ |
| Depart/pass to Langloan Junction | 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 Junction | Up arrive/pass Coatbridge Central | 4 |
| Up depart Coatbridge Central | Up pass from Up Slow | 4 |
| Down depart Coatbridge Central | Pass to Langloan Junction | 5 |
| Restriction | | |
| <p>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.</p> <p>A Down train must have departed Coatbridge 1 minute before a train can be signaled from Up Slow towards Langloan.</p> | | |

Coatbridge Freightliner Terminal / Down Goods Loop**Adjustments to Sectional Running Times**

| Movement Down | Reason | Value |
|--|---------------|--------------|
| Train departing Coatbridge FLT towards Cumbernauld | Acceleration | 2* |

*Applied approaching Garnqueen North Junction

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

Electrically hauled trains must propel into Coatbridge FLT due to electrification limits inside the terminal. Electric locos departing from Down end of Coatbridge FLT must reverse via Shunt Neck. Electric light locos may arrive either end of the terminal.

Down trains should reverse via Shunt Neck.

There is no access to Coatbridge FLT for up trains from Garnqueen North Junction.

Gartsherrie South Junction**Adjustments to Sectional Running Times**

| Movement Down | Reason | Value |
|--|------------------|--------------|
| Down pass to Gartcosh Junction | Approach Control | 1 |
| Movement Up | Reason | Value |
| Train passing from Up Perth to Up Slow | Approach Control | 1 |

Junction Margins

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

| Cumbernauld | | |
|--|---|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart Down Relief Siding | Down train not stopping Greenfaulds pass Garnqueen North Junction | Same time* |
| Depart station to Down Relief Siding | Down Freight train passes station | 5 |
| Depart station to Down Relief Siding | Down Passenger train passes station | 4 |
| Down train arriving Cumbernauld | Depart Down Relief Sidings | 2½ |
| Down train pass/depart Cumbernauld | Depart Down Relief Sidings | 1½ |
| Down train pass Garnqueen North Junction | Depart Up DRS to Cumbernauld | 1 |
| Up train arriving Cumbernauld from DRS | Down arrive Greenfaulds | 1½ |
| * May pass earlier if the equivalent amount of () or [] is inserted before Cumbernauld | | |

| SC099 WHIFFLET NORTH JUNCTION TO RUTHERGLEN EAST JUNCTION | | |
|--|---|---------------|
| Langloan Junction | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down pass from Coatbridge Central | Up pass to Whifflet (not stopping Kirkwood) | 4½ |
| Down pass from Coatbridge Central | Depart from Kirkwood towards Whifflet | 1 |
| Up pass to Whifflet | Depart Coatbridge towards Kirkwood | ½ |
| Up pass to Whifflet | Pass towards Kirkwood (not stopping Coatbridge) | 5 |

| SC103 GARNQUEEN NORTH JUNCTION TO COWLAIRS WEST JUNCTION | | |
|---|--|--|
| Springburn | | |
| Please refer to SC129 margins | | |
| Restrictions | | |
| Pathing time must not be used between: | | |
| Gartcosh and Gartcosh Junction | | |
| Gartcosh Junction and Gartcosh | | |
| Stepps and Gartcosh | | |
| Owing to signalling constraints. | | |

| SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) | | |
|--|---|--------------|
| Edinburgh | | |
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Trains arriving in platforms-3-6 on top of another train | Approach control | 1 |
| Trains arriving into South Siding from Abbeyhill Junction | Approach control | 1 |
| Connectional Allowance | 10 | |
| Dwell Time – Through trains | | |
| MU | 1½ | |
| Mk IV & 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 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 | | |
| Dwell Time – ECS (XC) | | |
| ECS from Craightinny Depot to Glasgow Central / Dundee / Aberdeen that loads catering supplies at both ends of the train | | |
| 22X | 3½* | |
| *can be reduced to a minimum of 2 minutes after discussion with XC | | |
| 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 | 34 (25 from Newcastle) | |
| ECS off/forming Avanti West Coast Trains | 20 | |
| Passenger service forming Passenger service Avanti West Coast Trains | 30 However, values can be amended to 20 where specific agreement exists between Network Rail and Avanti West Coast. | |
| TPE | 20 | |

| SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) | | |
|--|---|---------------|
| Edinburgh | | |
| 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 – Lumo | 40 (20 if origin is Newcastle) | |
| Passenger service forming/formed by ECS – Lumo | 20 | |
| 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 from East via North Line | Depart East via North Line | ½ |
| 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/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 | 1½ |
| Arrive Platform 2 from West | Arrive Platform 1 from East | 5½ |
| 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 8 or 9 from East | Depart Platform 8 or 9 to East | ½ |
| 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 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 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 |

| SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) | | |
|---|--|---|
| Edinburgh | | |
| 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 |
| Down pass | Up depart | 1 |
| 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 (ScotRail) | 1 | |
| LH Slam Doors | 2 | |
| ECS moves to T.M.D ECS moves from Edinburgh to Haymarket T.M.D. require a ½ minute OP stop at Haymarket. | | |
| Restrictions No pathing to be used approaching Haymarket Depot | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart platform 1 ,2, 3 or 4 to Haymarket TMD | Arrive Platform 0 or 1 | 5 |
| Depart platform 0 to Haymarket TMD | Arrive platform 0 | 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 | Conflicting train pass/arrive from Haymarket TMD | 3½ |
| Depart/pass platform 1 or 3 to Princes Street Gardens | Depart Haymarket TMD (same platform) | 1 |
| 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 |
| Depart to West from Platform 4 | Depart EH520 Signal | 1 |
| Up train arrive Platform 3 | Down train depart Platform 2, crossing to DS at Haymarket Central | Same time |
| Platform Re-occupation | 2½ * * May be reduced to 2 minutes if first train is booked to run towards Slateford and formed of 6 cars or less and second train has {1} approaching Haymarket | |

| Haymarket Depot | | |
|---|--------------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive Depot from East or West | Depart Depot to East or West | 8 |
| Arrive Depot from East or West | Arrive Depot from East or West | 8 |
| Depart Depot to East or West | Arrive Depot from East or West | 8 |
| Depart Depot to East or West | Depart Depot to East or West | 8 |
| Restriction Maximum DMU raft of 6 cars can arrive or depart | | |

| 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 Haymarket 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 | Traction | Value |
| Trains from Gorgie Junction to Newbridge Junction (Acceleration) | Passenger and trailing up to 600t (TR40) | ½* |
| | Trailing >=800t (Above TR45) | 1* |
| Trains from Gorgie Junction to Dalmeny Junction (Acceleration) | Passenger and trailing up to 600t (TR40) | 1* |
| | Trailing >=800t (Above TR45) | 1½* |
| Trains routed from Down South to Down Fife | Approach Control | ½ |
| | Acceleration | ½* |
| *To be applied approaching next timing point | | |
| Movement Up | | |
| Movement Up | Reason | Value |
| Up trains crossing US to UN at Haymarket Central Junction | Approach Control | 1 |
| Up train crossing to US or travelling towards Gorgie Junction | Approach Control | 1 |

| Junction Margins | | |
|----------------------------------|--------------------------------|---------------|
| First Movement | Second Movement | Margin |
| Down Suburban Line to Down South | Down South | 3½ |
| Down Suburban Line to Down North | Down North/Down South/Up South | 3½ |
| Down pass on South Line | Up South to Up Suburban | 4 |
| Down pass/Up South | Up North to Up Suburban | 4 |

| Edinburgh Park | |
|-------------------------------|---|
| Platform Re-occupation | 3 |

| Newbridge Junction | | |
|--|---|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Trains from Haymarket West Junction to Down Passenger Loop | Approach Control | 1 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass from Winchburgh Junction | Pass from Bathgate | 2½ |
| Pass to Winchburgh Junction | Depart to Haymarket West Junction (Having Come from Bathgate) | 1 |

| Winchburgh Junction | | |
|------------------------------------|--|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up pass towards Newbridge Junction | Depart towards Linlithgow from Up Winchburgh | 1 |

| Linlithgow | | |
|---|------------------------|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Trains routed to UPL | Approach control | 1 |
| Movement Down | Reason | Value |
| Down depart UPL (not stopping Linlithgow) | Acceleration from stop | 1* |
| *Applied approaching Polmont | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down arrive from UPL | Up arrive/pass | 3 |
| Up departure from down platform | Down arrive/pass | 4 |

| Polmont | | |
|---|--|---------------------------------|
| Connectional Allowance | 3 | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Passing trains travelling towards Grangemouth Junction | Approach Control | 1 |
| Passing train timed as class 385 towards Grangemouth Junction | Approach Control | ½ |
| Movement Up | | |
| Movement Up | Reason | Value |
| Passing trains from Grangemouth Junction | 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 |

| Greenhill Upper Junction | | |
|---|---|----------------|
| Adjustments to Sectional Running Times | | |
| Movement Down/Up | Reason | Value |
| Up train timed at 90mph+ routed towards Greenhill Lower Junction | Deceleration to be applied approaching Greenhill Upper Junction | ½ [^] |
| Down train timed at 90mph+ routed towards Croy | Acceleration to be applied approaching Croy | ½ [^] |
| ^ Value Does not apply to trains timed as HSTSR5 & 385 | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up Passenger towards Falkirk High | Down depart from Branch towards Croy | 1 |
| Up Passenger towards Falkirk High | Down passenger from Carmuir West Jn | 2 |
| Down passenger from Carmuir West Jn | Up Pass towards Falkirk High | 2½ |
| 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 | | |

| Croy | |
|-------------------------------|---|
| Connectional Allowance | 3 |

| | |
|-------------------------------|---|
| Lenzie | |
| Connectional Allowance | 3 |

| | | |
|---|---|---------------|
| Cadder | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up arrive Cadder Up Loop or Cadder Down Loop or West Departure Line | Up Pass/Depart Bishopbriggs | 1 |
| Up Pass/Depart Lenzie | Up depart Cadder Down Loop or Cadder Up Loop or East Departure Line | 1 |
| Up Depart East Departure | Down Pass Lenzie | 3 |
| Down arrive Cadder Down Loop or East Departure Line | Down Pass Lenzie | 1½ |
| Down arrive Cadder Down Loop or East Departure line | Down Depart Lenzie | Simultaneous |
| Down pass/depart Bishopbriggs | Down depart Cadder Down Loop or West Departure | ½ |
| Up arrive Cadder Down Loop or West Departure Line | Down Pass/Depart Lenzie | 1 |

| | |
|--|---|
| Cadder HST Depot | |
| Minimum time between arrivals and/or departures | 8 |
| West Departure line re-occupation (Up direction only) | 8 |
| Planning Note – Departures | |
| 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. | |
| Planning Note – Arrivals | |
| 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 to Cowlairs North Junction | Up EMU pass from Glasgow Queen Street | 2 |

| 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 |
| Up trains from Springburn towards Bishopbriggs | Acceleration (to be applied approaching Bishopbriggs) | 1 LH |
| 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 |
| Down train from Cowlairs East Junction towards Springburn | Approach control | ½ |
| Junction Margins | | |
| All Conflicting Movements excluding instances listed below | | 2½ |
| First Movement | Second Movement | Margin |
| Down pass Cowlairs South Junction | Depart Eastfield TMD | ½ |
| Down pass from Springburn towards Bishopbriggs | Pass from Bishopbriggs | 3 |
| Up Pass Cowlairs West Junction | Down depart Cowlairs West Junction (when conflicting) | 1 |
| Down Pass towards Cowlairs South Junction | Pass from Cowlairs South Junction to Eastfield TMD/Passenger Loop | 1½ |
| Down pass Cowlairs South Junction via E&G (Not originating Eastfield TMD) | Down depart Down West Curve towards Springburn | ½ |

| 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 |
| Planning Note | | |
| Trains booked a pathing stop on the Up E&G must have a minimum dwell time of 1 minute to allow for the overlap to timeout and route reset | | |

| Glasgow Queen Street | | |
|---|--|---------------|
| Connectional Allowance | 10 30 To/from Glasgow Central | |
| Platform End Conflicts | | |
| First Movement | Second Movement | Margin |
| Depart all platforms | Arrive all platforms where confliction occurs | 3 |
| Arrive all platforms | Depart all platforms where confliction occurs at platform end | 1* |
| Arrive all platforms | Depart all platforms where confliction occurs at points 747 or 748 in tunnel | Simultaneous |
| * If incoming service has ½ minute or more pathing time immediately approaching Queen Street, simultaneous arrive/depart is permissible | | |

SC109 POLMONT TO CARMUIRS WEST JUNCTION**Grangemouth Junction****Adjustment to Sectional Running Times**

| Movement Down | Reason | Value |
|---|---------------|--------------|
| Down freight from Fouldubs Jn up to 600t | Acceleration | 1/2* |
| Down freight from Fouldubs Jn 800-1000t | Acceleration | 1* |
| Down Electric hauled freight from Fouldubs Jn | Acceleration | 1* |
| Down freight from Fouldubs Jn 1200-1400t | Acceleration | 1 1/2* |
| Down freight from Fouldubs Jn 1600t-1800t | Acceleration | 2* |
| Down freight from Fouldubs Jn 2000t and over | Acceleration | 2 1/2* |

*Applied approaching next timing point

Junction Margins

| First Movement | Second Movement | Margin |
|---|-------------------------------------|---------------|
| 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 |

Note

When planning reversals at Grangemouth Junction care must be taken to ensure the correct signal is used to avoid blocking traffic to or from Fouldubs Junction.

Falkirk Grahamston

| | |
|-------------------------------|-------|
| Connectional Allowance | 3 |
| Dwell Time | |
| 150 / 158 / 170 | 1 |
| LH Slam Doors | 2 |
| HST Power Doors | 1 1/2 |

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 | | |
| Movement Down | Reason | Value |
| Down trains toward Carmuir West Junction (not stopping at Camelon) | Approach control | ½ |
| Movement Up | Reason | Value |
| Up Freight trains from Carmuir West Junction | Acceleration from slow speed | ½ * |
| *Applied approaching next timing point | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to Larbert Junction | Pass from Carmuir West Junction | 3* |
| Pass to Larbert Junction (Camelon stopping service) | Pass from Carmuir West Junction | 3 |
| 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 |
| * 5 minutes for trains with pathing allowance approaching Greenhill Lower or Carmuir West junctions as they will require an approach control aspect at ECL389 signal rather than flashing yellows. | | |
| Restriction | | |
| Reversals should not be planned at Carmuir East Junction due to the sub-optimal positioning of signal ECL272 | | |

| SC111 NEWBRIDGE JUNCTION TO BATHGATE | | |
|--|---------------------------------------|---------------|
| Bathgate East Junction | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up train pass from Down to Up Main from Bathgate LMD | Down train passes/arrives at Bathgate | 5 |
| Pass from Sig. EN2031 | Down train departs Livingston North | Same time |
| Pass from Sig. EN2031 | Down train passes Uphall | Same time |
| Up train non-stop from Bathgate | Pass Bathgate East Junction from LMD | 6 |

| Signal EN2031 | | |
|-------------------------|----------------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart to Bathgate | Depart L.M.D. | 1 |
| Depart/pass eastwards | Depart L.M.D. | 2½ |
| Depart/pass to LMD | Depart Bathgate to Signal EN2031 | 1 |

| Bathgate L.M.D. | | |
|---|---|---------------------------------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive L.M.D | Depart L.M.D. | 12 |
| Down train arrives Bathgate | Depart L.M.D. | Same time |
| Arrive L.M.D. from Bathgate | Down train departs Livingston North | 2 before 1 st move arrives |
| Arrive L.M.D. from Bathgate | Down train passes Uphall | 2 before 1 st move arrives |
| Arrive L.M.D. from Bathgate | Down train passes Bathgate East Junction from Up line | ½ before 1 st move arrives |
| Restriction | | |
| Trains cannot depart from L.M.D if a Down train has arrived at or is en-route from Livingston North | | |

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

| SC115 COWLAIRS WEST JUNCTION TO KNIGHTSWOOD NORTH JUNCTION | | |
|--|--------------------------|---------------|
| Cowlairs North Junction | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass from Cowlairs East Jn | Pass to Cowlairs East Jn | 3½ |
| Pass to Cowlairs East Jn | Pass to Cowlairs West Jn | 3½ |
| Restriction | | |
| Pathing time must not be used between Ashfield and Cowlairs North Junction due to signalling constraints | | |

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

| SC117 GRANGEMOUTH JUNCTION TO GRANGEMOUTH NR BOUNDARY | | |
|--|---|---|
| Fouldubs Junction | | |
| Adjustment to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Trains from Grangemouth Run Round | Acceleration | 2 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass from Grangemouth Oil Refinery | Depart Grangemouth Oil Refinery | 2 |
| Depart from Grangemouth Run Round | Arrive from Grangemouth Jn | 8½ |
| Depart to Grangemouth Run Round | Pass to Grangemouth Oil Refinery | 9 |
| Pass from Grangemouth Run Round | Pass to Grangemouth Oil Refinery | 4 |
| Arrive Grangemouth TDG | Pass from Grangemouth Jn into Run Round | SLU specific 0-29: 10 30-59: 20 60-89: 30 90+: 40 |
| Restriction All trains arriving into Grangemouth Run Round must have a stop of 2 minutes at Fouldubs Junction for Shunting instruction. Where a train is over 93 SLU or both No 2 and 3 loop are occupied a 30 minute dwell is required due to longer run round move. | | |

| 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**Greenhill Lower Junction****Adjustments to Sectional Running Times**

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

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------|---------------------------|---------------|
| Freight pass towards Cumbernauld | Pass from Greenhill Upper | 4 |
| 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**

| Movement Down | Reason | Value |
|--|------------------|--------------|
| Down Freight from Greenhill Lower Junction towards Falkirk | Flashing Yellows | ½ |

| Movement Up | Reason | Timing Load | Value |
|---|------------------------|------------------------|--------------|
| From Falkirk towards Greenhill Lower Junction | Acceleration allowance | Up to 800t / TR40 | 1# |
| | | 1000t / TR55 and over | 2# |
| | | Up to 1400t / TR85 | ½ \$ |
| | | 1600t / TR100 and over | 1 \$ |

Applied approaching Greenhill Lower Jn

\$ Applied approaching Cumbernauld

Junction Margins

| First Movement | Second Movement | Margin |
|--|---|---------------|
| Down Passenger 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) | 3½ |

| Larbert Junction | | |
|---|---|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Trains entering Larbert North DGL not stopping at Larbert | Approach Control | ½ |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up train passes towards Greenhill Junction (EMU) | Down train passes from Falkirk (not stopping Camelon) | 3 |
| Up train passes towards Greenhill Junction (HST/Freight) | Down train passes from Falkirk (not stopping Camelon) | 4 |
| Up train passes towards Greenhill Junction | Down train passes from Falkirk (stopping Camelon) | 2½ |
| Down train passes from Falkirk (Passenger) | Up train passes towards Greenhill Junction(not stopping Larbert) | 3 |
| Down train passes from Falkirk (Freight) | Up train passes towards Greenhill Junction (not stopping Larbert) | 4 |
| Down train passes from Falkirk | Up train passes towards Greenhill Junction (stopping Larbert) | 2 |

| Larbert |
|--|
| Restriction Pathing time must not be used between Larbert and Larbert Junction in either direction as there are no intermediate signals. |

| Stirling | | |
|--|--|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down arrival into Platforms 9 or 10 | Slow speed over crossovers/ Approach Control | 1 |
| ECS moves from Platform 6 or 9 to Stirling North and Dunblane | Speed differential approaching Dunblane | 2 |
| ECS moves from Centre Sidings (Platform 4 or 5) to Stirling North and Dunblane | Inspection of hand points | 2 |
| Movement Up | | |
| Movement Up | Reason | Value |
| Trains arriving Plat 9 from Dunblane | Approach control | 1 |
| ECS moves from Stirling North to Platform 6 or 9 | Speed differential | 2 |
| ECS moves from Stirling North to Centre Sidings (Platform 4 or 5) | Inspection of hand points | 2 |
| Dwell Time | | |
| MU | 1 | |
| LH Slam Doors | 2 | |
| HST Power Doors | 1½ | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up EMU depart via up main | Down Arrive Platforms 6-10 | 3½ |
| Up DMU/HST/LH depart via up main | Down Arrive Platforms 6-10 | 4 |

| Stirling | | |
|---|---------------------------------|----|
| Up Depart Platforms 9 or 10 via up loop | Down Arrive Platform 9 or 10 | 3½ |
| Depart Platforms 4-9 towards Dunblane | Up Arrive (not EMU) | 5 |
| Depart Platforms 4-9 towards Dunblane | Up EMU Arrive | 4½ |
| Shunt move arrive Stirling North from Platform 4,5,6 or 9 | Up train arrive/pass Platform 3 | 3 |
| Restriction | | |
| Passenger Trains cannot be planned from the North into Platforms 4 or 5. | | |
| LNER class 80x should not use platform 10 owing to PRM restrictions | | |
| Operating Note | | |
| LNER services that exceed 3 hours 30 minutes running between Edinburgh Waverley-Inverness must have 5 minute dwell at either Stirling, Perth or Pitlochry for driver PNB requirements | | |

| Dunblane | | |
|--|--------------------------------------|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Terminating services into Platform 3 | Approach control | 1 |
| Terminating services into Platform 2 | Approach control | ½ |
| Movement Up | Reason | Value |
| Up depart Platform 2 or 3 | Slow speed crossover | ½* |
| *Applied approaching next timing point | | |
| Dwell Time | | |
| MU | 1 | |
| LH Slam Doors | 2 | |
| HST Power Doors | 1½ | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart/pass platform 2 to Dunblane Signal DB43 | Depart Platform 3 to Dunblane SB | 2 |
| Depart platform 3 to Dunblane Signal DB43 | Depart platform 2 to Dunblane SB | 2 |
| Depart/pass platform 1 to Stirling | Arrive from Dunblane SB | 3 |
| Depart platform 2/3 to Stirling | Arrive from Dunblane SB | 3½ |
| Depart Dunblane SB to Platform 1/3 | Arrive/Pass Platform 2 | 4½ |
| Depart platform 2 to Stirling | Arrive platform 3 from Stirling | 4½ |
| Depart platform 2 to Stirling | Arrive/pass platform 2 from Stirling | 4 |
| Depart platform 3 to Stirling | Arrive platform 3 from Stirling | 4½ |
| Depart platform 3 to Stirling | Arrive/pass platform 2 from Stirling | 4 |

| 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 | |

| Hilton Junction | | |
|---|--------------------------------------|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down pass from Ladybank | Acceleration from slower speed route | 1* |
| *Applies approaching next timing point | | |
| 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 |
| Planning Note | | |
| 'Arrive from Ladybank / Pass to Dunblane' should not be planned due to overlap restrictions. | | |
| Restriction | | |
| Locomotive hauled trains (including Light Engines but excluding HSTs) must not be timed to pass any other train over UB88 (Earn Viaduct). Whenever this restriction is to be applied... | | |
| If the first train to pass Hilton Jn is a down train, the up train must pass a minimum of 1½ minutes afterwards. | | |
| If the first train to pass at Hilton Jn is an up train, the down train must pass a minimum of 8 minutes afterwards. | | |

| Perth | | |
|---|--|--------------------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Trains arriving Platform 2 or 3 via Down Dundee Loop | Slower speed route | ½ (approaching Perth) |
| Trains departing Platform 3 to Stanley Junction | Longer departure route at low speed | 1 |
| Dwell Time | | |
| MU/HST Power Doors | 1½ | |
| LH | 3 | |
| ScotRail trains to/from Inverness via Aviemore | 2 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive Down Dundee Loop from South | Depart/pass Up | 1½ |
| Depart/pass Up | Arrive Down Dundee Loop from South | 5 |
| Depart Platform 6 or 7 towards Hilton Jn | Arrive from Hilton Jn (when conflicting) | 3½ |
| Depart Platform 4 towards Stanley | Arrive Platform 3 or 4 from Stanley | 6½ |
| Operating Note: LNER services that exceed 3 hours 30 minutes running between Edinburgh Waverley-Inverness must have 5 minute dwell at either Stirling, Perth or Pitlochry for Driver PNB requirements | | |

| Barnhill | | |
|-------------------------|------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass from Single Line | Pass to Single Line | 3½ |
| Pass from Single Line | Depart to Single Line | 2 |

| Longforgan | | |
|---|--|--|
| Planning Note Pathing time must not be applied between Longforgan and Invergowrie in the Down direction due to there being no intermediate signals. | | |

| SC123 BATHGATE TO HELENSBURGH (VIA SINGER) | | |
|--|--------------------------------|---------------|
| Airdrie | | |
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Up trains from Coatdyke to Platform 1 between Coatbridge/Coatdyke and Airdrie | Approach control | 1½ |
| Up trains from Coatdyke to Platform 2 between Coatbridge/Coatdyke and Airdrie | Approach Control | ½ |
| Dwell Time | | |
| MU | 1 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down pass/depart | Up arrive Platform 1 or 2 | 3 |
| Down pass/depart | Up arrive Down Carriage Siding | 3 |
| Up arrive Platform 1 or Down Carriage Siding | Pass/arrive Platform 2 | 3* |
| Arrive Platform 1 | Down depart Platform 2 | ½ |
| * Down trains may arrive at the same time if ½ adjustment is added to the SRT approaching Airdrie. | | |
| Restriction | | |
| Except in an emergency, no more than 6 vehicles may be permitted to occupy number 1 platform line. | | |

| Coatbridge Sunnyside |
|---|
| Restrictions |
| Pathing time must not be used between Coatbridge Sunnyside and Blairhill, due to there being no intermediate signals. |
| Pathing time must not be used between Coatbridge Sunnyside and Coatdyke, due to there being no intermediate signals. |

| 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, due to there being no intermediate signals. |

| Garrowhill |
|---|
| Restrictions Pathing time must not be used between Garrowhill and Easterhouse and vice versa, due to there being no intermediate signals. |

| 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, due to there being no intermediate signals. | | |

| Bellgrove | | |
|---|--|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart/pass to Springburn | Arrive/Pass from Springburn | 4 |
| Depart/pass to Carntyne | Arrive/Pass from Duke Street | 2½ |
| Depart/pass to Carntyne | Pass from Springburn, not stopping Duke Street | 3½ |
| Pass/arrive from Springburn | Arrive/pass from High Street Junction / High Street / Glasgow Queen Street Low Level | 2½* |
| * May be reduced to 2 minutes if ½ adjustment inserted approaching Bellgrove | | |
| Planning note All reverse moves to be timed at Signal 783 or Signal 785 | | |

| High Street Junction | | |
|---|------------------------------------|-------------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass from Shields | Down depart Bellgrove | 1 |
| Pass from Shields | Down pass Bellgrove | 2½ |
| Down train arrive High Street | Pass from Shields | 2 DMU 3½ Other |
| Down train arrive/pass Queen St. L.L. (not stopping High Street) | Pass from Shields | 1 DMU 2½ Other |
| Down depart/pass Bellgrove | Depart from Sig. YF140/142 | 2 |
| Down train depart/pass Glasgow Queen Street Low Level | Down train depart/pass High Street | 1 |
| Platform re-occupation | | |
| | 2 | |
| Restrictions | | |
| Pathing time must not be used between High Street Junction and Bellgrove, and vice versa, due to there being no intermediate signals. | | |

| Glasgow Queen Street Low Level | | |
|---------------------------------------|---|---------------|
| Connectional Allowance | | |
| | 10 | |
| Dwell Time | | |
| MU | 1 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up train depart/pass High Street | Up train depart/pass Glasgow Queen Street Low Level | 1½ |
| Platform re-occupation | | |
| | 2 | |

| Charing Cross | |
|-------------------------------|---|
| Platform re-occupation | |
| | 2 |

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

| Hyndland | |
|--------------------------------|---|
| Connectional Allowance | 3 |
| Dwell Time | |
| MU towards Anniesland or Yoker | 1 |
| Platform re-occupation | 2 |

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

| Hyndland East Junction | | |
|--|--|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass from Up Yoker | Pass to Down Singer (stopping at Hyndland) | 2 |
| Pass from Up Yoker | Pass to Down Singer (not stopping) | 2 |
| Pass to Down Singer | Up depart Jordanhill | 1 |
| Pass to Down Singer | Pass from Up Yoker (not stopping Jordanhill) | 2½ |
| Pass from Up Yoker | Dep U/DG Loop to West | 1 |
| Pass from Up Singer | Dep U/DG Loop to West | 1 |
| Pass from U/DG Loop to West | Up depart Jordanhill | 1 |
| Pass from U/DG Loop to West | Pass from Up Yoker (not stopping Jordanhill) | 2½ |
| Pass from U/DG Loop to West | Pass from Up Singer (stopping at Anniesland) | 2 |
| Pass from U/DG Loop to West | Pass from Up Singer (not stopping at Anniesland) | 3½ |
| Pass from Jordanhill Platform 2 | Pass to Down Yoker (stopping at Hyndland) | 2½ |
| Pass from Jordanhill Platform 2 | Pass to Down Yoker (not stopping at Hyndland) | 3½ |
| Restriction | | |
| Pathing time must not be used between Hyndland East Junction and Jordanhill, and vice versa, due to there being no intermediate signals. | | |
| Pathing time must not be used between Hyndland East Junction and Hyndland, and vice versa, due to there being no intermediate signals. | | |

| 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, due to there being no intermediate signals. | | |

| Drumchapel | | |
|--|--|--|
| Restrictions | | |
| Pathing time must not be used between Drumchapel and Drumry, and vice versa, due to there being no intermediate signals. | | |

| Singer | | |
|--|--|--|
| Restrictions | | |
| No pathing to be used between Singer and Dalmuir | | |

| Dalmuir | | |
|--|--|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down Arriving platform 4 or 5 approaching Dalmuir | Approach Control | 1 |
| 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, due to there being no intermediate signals. | | |
| Pathing time must not be used between Dalmuir and Kilpatrick, and vice versa, due to there being no intermediate signals. | | |

| Dumbarton Central | | |
|---|---|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train routed into Platform 3 / CE line not stopping at Dumbarton East | Approach Control | ½ |
| Platform re-occupation 2 – Down direction | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down depart Dalreoch towards Balloch | Down depart Dumbarton Central | 1 |
| 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 | | |

| Dalreoch | | |
|---|---|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive/Pass from Cardross | Depart to Balloch | 1 |
| Arrive/Pass from Cardross | Pass to Balloch from stop at Dumbarton Central | 2 |
| Arrive/Pass from Cardross | Pass to Balloch, not stopping Dumbarton Central | 3 |
| Depart/pass to Balloch | Arrive/pass from Cardross | 3 |
| Arrive/pass from Balloch | Depart to Balloch | ½ |
| Arrive/pass from Balloch | Pass to Balloch | 2 |
| Restrictions | | |
| Pathing time must not be used between Dumbarton Central and Dalreoch, and vice versa, due to there being no intermediate signals. | | |

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

| Helensburgh Central | | |
|---|------------------|--------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train approaching an occupied platform approaching Helensburgh Central | Approach control | 1 |

SC125 HYNDLAND EAST JUNCTION TO DALMUIR (VIA YOKER)

| Jordanhill |
|---|
| Restrictions Pathing time must not be used between Hyndland East Junction and Jordanhill, and vice versa, due to there being no intermediate signals. |

| Hyndland West Junction | | |
|--|-------------------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass from Anniesland | Pass to Anniesland | 3½ |
| Pass from Anniesland | Up Depart Scotstounhill to Hyndland | 1 |
| Pass from Anniesland | Up pass Garscadden to Hyndland | Same time |
| Up arrive Jordanhill | Pass from Anniesland | 4 |
| Up arrive Jordanhill | Depart West Curve to Garscadden | ½ |
| Up pass Hyndland East Junction (not stopping Jordanhill) | Pass from Anniesland | 4 |
| Up pass Hyndland East Junction (not stopping Jordanhill) | Depart West Curve to Garscadden | ½ |

| Garscadden | | |
|---|-----------------------------|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down ECS going to Yoker CS between Scotstounhill and Garscadden | Approach control | 1½ |
| 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, due to there being no intermediate signals. | | |

| Yoker C.S. | | |
|--|--------------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive Depot from East or West | Depart Depot to East or West | 3 |
| Arrive Depot from East or West | Arrive Depot from East or West | 3 |
| Depart Depot to East or West | Arrive Depot from East or West | 3 |
| Depart Depot to East or West | Depart Depot to East or West | 3 |
| Restrictions | | |
| No pathing to be used between Garscadden and Yoker C.S | | |

| Yoker | | |
|--|---------------------------------------|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Up Train to Yoker CS approaching Yoker (not stopping at Yoker) | Approach control | 1 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down arrive/pass | Depart to Yoker CS | 1 |
| Down arrive/pass | Pass to Yoker CS | 2½ |
| Depart/pass to Yoker CS | Down arrive | 3½ |
| Depart/pass to Yoker CS | Down pass (calling Garscadden) | 3 |
| Depart/pass to Yoker CS | Down pass (not calling at Garscadden) | 3½ |

SC129 SPRINGBURN TO BELLGROVE JUNCTION**Springburn****Adjustments to Sectional Running Times**

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

Junction Margins

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

Barnhill**Junction Margins**

| First Movement | Second Movement | Margin |
|--|---|---------------|
| Arrive Platform 1 from Springburn Platform 1 | Up depart Duke Street | 1 |
| Arrive Platform 1 from Springburn Platform 1 | Up depart or pass Bellgrove (Not stopping at Duke Street) | 1 |
| Depart Platform 2 to Springburn | Depart Springburn Platforms 1,2,3,4 to Bellgrove | 1 |
| Depart Platform 2 to Springburn | Pass Springburn Platform 2 from Cowlairs South Junction | 2 |
| Depart Platform 2 to Springburn | Pass Springburn Platform 2 from Cowlairs West Junction | 3 |

Duke Street**Junction Margins**

| First Movement | Second Movement | Margin |
|-----------------------|------------------------|---------------|
| Up arrive | Down departure | 1 |

SC133 WESTERTON TO MILNGAVIE**Bearsden****Junction Margins**

| First Movement | Second Movement | Margin |
|---------------------------------------|------------------|--------------|
| Down arrive/pass | Up depart | 1 |
| Down arrive/pass | Up pass | 2 |
| Up depart | Depart Milngavie | 1 |
| Arrive/pass Westerton (from Bearsden) | Up depart | Simultaneous |
| Arrive/pass Westerton (from Bearsden) | Pass Bearsden | 1 |

Hillfoot**Junction Margins**

| First Movement | Second Movement | Margin |
|------------------|---------------------------|--------|
| Up arrive/pass | Down Depart to Milngavie | ½ |
| Up arrive/pass | Down Pass to Milngavie | 2 |
| Down depart/pass | Down arrive/pass Bearsden | 3 |
| Arrive Milngavie | Down depart to Milngavie | ½ |
| Arrive Milngavie | Down pass to Milngavie | 1½ |

Restrictions

Pathing time must not be used between Hillfoot and Bearsden, and vice versa, due to there being no intermediate signals.

Milngavie**Adjustments to Sectional Running Times**

| Movement Down | Reason | Value |
|---|------------------|-------|
| Down train approaching an occupied platform. Approaching Milngavie | Approach control | 1 |

Junction Margins

| First Movement | Second Movement | Margin |
|----------------|-----------------|--------|
| Arrive | Depart | 1 |

SC135 DALREOCH TO BALLOCH**Dalreoch**

Please refer to SC123 margins

SC141 CRAIGENDORAN JUNCTION TO FORT WILLIAM**General Restriction**

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

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

Dwell Time

| | |
|------------------------------------|---|
| Where a token exchange takes place | 1 |
|------------------------------------|---|

Crossing Margins

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

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

Except when the first train is longer than the loop

| | No crew change | With crew change |
|---------------------|----------------|------------------|
| First train arrive | xx00 | xx00 |
| Second train arrive | xx01 | xx01 |
| Second train depart | xx02 | xx04 |
| First train depart | xx03 | xx05 |

When the first train is longer than the loop

| | No crew change | With crew change |
|---------------------|----------------|------------------|
| First train arrive | xx00 | xx00 |
| Second train arrive | xx01 | xx01 |
| First train depart | xx02 | xx04 |
| Second train depart | xx03 | xx05 |

Helensburgh Upper**All trains must stop for token exchange purposes: Dwell Time**

| | |
|--------------------------------|---|
| Down trains (RETB requirement) | 3 |
| Up trains (RETB requirement) | 1 |

Garelochhead**All trains must stop for token exchange purposes.**

If passing another train, an Up train requires the following dwell so that bell codes can be exchanged with Yoker signalbox:

If both trains fit into loops 3 minutes
If either train exceeds loop length 5 minutes
Otherwise standard values apply.

For Down trains, see general restrictions above

Glen Douglas

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

Arrochar & Tarbet

All trains must stop for token exchange purposes.

For Up trains, see general restrictions above.

For Down trains, see general restrictions above.

Ardlui

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

Crianlarich

All trains must stop for token exchange purposes.

For up trains, see general restrictions above.

Dwell Time

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

Junction Margins

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

Fillan

Second train planned to attach at Crianlarich must stop to receive a 'Loop Occupied' token in order to proceed

Upper Tyndrum

All trains must stop for token exchange purposes.

Dwell Time

| | |
|-------------------------------|---|
| All trains (RETB requirement) | 3 |
|-------------------------------|---|

Bridge of Orchy**All trains must stop for token exchange purposes.**

For down trains, see general restrictions above.

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

Trains can not pass at Gorton under normal methods of working.

Both ends of the loop are controlled by groundframes which are set and locked for main line under normal operating conditions.

Rannoch**All trains must stop for token exchange purposes.**

For Up trains, see general restrictions above.

For down trains, see general restrictions above.

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

Trains can not pass at Corroul 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 | | |
| Movement Down | Reason | Value |
| If diverted via Up Platform when passing stabled train | Driving at caution across points approaching Spean Bridge | 3 |

| Fort William Junction | | |
|--|------------------------|---------------|
| Goods trains arriving from Spean Bridge, require a 2 minute RM at Fort William Junction before propelling to Alcan or Yard. Whilst the propelling move is in progress, no train can proceed to/from Banavie and no train can pass Spean bridge towards Fort William. | | |
| For Down trains, see general restrictions above. | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to/from Spean Bridge, Alcan, Yard | Pass from Banavie | 3½ |
| Pass to/from Banavie, Yard | Pass from Spean Bridge | 4 |
| Pass to Spean Bridge | Depart Alcan | 3 |
| Pass to Banavie or Yard | Depart Alcan | 1 |
| Pass to Spean Bridge, Banavie | Depart Yard | 1 |
| Arrive Alcan | Pass from Banavie | 3½ |

| Fort William | | |
|--|---|---------------|
| Adjustments to Sectional Running Times | | |
| Movement | Reason | Value |
| Train arriving into occupied Platform | Approach Control | 1 |
| Dwell Time | | |
| All through trains requiring watering | 10 from Glasgow 8 from Mallaig | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive from Fort William Junction | Depart to Fort William Junction | 1 |
| Note | | |
| Normally trains departing Fort William Station need to be in possession of the relevant token towards Spean Bridge or Loch Eil Outward Bound. However, trains heading towards Loch Eil Outward Bound may leave Fort William Station without a token, provided a TW stop is inserted at Fort William Junction for both the train from Fort William and the train to Fort William. | | |
| Train Watering Points | | |
| | Platform 2 also Platform 1 for trains of 4 vehicles or less | |

SC143 CRIANLARICH TO OBAN**General Restriction**

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

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

Dwell Time

| | |
|------------------------------------|---|
| Where a token exchange takes place | 1 |
|------------------------------------|---|

Crossing Margins

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

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

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

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

Lower Crianlarich

Second train planned to attach at Crianlarich must stop to receive a 'Loop Occupied' token in order to proceed

Tyndrum Lower

All trains must stop for token exchange purposes.

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 | | |
| Movement Down | Reason | Value |
| Down train arriving Platform 4 | Operation of Ground Frame | 4 |
| Loco hauled train exceeding 7 coaches arriving Platform 4 | Operation of Ground Frame | 10 |
| Movement Up | Reason | Value |
| Up train departing Platform 4 | Operation of Ground Frame | 4 |
| Loco hauled train exceeding 7 coaches departing Platform 4 | Operation of Ground Frame | 10 |
| 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 |
|------------------------------------|---|

Crossing Margins

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

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

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

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

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. | |
| Dwell Time | |
| Where passing an overlength train | 3 |
| For Up trains, see general restrictions above. | |
| For Down trains, see general restrictions above. | |
| If a train is in the process of shunting between Mallaig 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 Mallaig 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 1 | Operation of Ground Frame | 4 |
| Loco hauled train exceeding 7 coaches arriving Platform 1 | Operation of Ground Frame | 10 |
| Movement Up | Reason | Value |
| Up train departing Platform 1 | Operation of Ground Frame | 4 |
| Loco hauled train exceeding 7 coaches departing Platform 1 | Operation of Ground Frame | 10 |
| Restriction | | |
| If a train is in the process of shunting between platforms, 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 7minutes following a steam train or a large loco-hauled special departing via the ground frame. | | |
| If there are no trains between Arisaig and Glenfinnan, please see general restrictions above. | | |

| SC147 BERWICK TO EDINBURGH WAVERLEY | | |
|--|---------------------------------|---------------|
| Grantshouse | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up train pass Grantshouse | Up train depart Grantshouse UPL | 2 |
| Down train pass Grantshouse | Down train depart Grantshouse | 2 |
| Minimum Run Round Allowance 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 | XXRMPR09 | XXRMPR11 |
| 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 |
| Movement Up | | |
| Up train timed as 221 that has called at Dunbar | Acceleration | ½* |
| *To be applied approaching next timing point | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive Oxwellmains Lafarge | Down Train Pass | 4 |
| Down train pass from Grantshouse | Train depart terminal | 2 |
| Down train pass from Grantshouse | Up train depart to Down Sidings | 1 |
| Down Train pass from Up sidings | Up trains pass (Passenger) | 3 |
| Down Train pass from Up sidings | Up trains pass (Freight) | 4 |
| For trains to Up or Down Sidings | | |
| | ARR | DEP |
| Dunbar dep/pass | | XX/XX |
| Oxwellmains Crossovers | XXOP00 | XXOP00½ |
| Oxwellmains Up or Down Sidings | XX:XX | |

| Dunbar | | |
|---|-------------------------------|---------------|
| Dwell Time | | |
| 80X TPE Only | | 1½ |
| Minimum Turnround | | |
| MU | | 5 |
| 22x | | 5 |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train departing P1 | Slow Speed Crossover | ½* |
| *To be applied approaching next timing point | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down arrival in Up Platform line | Up non-stop via Up Main | 4 |
| Down departure from Up Platform line | Up non-stop via Up Main | 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 | | |
| Operating Notes: | | |
| All Scotrail Operated Services must be planned to use Platform 1 only | | |

| Drem | | |
|--|-----------------------------|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down trains departing from Drem DPL between Drem and Longniddry/Prestonpans | For acceleration purposes | 2 |
| Movement Up | | |
| Movement Up | Reason | Value |
| Up trains routed to Drem UPL between Prestonpans/Longniddry and Drem | Approach Control | 2 |
| Up stopping trains using platform 1W | Approach Control | 2 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train arr/pass from North Berwick | Up train pass | 4 |
| Down train arr/pass from North Berwick | Depart to North Berwick | 1 |
| Down train arr/pass from North Berwick | Arrive from Edinburgh | 3½* |
| Down train arr/pass from North Berwick | Arrive DPL | 3 |
| Up train pass/depart | Arr/pass from North Berwick | 3½ |
| 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 non-stop passenger train pass Drem | Up train depart Drem UPL | 2 |
| Up arrive | Arr/pass from North Berwick | 5* |
| Down non-stop passenger train pass Drem | Down train depart Drem DPL | 2 |
| Down pass | Arrive from North Berwick | 3 |
| *Margin can be simultaneous if arrival from Edinburgh shown to arrive on platform 1W | | |

| Prestonpans | | |
|---|---------------------------------|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Up trains to UPL | Approach control | 2 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up Class 1 train pass Prestonpans | Up train depart Prestonpans UPL | 2 |
| Restriction | | |
| Pathing time should not be inserted approaching Prestonpans in a Down train not stopping at Prestonpans if following a down train which is stopping at Prestonpans and/or Wallyford. This prevents the second train seeing restrictive aspects between Prestonpans and Monktonhall Junction | | |

| Monktonhall Junction | | |
|--|--|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down trains from Drem to Millerhill between Prestonpans and Monktonhall Junction | Approach Control | 2 |
| Movement Up | | |
| Movement Up | Traction | Value |
| Up trains passing from Millerhill (Acceleration) | Class 6 up to 400t (Up to 60-TR35) Electric 60mph up to 1400t; 75mph up to 800t | ½ * |
| | Class 4 up to 400t or Class 6 600t – 800t (Up to 75-TR35 or 60-TR40 to 60-TR60) Electric 60mph 1600 to 2000t; 75mph 1000t to 1200t | 1 * |
| | Class 4 600t – 1000t or Class 6 1000t – 1400t (75-TR40 to 75-TR70 or 60-TR65 to 60-TR90) Electric 75mph >=1400t; 60mph >=2200t | 1½ * |
| | Class 4 >=1200t or Class 6 1600t – 1800t (Above 75-TR75 or 60-TR95 to 60-TR110) | 2 * |
| | Class 6 2000t – 2800t (60-TR115 to 60-TR160) | 2½ * |
| | Class 6 >=3000t (Above 60-TR165) | 3 * |
| Up trains from Millerhill (Acceleration) | Class 4 >=1000t or Class 6 1200t – 1800t | ½ ^ |
| | Class 6 >=2000t | 1 ^ |
| *To be applied approaching Prestonpans | | |
| ^To be applied approaching Drem | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up train not stopping at Wallyford pass from Portobello Junction | Up train from Millerhill pass | 3 |
| Up train not stopping at Wallyford pass from Portobello Junction | Up train from Millerhill depart | 2 |

| Portobello Junction | | |
|---|--|--------------------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down trains from Monktonhall Junction to Leith branch between Monktonhall Junction and Portobello Junction | For Approach control | 1 |
| Down Trains from Niddrie South or Niddrie West Junctions between Portobello Junction and Craigentiny Junction | For acceleration differential. | ½ Passenger 1 Freight |
| Movement Up | Reason | Value |
| Up Trains from Leith Branch to Monktonhall Junction between Portobello Junction and Monktonhall Junction | For acceleration differential. | 1 |
| Up Trains from Craigentiny Junction to Niddrie South or Niddrie West Junctions between Craigentiny Junction and Portobello Junction | For Approach control | 1 except 22X 1½ 22X |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down Train pass towards Leith | Up train pass from Edinburgh | 3 Passenger 4 Freight |
| Up Train pass towards Monktonhall/Niddrie Junctions | Down Train pass towards Leith | 4 |
| Up/Down Train Pass | Down train pass from Niddrie Junctions towards Leith | 6 |
| Up Train pass from Leith towards Niddrie Junctions | Up train pass from Edinburgh | 3 Passenger 4 Freight |
| Down Train pass to Craigentiny Junction | Up Depart towards Brunstane | 1 |

| Craigentiny Junction | | |
|--|--|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down Trains from Craigentiny Depot between Craigentiny Junction and Abbeyhill Junction | For acceleration differential | 1* |
| *Reduce to ½ if stopping at Abbeyhill Junction | | |
| Movement Up | Reason | Value |
| Up Trains from Powderhall Branch between Craigentiny Junction and Portobello Junction | For acceleration differential. | 1 |
| Up train pass to Craigentiny TMD | Approach Control/Slow Speed Route | 1½ |
| 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 Craigentiny TMD | 1 |
| Up Train of 5 coaches or less to Craigentiny TMD | Down Train pass towards Abbeyhill Junction | 2½ |
| Up Train of 6 or more coaches to Craigentiny TMD | Down Train pass towards Abbeyhill Junction | 3 |
| Down Train departs to Powderhall Branch | Up Train departs to Craigentiny TMD | 2 |
| Up Train Departs to Craigentiny TMD | Down Train departs to Powderhall Branch | 1 |
| Down Train Pass Craigentiny Jn | Down Train Departs Craigentiny TMD | 1 |
| For trains to Powderhall Branch | | |
| | ARR | DEP |
| Portobello Junction | | XX/XX |
| Craigentiny Junction | XXOP00 | XXOP00½ |
| Powderhall Refuse Sdg | XX:XX | |
| Restriction | | |
| Pathing time must not be inserted between Craigentiny TMD and Craigentiny Jn | | |

| Abbeyhill Junction | | |
|---|------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up Train pass | Down train depart | 1 |
| Operating Instruction | | |
| It is permitted to reverse any combination of gangwayed or non-gangwayed ScotRail unit. | | |

| Edinburgh |
|------------------|
| Refer to SC107 |

SC155 MONKTONHALL JN TO MILLERHILL YARD (GOODS LINE)**Millerhill Signal EM14****Operating Stop**

2 minutes. Down trains required to stop at Millerhill Signal EM14 to receive permission to enter Millerhill Yard

Millerhill Yard

Please refer to SC161 margins

SC161 MILLERHILL TO PORTOBELLO JUNCTION (MILLERHILL LINE)**Millerhill Yard****Junction Margins**

| First Movement | Second Movement | Margin |
|----------------------------|--------------------------|--------|
| Arrive from Monktonhall Jn | Depart to Monktonhall Jn | 6 |

Operating Stop

5 minutes minimum stopping time required in Down direction for setting points into the Yard. Please note the 5 minutes does not include Crew Change allowance which should be bid by operator.

Restrictions

Maximum Standages:

Freddie Road 4 & Road 5 – 377m

Freddie Road 6 – 437m*

Freddie Road 7 – 697m #

*A train of 617m can be accommodated in the Up Direction only in Freddie Road 6 if no conflicting move is planned from Road 4 or 5.

A train longer than 697m can stand and/or pass another train using Freddie Road 7 but must be planned to depart first. Up train dwell must not conflict with movements from Millerhill EMU Yard. No shunt operations to be carried out while over length down train stood at Freddie Road 7.

Millerhill EMU Yard**Junction Margins**

| First Movement | Second Movement | Margin |
|---|----------------------------|--------|
| Down pass Portobello Junction (Lothian) from Newcraighall | Depart Millerhill EMU Yard | 1 |

Newcraighall**Junction Margins**

| First Movement | Second Movement | Margin |
|--|---|---------------|
| Down pass / depart Portobello Junction from Newcraighall | Depart Newcraighall | 1 |
| Depart / pass to Portobello Jn | Pass from Niddrie West Jn | 3½ |
| Depart / pass towards Brunstane | Depart Millerhill Yard/EMU yard | 1 |
| Up pass/depart Newcraighall | Up depart Brunstane | 1 |
| Pass to Millerhill EMU Yard | Depart/Pass Portobello Junction to Newcraighall | 1 |
| Pass to / from Millerhill | Depart Shawfair or Brunstane towards Newcraighall | 1 |
| Pass to / from Millerhill | Pass from Portobello Jn (not stopping Brunstane) or Newcraighall South Jn (not stopping Shawfair) | 4 |
| Arrive / pass towards Shawfair | Depart Millerhill EMU Yard | 1 |

Brunstane**Restriction**

No pathing time should be inserted between Portobello Junction and Brunstane station in the Up direction (applies only to trains stopping at Brunstane)

SC163 PORTOBELLO JUNCTION TO NIDDRIE WEST JUNCTION (SUBURBAN LINE)**Restriction**

Only one train can stand or be on SC163 between Portobello Junction and Niddrie West Junction at any one time in either direction.

SC164 TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION**Tweedbank****Adjustments to Sectional Running Times**

| Movement Up | Reason | Value |
|---|------------------|--------------|
| Up train approaching an occupied platform | Approach control | 1 |

| Junction Margins | | |
|-------------------------|------------------------|---------------|
| First Movement | Second Movement | Margin |
| Train arrive | Train depart | 1 |

Bowland Junction**Junction Margins**

| First Movement | Second Movement | Margin |
|-----------------------|------------------------|---------------|
| Pass from Galashiels | Pass to Galashiels | 2½ |

Stow and Galabank Junction**Junction Margins**

| First Movement | Second Movement | Margin |
|---|---|---------------|
| Up train pass | Down train pass | 2½ |
| Up train pass Galabank Junction, calling at Stow | Down train pass to Tynehead Junction, not calling at Stow | 2½ |
| Down train pass to Tynehead Junction, not calling at Stow | Up train pass from Tynehead Junction, not calling at Stow | 2½ |

Tynehead Junction**Junction Margins**

| First Movement | Second Movement | Margin |
|-----------------------------|---------------------------|---------------|
| Pass from Galabank Junction | Pass to Galabank Junction | 2½ |

Fushiebridge Junction**Junction Margins**

| First Movement | Second Movement | Margin |
|-----------------------|------------------------|---------------|
| Pass from Gorebridge | Pass to Gorebridge | 2½ |

Kings Gate Junction**Junction Margins**

| First Movement | Second Movement | Margin |
|-----------------------|------------------------|---------------|
| Pass to Shawfair | Pass to Eskbank | 2½ |

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

SC165 NIDDRIE SOUTH JUNCTION TO GORGIE JUNCTION (EDINBURGH SUBURBAN)**Craiglockhart Junction****Restriction**

Trains travelling on the Down Surburban cannot pass ES673 signal if a train stopped at signal ES675 on SC167 cannot be accommodated within the signal's standage

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 each direction.

Maximum standage on Up Branch at signal ES676 without fouling junction in rear = 314m

Slateford ES675**Restriction**

Maximum standage without fouling Down Surburban in rear = 527m

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

Please refer to SC107

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) |
|---|
| <p>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.</p> <p>Restriction Pathing time must not be used between Dalmeny Junction & Dalmeny, and vice versa, due to there being no intermediate signals.</p> |

| Inverkeithing | | |
|---|----------------------------------|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down Freight trains to Inverkeithing GL | Approach control. | 2 |
| Dwell Time | | |
| MU | 1 | |
| LH | 2 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down Train Depart to Burntisland | Up Train Arrive/Pass from Rosyth | 2 |
| Up Train Arrive/Pass from Rosyth | Down Train Pass to Burntisland | 3 |

| |
|--|
| <p>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.</p> |
|--|

| Inverkeithing UPL | | |
|------------------------------|---|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up arrive UPL | Up pass/arrive Inverkeithing | 4 |
| Up pass/depart Inverkeithing | Up depart loop (stopping Inverkeithing) | 1 |
| Up pass/depart Inverkeithing | Up depart loop (not stopping Inverkeithing) | 2 |

| Kirkcaldy | |
|-------------------|---|
| Dwell Time | |
| MU | 1 |
| LH | 2 |

| Thornton South Junction | | |
|---|---------------------------------------|--------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train towards Glenrothes, Thornton North DPL or Leven | Approach Control | 1 |
| Junction Margins | | |
| First Move | Second Move | Value |
| Up passenger pass from Markinch / Ladybank | Up pass from Glenrothes with Thornton | 3 |
| Planning Note | | |
| Pathing time must not be applied between Thornton South and North Junctions in the down direction due to there being no intermediate signals. | | |

| Thornton North Junction | | |
|--|---|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train from Thornton South Junction towards Thornton DPL or Leven | Slow speed crossover | 1 |
| XC & LNER trains routed towards Ladybank from SC173 | Acceleration purposes | 1* |
| Down train towards Ladybank from Thornton North signal ET567 | Acceleration | 1* |
| Movement Up | | |
| Movement Up | Reason | Value |
| Up trains routed towards Glenrothes non stop at Markinch | Approach Control | 2 |
| Up trains routed towards Glenrothes stopping at Markinch | Approach Control | 1 |
| Up train from Leven towards Kirkcaldy | Acceleration | ½ * |
| *Approaching next timing point | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass on Down Main | Pass to Down Main from Glenrothes with Thornton | 4 |
| Pass from Down Main to Leven | Pass on Up Main | 3½ |
| Pass from Glenrothes with Thornton to Leven (and vice versa) | Pass on Up or Down Main | 3½ |
| Pass on Up Main from Markinch | Pass from Leven to Kirkcaldy | 3* |
| *Value applies at both Thornton North Junction and Thornton South Junction | | |

| Ladybank | | |
|---|---|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down pass Ladybank for Newburgh (routed via Ladybank Branch Loop) | Approach Control | 1 |
| Down pass to Ladybank Goods Loop | Approach Control | 1 |
| Movement Up | | |
| Up pass from Newburgh | Acceleration from slower speed route | ½* |
| *Applies approaching next timing point | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down Arrive Ladybank Branch Loop | Up Arrive/Pass from Newburgh | 4 |
| Up Arrive/Pass from Newburgh | Down Depart Ladybank Branch Loop | ½ |
| Down Pass Ladybank Branch Loop | Up Depart Ladybank Signal EB668 | ½ |
| Up Pass/Depart Platform 2 for Thornton North Junction | Down pass to Cupar/Newburgh | 5 |
| Down Pass/Depart to Cupar | Up Arrive/Pass Platform 2 from Newburgh | 2½ |
| Overlap Margins | | |
| First Movement | Second Movement | Margin |
| Up Arrive Ladybank Signal EB668 | Down Depart Ladybank for Newburgh | ½ |
| Up Arrive Ladybank Signal EB668 | Down Pass/Arrive Ladybank for Newburgh | 3 |
| Up passenger pass on Up Main | Up pass/arrive from Newburgh | 4 |
| Cupar | | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down arrive/pass Cupar* | Approach control | 1 |
| *To apply when second train arrives at least 1 minute before preceding train has passed/deperted Leuchars | | |
| Leuchars | | |
| Dwell Time | | |
| MU | 1 | |
| LH | 2 | |

| Tay Bridge South | | |
|---|-------------------------|--------------------|
| Junction Margins | | |
| 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. | | |
| First Movement | Second Movement | Margin |
| Up pass from Dundee Central Junction | Down pass from Leuchars | Same Time or After |
| Operating Restriction | | |
| The Tay Bridge is classified as an RA8[LS] structure and trains booked to cross the bridge must not exceed RA7 without permission of the Scotland RAM (Structures) unless the vehicle is listed as clear at RA8 in the Scotland Freight Loads Book. The Scotland Freight Loads Book contains rolling stock and traction that are permitted to cross the Tay Bridge and should be referred to when planning. | | |

| Dundee Central Junction | | |
|---|----------------------------------|---------------|
| Junction Margins | | |
| 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. | | |
| First Movement | Second Movement | Margin |
| Down pass from Tay Bridge South | Up pass towards Tay Bridge South | -2 |

| SC173 INVERKEITHING CENTRAL JUNCTION TO THORNTON NORTH JUNCTION (VIA COWDENBEATH) | | |
|--|---|--|
| Dunfermline City | | |
| Dwell Time | | |
| All | 1 | |

| Dunfermline Queen Margaret | | |
|-----------------------------------|---------------------|--|
| Minimum Turnround | 10 MUs via Townhill | |

| Townhill Junction | | |
|----------------------------------|---|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train arrives Townhill Loop | Following Down train depart/pass Dunfermline City | 1 |

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

| Glenrothes with Thornton | | |
|--|---|---------------|
| Connectional Allowance | 2 | |
| Platform End Margins | | |
| First Movement | Second Movement | Margin |
| 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 signal layout. Reversals must be planned to shunt via either ET556, ET558 or ET867 signals. | | |

| SC177 THORNTON NORTH JUNCTION TO LEVEN | | |
|---|------------------------|---------------|
| Earlseat Junction | | |
| Junction margins | | |
| First Movement | Second Movement | Margin |
| Pass from single line | Pass to single line | 2½ |

| Leven | | |
|---|---|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Permissive arrival | Approach control and reduced approach speed | 1½ |
| Platform End Margins | | |
| First Movement | Second Movement | Margin |
| Depart platform 1 | Arrive platform 1 | 4½ |
| Depart platform 2 | Arrive platform 1 or 2 | 5½ |

| SC181 LADYBANK JUNCTION TO HILTON JUNCTION | | |
|--|--|--|
| Ladybank Branch Loop | | |
| Planning Note | | |
| Class 1/2/9 services must not be planned to use Ladybank Branch Loop in the Up direction | | |

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

| First Movement | Second Movement | Margin |
|--------------------------------|--|--------|
| Up Train pass from Single Line | Down Train Depart to Single Line | 2 |
| Up Train pass from Single Line | Down Passenger Train pass to Single Line | 3 |
| Up Train pass from Single Line | Down Freight Train pass to Single Line | 4 |

Cambus Loop**Junction Margins**

| First Movement | Second Movement | Margin |
|----------------------|---------------------|--------|
| Up Freight arrives | Down Passenger pass | 2½ |
| Up Freight arrives | Down Freight pass | 3½ |
| Down Freight arrives | Up Passenger pass | 3½ |
| Down Freight arrives | Up Freight pass | 4 |

Alloa**Junction Margins**

| First Movement | Second Movement | Margin |
|------------------------|----------------------|--------|
| Down Freight pass | Up Passenger departs | 1 |
| Down Passenger arrives | Up Freight pass | 2½ |

Alloa Loop**Junction Margins**

| First Movement | Second Movement | Margin |
|----------------------|---------------------|--------|
| Up Freight arrives | Down Freight pass | 3½ |
| Up Freight arrives | Down Freight arrive | 4 |
| Down Freight arrives | Up Freight pass | 3 |
| Down Freight arrives | Up Freight arrive | 3½ |

Longannet Power Station**Restriction**

Only one train can be discharged at any one time at the Power Station

Longannet S.B.**Junction Margins**

| First Movement | Second Movement | Margin |
|--|---|-----------|
| First train pass from Charlestown Junction | Second train pass to Charlestown Junction | 5 |
| First train arrive Longannet P.S. | Second train depart Longannet P.S. to Alloa | Same time |

| SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN | | |
|---|--|---------------|
| Dundee Central Junction | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up Pass to Errol from Platform 1, 2 or UTL | Down Pass from Tay Bridge South | 2 |
| Up Pass to Errol from Platform 3*, 4 or DTL | Down Pass from Errol | 3 |
| Up Pass to Errol from Platform 3, 4 or DTL | Down Pass from Tay Bridge South | 3 |
| Up Pass to Tay Bridge South from DTL or Platform 4 | Down Pass from Tay Bridge South | 3 |
| Up pass Dundee Central Junction (when conflicting) | Down depart Dundee West Reception Line | 1 |
| Down Train pass from Tay Bridge South | Up Train Pass to Errol | 3 |
| Down pass from Errol or West Reception Line to Dundee | Down pass from Tay Bridge to Dundee | 3 |
| Down pass from West Reception Line to Dundee | Down pass from Errol to Dundee | 3½ |
| Down pass from Tay Bridge to Dundee | Down pass from Errol to Dundee | 4 |
| *Margin only applies from platform 3 if there is a concurrent departure from platform 1 or 2 to Tay Bridge South | | |
| Operating Restriction & Junction Margin | | |
| <p>Tay Bridge – High Girders. Owing to weight restrictions on the Tay Bridge, the High Girders section of the bridge must be treated as a Single Line. An Up train must be planned to pass Dundee Central Junction a maximum of 2 minutes before a Down train arrives/passes Dundee Central Junction</p> | | |

| Dundee | | |
|---|---|---------------|
| Dwell Time | | |
| MU | 1½ | |
| LH | 3 | |
| XC Services (22x) | 2 | |
| Minimum Turnaround | | |
| Cross Country | 20 (10 if origin is in Scotland). However, values can be amended to 10 (5 if origin is in Scotland) where specific agreement exists between NR and XC | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train arrive Dundee | Down train depart Dundee West Reception Line | 1* |
| Down train depart Dundee | Down train depart Dundee West Reception Line | 1** |
| Up depart to Tay Bridge South / Errol / West Reception Line | Up depart to Tay Bridge South / Errol / West Reception Line (when conflicting and not to same destination as first movement) | 2 |
| *If occupying a different platform at Dundee | | |
| **If occupying the same platform at Dundee | | |
| Overlap Margins | | |
| Up arrive platform 1/1S | Arrive platform 2 | 4½ |
| Up arrive platform 1/1S | Depart platform 2 | 2½ |
| Arrive platform 2 | Up arrive platform 1/1S | 4 |
| Restrictions | | |
| Pathing time must not be used between Dundee and Dundee Central Junction in either direction, owing to signaling constraints | | |
| 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 | | |
| If a Class 170 is at the buffers in Platform 2 or 3, it is not possible to attach another unit | | |

| Camperdown Junction | | |
|--------------------------------|---|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down Train Pass from P4 or DTL | Up Train Crossing to P4 or DTL via 446 Points | 3 |
| Down Train Pass from P1 or UTL | Up Train Pass to P1 or UTL | 4 |
| Up Train Pass to P4 or DTL | Down Train Pass from P1 or UTL | 5 |

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

| Arbroath | | |
|---|--|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Terminating trains into Platform 2 | Approach control | 1 |
| Dwell Time | | |
| LH | 3 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart Arbroath AH26 Shunt signal to Arbroath Up North Siding | Pass Carnoustie on the Down Line | 2 |
| Up train arrive Arbroath | Down ECS depart Arbroath to Arbroath Up North Siding | 1 |
| Up train pass Inverkeillor | Arrive Arbroath Up North Siding from Arbroath | 1* |
| Up train depart Arbroath | Up ECS depart Arbroath Up North Siding to Arbroath | 3 |
| *This value is not to exceed 1 minute allowing trains on the Up to receive clear aspects from Inverkeilor | | |

| Usan | | |
|---|----------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up train pass | Down train pass | 3 |
| Up train pass | Down train depart | 1½ |
| Down train pass Usan | Down train depart Arbroath | 2* |
| * This margin only applies when inverkeilor Signal Box is closed. | | |

| Montrose | | |
|---|---|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train non-stop through Up platform. After Montrose | Speed restriction through crossover | 1 |
| Dwell Time | | |
| LH | 3 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train arrive/pass | Up train pass | 4 |
| Down train pass/depart Up platform | Up train arrive/pass | 4 |
| Up train pass Usan | Up ECS depart to Montrose Up North Siding from Montrose | 2 |
| Arrive Montrose Up No 1 Through Siding | Up pass Craigo | 2 |

| Laurencekirk DRS | | |
|-------------------------|------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train arrive DRS | Down train pass Craigo | 2 |

| Stonehaven | | |
|--|--|---------------|
| Dwell Time | | |
| LH | 3 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up train departs Stonehaven to Signal SV40 | Up train depart/pass from Newtonhill A222 signal | 2 |

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

| Ferryhill Junction | | |
|--|----------------------------|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down Freight pass to Goods Loop. Before Ferryhill Junction | Approach control | 1 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train pass to Loop | Down train pass to station | 4 |
| Down/Up train pass | Depart Craiginches Down | 1 |
| Down depart/pass to Loop | Up train depart station | 1 |
| Up train pass | Down depart to Loop | 1 |

| Aberdeen | | |
|---|---|----------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Train arriving Platforms 2 to 5 inclusive from Ferryhill Jn | Approach control | ½* |
| * Value Not Required to be added if train is shunting whereby it has reversed at A77 or A27 signals | | |
| Dwell Time Through service to Inverness line | | |
| HST Power Doors | 1½ | |
| DMU | 1½ | |
| LH | 4 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive platform 6 (any part) from N or S | Arrive platform 6 from opposite direction | 4 |
| Arrive platform 7 (any part) from N or S | Arrive platform 7 from opposite direction | 4 |
| Arrive platform 7N from South | Arrive platform 6N or 6S from Berryden Junction | 4 |
| Arrive platform 6N from South | Arrive platform 7N or 7S from Berryden Junction | 4 |
| Arrive/pass from North | Pass to North | 3 |
| Depart Aberdeen towards Ferryhill Line | Down train pass Ferryhill Junction | 2 |
| Up train depart Aberdeen | Depart Aberdeen towards Ferryhill Line | 2 |
| Down train arrive Aberdeen | Depart Signal A27 | Same time |
| Down train arrive Aberdeen | Depart Signal A77 | 2 |
| Minimum Turnround | | |
| Cross Country | 20 (10 if origin is in Scotland). However, values can be amended to 10 (5 if origin is in Scotland) where specific agreement exists between NR and XC | |
| LNER | 40 | |
| Platform Re-occupation | | |
| First Movement | Second Movement | Margins |
| Depart any platform to South* | Arrive any platform from South * | 4 |
| * When Conflicting | | |
| Planning Note | | |
| Although longer than the stated platform length, 9 car class 800 sets are permitted to use platform 5 | | |

SC193 PERTH TO INVERNESS**Perth***Refer to SC119***Stanley Junction****Junction Margins**

| First Movement | Second Movement | Margin |
|----------------|-----------------|--------|
| Up Pass | Down Pass | 3 |

Dunkeld & Birnam**Dwell Time**

| | |
|----------------|----|
| HST Power Door | 1½ |
| LH | 2 |
| MU | 1 |

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|----------------------------------|------------------|-------|
| Down train when passing Up train | Approach Control | 1 |

Junction Margins

| First Movement | Second Movement | Margin |
|----------------|-----------------|--------|
| Down Arrive | Up Pass | 3½ |
| Up Arrive | Down Arrive | 1½ |
| Down Arrive | Up Depart | 1 |
| Down Arrive | Up Arrive | 4* |
| Up Arrive | Down Depart | 1 |
| Up Arrive | Down Pass | 2 |

*Can be reduced to 2 minutes if {½} inserted approaching Dunkeld due to sighting signal at danger.

Operating Restriction

Trains cannot arrive simultaneously; must arrive at least ½ minutes apart as per margins above. However, trains can depart simultaneously subject to satisfying the above rules.

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 | Depart to Blair Atholl | 1 |
| Arrive from Blair Atholl | Pass to Blair Atholl | 3 |
| Arrive from Blair Atholl | Arrive from Dunkeld & Birnam | 3* |
| Arrive from Dunkeld & Birnam | Depart to Dunkeld & Birnam | 1 |
| Arrive from Dunkeld & Birnam | Pass to Dunkeld & Birnam | 3 |
| Arrive from Dunkeld & Birnam | Arrive from Blair Atholl | 3* |
| *Only applies when the second movement is a passenger train and exceeds the total standages behind the signals | | |
| Operational Notes: | | |
| Arrivals from opposing directions can be simultaneous, except where one passenger train is overlength when the margins above apply. It is not possible for 2 trains to cross here where they both exceed the maximum length from the standage behind the signals: | | |
| Platform 1 (Up Train) 175 metres Platform 1 (Down Train) 180 metres Platform 2 (Down Train) 175 metres Platform 2 (Up Train) 175 metres | | |
| Standage between signals SJP248 and SJP253 (platform 1) and between SJP250 and SJP251 (platform 2) is 105m | | |
| Total standage in the down direction at signals SJP251 and SJP253 is 226m Total standage in the up direction at signals SJP248 and SJP250 is 203m | | |
| The overlength passenger train must arrive second. In all platforming scenarios the overlength train must be planned to depart first. | | |
| Platform 1-is preferred for Up stopping services for disabled access where possible. | | |
| LNER services that exceed 3 hours 30 minutes running between Edinburgh Waverley-Inverness must have a 5 minute dwell at either Stirling, Perth or Pitlochry for Driver PNB requirements | | |

| Blair Atholl | | |
|-------------------------|------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down Arrive/pass | Up Depart | ½ |
| Down Arrive/pass | Up Pass | 4 |

| Dalwhinnie | | | |
|--|--|-----------------------------------|--------------|
| Adjustments to Sectional Running Times | | | |
| Movement Down | Reason | Value | |
| Down train using Up platform. Approaching Dalwhinnie | Slow speed Junction | 2 | |
| Junction Margins | | | |
| First Movement | Second Movement | Margin | |
| Down Arrive Down Platform | Up Arrive Up platform | 3 | |
| Down Arrive Down Platform | Up Pass Up platform | 4 | |
| Up Arrive/pass | Down Arrive Down platform | 3 | |
| Up Pass | Down Arrive Up platform | 5 | |
| Up Arrive/pass | Down Pass | 4 | |
| Up Arrive/pass | Down Depart | 1 | |
| Operating Instructions | | | |
| Down trains may 'overtake' another Down train. When the train being overtaken stands at the Down platform the following margin applies to the overtaking train. | | | |
| First Movement | Second Movement | Margin | |
| Up Depart/Pass Up Platform | Down train via Up Platform, pass Dalnaspidal | 3 | |
| Kingussie | | | |
| Adjustment to Sectional Running Times | | | |
| Movement Up | Reason | Traction | Value |
| Passing via loop | Slow speed crossover | All | ½ |
| | Acceleration | MU and HST | ½* |
| | | Loco hauled passenger and freight | 1* |
| *Applied approaching next timing point | | | |
| Dwell Time | | | |
| HST Power Doors | 1½ | | |
| MU | 1 | | |
| Junction Margins | | | |
| First Movement | Second Movement | Margin | |
| Up Arrive/Pass | Down Depart | ½ | |
| Up Arrive | Down Pass | 4 | |
| Up Arrive | Down Arrive | 3* | |
| Down Arrive/Pass | Up Depart | 1 | |
| Down Arrive | Up Pass | 3½ | |
| Down Arrive | Up Arrive | 3½* | |
| *Can be reduced to 1 minute if {2} inserted approaching Kingussie due to sighting signal at danger. | | | |
| Loop Length Restriction/Operating Instructions | | | |
| Trains using Platform 1 must not exceed 307 metres/48 SLU; trains using Up Loop (Platform 2) must not exceed 358 metres / 56 SLU. A train exceeding these lengths can pass (i.e. not stop) another train subject to the above margins. | | | |
| Stopping trains normally use the Down platform, except when passing/being passed by a Down service. | | | |
| Up trains may 'overtake' another Up train, the train being overtaken standing at the Up platform, the overtaking train stopping at or passing through the Down platform. | | | |

| Kincraig | | |
|--|-----------------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down Arrive Loop | Up Pass | 5 |
| Up Arrive Loop | Down Pass | 4 |
| Up/down pass on Mainline | Depart Loop in opposite direction | 1 |
| Restriction | | |
| Trains planned to stop must use the Loop. Trains may 'overtake' another train running in the same direction, the train being overtaken standing in the Loop, the overtaking train passing through on the Main line. | | |

| Aviemore | | |
|---|-----------------------------|---------------|
| Dwell Time | | |
| HST Power Doors | 1½ | |
| LH | 2 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive/pass from Kingussie | Depart to Kingussie/HA313 | 1 |
| Arrive from Kingussie/HA313 | Pass to Kingussie/HA313 | 3 |
| Arrive/pass from Carrbridge | Depart to Carrbridge | Same Time |
| Arrive from Carrbridge | Pass to Carrbridge | 3 |
| Arrive/pass Kincraig | Depart/Pass to HA313 | Same Time |
| Operating Instructions | | |
| Platforms are Bi-Directional so it is possible for train to arrive in either platform and be overtaken by a train travelling in the same direction via the opposite platform. | | |
| Arrivals from opposing directions can be simultaneous. | | |
| Junction Margins (Speyside) | | |
| The following additional margins apply: | | |
| First Movement | Second Movement | Margin |
| Down arrive Aviemore Strathspey | Up Pass Aviemore platform 2 | 4 |
| Down arrive Aviemore Strathspey | Arrive Aviemore platform 2 | 5 |

| Carrbridge | | |
|--|-----------------------------------|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Train via Platform Loop (Platform 2). Approaching Carrbridge | Approach Control | 1 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up Arrive | Down Arrive/pass | 4 |
| Down Arrive | Up Arrive/pass | 4 |
| Down Arrive | Up Depart | 1 |
| Up/Down Pass on Mainline | Depart Loop in opposite direction | 1 |
| Operating Instructions | | |
| Stopping trains normally use the Up platform (the Loop), except when passing another service, in which case the Down platform (main line) should be used. Trains may 'overtake' another train running in the same direction, the train being overtaken standing at the Up platform, the overtaking train stopping at or passing through the Down platform. | | |

| Slochd | | |
|--|-----------------------------------|---------------|
| 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. | | |

| Tomatin | | |
|--|-----------------------------------|---------------|
| 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. | | |

| Moy | | |
|---|-----------------------------------|---------------|
| 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. | | |

| Culloden | | |
|-------------------------|------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down Pass | Up Pass | 3 |

| Millburn Yard | | |
|-------------------------|---|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrival at Yard | Departure Inverness/Rose Street routed via UH | 1 |

| 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 | 2 |
| Pass from Rose Street | Towards Rose Street, pass from Culloden | 3 |
| Pass from Rose Street 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. | | |
| Pathing time must not be applied in the Up direction between Inverness or Rose Street and Millburn Junction due to there being no intermediate signals | | |

| Inverness | | |
|---|---|--|
| <i>Refer to SC203 for margins towards the north</i> | | |
| Dwell Time | | |
| MU | 5 Local through service 10 Through service from Edinburgh or Glasgow | |
| Operating Note | | |
| A 2-Car ECS DMU (maximum) can reverse in Platform 5, running Millburn Jn – Inverness – Dingwall but NOT vice-versa. | | |

SC195 ABERDEEN TO INVERNESS**Berryden Junction****Junction Margins**

| First Movement | Second Movement | Margin |
|-----------------------------------|------------------|--------|
| Pass from Aberdeen | Pass to Aberdeen | 3½ |
| Arrive Kittybrewster Arrival Line | Pass to Aberdeen | 3 |

Dyce

| | |
|-------------------|--|
| Dwell Time | 1 (½ if originating at or terminating at Inverurie, unless LH) |
|-------------------|--|

Raith's Farm Junction**Junction Margins**

| First Movement | Second Movement | Margin |
|----------------------|---------------------|--------|
| Pass to Dyce | Depart Dyce | 1 |
| Pass to Raith's Farm | Depart Raith's Farm | 10 |

Inverurie

| | |
|-------------------|---|
| Dwell Time | 1 |
|-------------------|---|

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------|----------------------|--------|
| Pass from 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 |

Inverurie Turnback Siding**Operating Note:**

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 | 1/2 | |
| 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 | 3 May be reduced to 1 for stopping services if {1} is applied approaching Insch |
| Arrive/pass from Inverurie | Arrive/pass from Kennethmont | 3 May be reduced to 1 for stopping services if {1} is applied approaching Insch |
| Arrive/pass from Inverurie | Depart to Inverurie | 1 1/2 |
| 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 | |
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Up train arriving into Platform 1 | Approach Control | ½ |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive from Keith | Arrive from Kennethmont | 2 |
| Arrive from Kennethmont | Arrive from Keith | 2 |
| Arrive from Kennethmont | Depart to Kennethmont | 1 |
| Arrive from Keith | Depart to Keith | 2 |
| Arrive from Keith | Pass to Keith | 4½ |
| Arrive from Kennethmont | Pass to Kennethmont | 3 |
| Note | | |
| Trains use Platform 1 unless crossing another, when crossing all trains require {½} approaching Huntly from either Keith or Kennethmont due to Approach Control. If trains passing it is preferable for train from Keith to arrive first (driver phones to confirm train complete). Freight Yard (not in regular use). Max RR is 8 SLU; otherwise needs to be undertaken in Station (20 minutes is sufficient). Shunt keys required to pass beyond Loop ends, but cannot do so if train has been accepted from Keith and/or Kennethmont. | | |

| Keith Loop | | |
|---|--------------------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass from Keith Station | Depart to Keith Station | 1 |
| Pass from Huntly | Depart to Huntly | 1½ |
| Arrive from Keith Station | Arrive from Huntly | 2 |
| Arrive from Keith Station | Pass from Huntly | 3 |
| Arrive from Huntly | Depart to Huntly | 3½ |
| Arrive from Huntly | Depart Keith Station to Huntly | 3 |
| Arrive from Huntly | Pass from Elgin (not stopping Keith) | 5 |
| Note | | |
| Run round not possible if train has been accepted from Huntly and/or Elgin. | | |

| Keith Station | | |
|---|---|--|
| Dwell Time | | |
| MU | ½ | |
| LH | 1 | |
| Note | | |
| Terminating trains use Branch Platform. Cannot use when Royal Scotsman stabled. Terminating train cannot arrive Station (Main Platform) from Keith Loop whilst preceding train en route to Elgin SB, or when train has been accepted from Elgin SB. | | |

| Elgin | | |
|---|--|---|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train pass Platform 2 | Slower speed route | ½ DMU/HST (to be shown approaching Forres) |
| Arriving Occupied Platform | Permissive Working | 1 |
| Movement Up | Reason | Value |
| Up train pass Platform 2 | Slower speed route | ½ DMU/HST (to be shown approaching Keith or Keith Jn) |
| Dwell Time | | 1 DMU |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive/Pass from Keith | Depart to Keith | Same time |
| Arrive from Keith | Pass to Keith | ½ |
| Pass from Keith | Pass to Keith | 1 |
| Arrive from Forres (via Elgin Loop) | Pass to Forres (via East Single) | Same time |
| Arrive from Forres (via East Single) | Pass to Forres (via Elgin Loop) | ½ |
| Arrive/Pass from Forres | Depart to Forres | Same time |
| Pass from Forres | Pass to Forres | 1 |
| Depart/Pass to Elgin Yard | Arrive/Pass from Keith (via East Single) | 7½ |
| Note | | |
| If not crossing another, trains use Platform 1. | | |
| When an Up train divides, the Up portion must depart a minimum of 1 minute before the Down portion. | | |

| Forres | | |
|-------------------------|------------------------|---------------|
| Dwell Time | | ½ DMU 1 LH |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive/Pass from Elgin | Depart to Elgin | Same time |
| Arrive from Elgin | Pass to Elgin | ½ |
| Pass from Elgin | Pass to Elgin | 1 |
| Arrive/Pass from Nairn | Depart to Nairn | Same time |
| Arrive/Pass from Nairn | Pass to Nairn | 1 |

| Nairn | | |
|---|------------------------|--------------------|
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Arrive/Pass Platform 2 | Approach Control | ½ |
| Pass Platform 2 | Slower speed route | ½ DMU/HST 1 LH* |
| *To be applied approaching Forres | | |
| Dwell Time | 1 DMU | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive/Pass from Forres | Depart to Forres | 1 |
| Arrive/Pass from Inverness | Depart to Inverness | 1 |
| Arrive from Forres | Arrive from Inverness | Same time |
| Arrive from Inverness | Arrive from Forres | Same time |
| Note If not crossing another, trains use Platform 1. Any trains terminating in Platform 2 must have a planned ECS move via HN7903 signal which will occupy the section to Forres for the duration of the RM. | | |
| Prohibitions Reversal of loco hauled trains from Inverness direction prohibited. | | |

| Inverness Airport | | |
|--------------------------|------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive | Depart | Simultaneous |
| Arrive | Pass | 1 |

| Dalcross Freight Facility | | |
|----------------------------------|----------------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up arrive Inverness Airport | Depart Dalcross Freight Facility | Simultaneous |
| Arrive Dalcross Freight Facility | Down depart Inverness Airport | 1 |

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

SC203 INVERNESS TO WICK**General Restriction**

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

The RETB area north of Inverness is under the control of two consoles at Inverness PSB. One module controls Inverness – Invergordon & Dingwall – Kyle of Lochalsh and the second module controls Invergordon – Georgemas Junction, Wick & Thurso. Token exchanges on the same module cannot happen simultaneously, irrespective of actual locations; arrivals therefore, at any location, must be a minimum of 1minute apart. Token exchanges on different modules can happen simultaneously.

Dwell Time

| | |
|------------------------------------|--------------------------------|
| Where a token exchange takes place | 1 (unless otherwise specified) |
|------------------------------------|--------------------------------|

Crossing Margins

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

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

Except when the first train is longer than the loop

| | No crew change | With crew change |
|---------------------|----------------|------------------|
| First train arrive | xx00 | xx00 |
| Second train arrive | xx01 | xx01 |
| Second train depart | xx02 | xx04 |
| First train depart | xx03 | xx05 |

When the first train is longer than the loop

| | No crew change | With crew change |
|---------------------|----------------|------------------|
| First train arrive | xx00 | xx00 |
| Second train arrive | xx01 | xx01 |
| First train depart | xx02 | xx04 |
| Second train depart | xx03 | xx05 |

Inverness

Refer also to SC193

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------|--|--------|
| Down pass Clachnaharry | Depart Inverness to Inverness North Loops (for shunting purposes only) | 1* |

*May be simultaneous for moves that remain within I427 or I429 signals

| Rose Street | | |
|--|--|--------|
| Dwell Time | | |
| RETB Duties (Up) | 1 | |
| RETB Duties (Down) | 3 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down pass Clachnaharry | Depart Inverness to Inverness North Loops (for shunting purposes only) | 1* |
| *May be simultaneous for moves that remain within I427 or I429 signals | | |
| Restriction | | |
| Standage on the Rose Street curve (between signals I410 and I413) is 244m. | | |

| Rose Street Junction | | |
|---|---------------------------|--------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass/arrive Rose Street or TMD from North | Depart Inverness to North | 1 |
| Arrive Inverness | Pass/Depart Rose Street | 1 |

| Inverness North Loops | | |
|---|------------------------------|--------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass/Arrive Rose Street or Arrive Inverness from North | Depart loops to North | 1* |
| Arrive loops from East/South | Pass Clachnaharry from North | 3* |
| * It is advisable to avoid using the bi-directional Loops (Up North/Down North), for planning purposes, from either the Millburn Junction or Inverness station directions, owing to restrictive speeds and overlaps, resulting in little or no time advantage being gained. | | |
| Restriction | | |
| Standage of the Up North (between signals I424 and I429) and Down North (between signals I422 and I427) is 188m | | |

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

| Muir of Ord |
|--|
| All trains must stop for token exchange purposes |

| | |
|---|----|
| Dingwall | |
| All trains must stop for token exchange purposes | |
| Dwell Time | |
| All Up trains | 1 |
| All Down trains | 1½ |

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

| | |
|---|--|
| Invergordon | |
| All trains must stop for token exchange purposes | |
| Minimum Turnround | |
| | 5 Arriving/departing Down platform 8 Arriving Down platform/departing Up platform |

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

| | |
|---|--|
| Tain | |
| All trains must stop for token exchange purposes | |

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

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

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

| |
|---|
| Brora |
| All trains must stop for token exchange purposes |

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

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

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

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

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

| |
|--|
| Wick |
| Restriction |
| If a train is occupying the platform at Wick or in the process of shunting to the Loop or one of the sidings, then the section from Georgemas Junction to Wick is occupied and a token for this section cannot be issued at Georgemas Junction. Any such shunt move can commence 5 minutes after an Up train has departed, or 7 minutes 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 |

| | |
|---|--|
| Stromeferry | |
| | |
| All trains must stop for token exchange purposes unless a Long Section Token has been issued at the previous Token Exchange Point. | |
| Any train undertaking a permissive move to Kyle of Lochalsh must stop here for token exchange. | |

| | | |
|---|---------------------------|--------------|
| Kyle of Lochalsh | | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down train arriving Platform 2 | Operation of Ground Frame | 10 |
| Movement Up | Reason | Value |
| Loco Hauled train departing Platform 2 | Operation of Ground Frame | 10 |
| Multiple Unit train departing Platform 2 | Operation of Ground Frame | 3 |
| Restriction | | |
| All trains to be planned to arrive at Platform 1, except in extreme circumstances. If a train is in the process of shunting, then the section from Stromeferry to Kyle of Lochalsh is occupied and a token for this section cannot be issued at Stromeferry or a long section token issued at Strathcarron. Any such shunt move can commence 5 minutes after an Up train has departed. Minimum time required is 12 minutes (MU) and 20 minutes (loco hauled). | | |

| SC207 GEORGEMAS JUNCTION TO THURSO | |
|---|---|
| General Restriction | |
| At all Token Exchange Points where a token exchange has to be carried out, a minimum dwell of 1 minute is required. At a number of TEPs along this route, it is possible to receive a Long Section Token, allowing the train to traverse the next two sections without an intermediate token exchange stop. A Long Section Token can only be issued if both sections are clear. | |
| The whole RETB area north of Inverness is under the control of a single console at Inverness PSB. Therefore, token exchanges anywhere north of Inverness, on the Thurso/Wick and Kyle lines, cannot happen simultaneously, irrespective of actual locations; arrivals therefore, at any location, must be a minimum of 1minute apart. | |
| Dwell time (all stops requiring RETB duties) | 1 |
| Crossing of trains: first train to arrive, second to depart (minimum) | 2. Trains must depart at least 1 minute apart |
| As above but with traincrew changeover | 4 |

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

| Thurso | |
|--|---|
| Restriction | |
| If a train is occupying the platform at Thurso or in the process of shunting to the Dock Line, the Loop or one of the sidings, then the section from Georgemas Junction to Thurso is occupied and a token for this section cannot be issued at Georgemas Junction. Any such shunt move can commence 5 minutes after an Up train has departed, or 7minutes following a steam train or a large loco-hauled special departing via the ground frame. | |
| Dwell Time | |
| Reversing move | 3 |

5.4 Platform Lengths

The table below shows the maximum length of train that may use each of the platforms at the following passenger stations. All lengths are in metres. The quoted lengths are the usable lengths from ramp to ramp unless specified. The measurements take no account of the need for signal sighting.

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|-----------------------|----------|---------------|-----------------------------------|
| Aberdeen | 3 | 212 | Bay Platform |
| Aberdeen | 4 | 209 | Bay Platform |
| Aberdeen | 5 | 230 | Bay Platform |
| Aberdeen | 6S | 247 | Up & Down Bi-Directional Platform |
| Aberdeen | 6N | 193 | Up & Down Bi-Directional Platform |
| Aberdeen | 6 | 512 | Total Length of Platform 6N & 6S |
| Aberdeen | 7S | 173 | Up & Down Bi-Directional Platform |
| Aberdeen | 7N | 178 | Up & Down Bi-Directional Platform |
| Aberdeen | 7 | 423 | 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 | 156 | Down Platform |
| Ardlui | 1 | 156 | Up Platform |
| Ardrossan Harbour | 1 | 170 | Bay Platform |
| Ardrossan South Beach | | 190 | Single Platform |
| Ardrossan Town | | 170 | Single Platform |
| Argyle Street | 1 & 2 | 128 | Down Platform 1 / Up Platform 2 |
| Arisaig | 1 & 2 | 77 | Down Platform 1 / Up Platform 2 |
| Armadale | 1 & 2 | 150 | Down Platform 1 / Up Platform 2 |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|-------------------|----------|---------------|--|
| Arrochar & Tarbet | 1 | 169 | Up Platform |
| Arrochar & Tarbet | 2 | 168 | Down Platform |
| 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 | 157 | Up Platform Prohibited to passenger trains when station unstaffed |
| Barrhead | 2 | 171 | Down Platform |
| Barrhead | 3 | 108 | Bay Platform |
| Barrhill | 2 | 69 | Down Platform |
| Barrhill | 1 | 77 | Up Platform |
| Barry Links | 1 & 2 | 90 | Up Platform 1 / Down Platform 2 |
| 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 |
| Bridge Of Orchy | 1 & 2 | 120 | Up Platform 1 / Down Platform 2 |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|----------------------|----------|---------------|---|
| 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 |
| Cameron Bridge | 1 & 2 | 200 | |
| 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 (Bi-Directional) |
| Cartsydyke | 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 | 165 | Up Platform |
| Crianlarich | 2 | 165 | 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 | 151 | Down Platform |
| Crossmyloof | 2 | 151 | 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 | 1 & 2 | 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 | 174 | Down Platform |
| Dunblane | 3 | 174 | 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 City | 2 | 234 | Down Platform |
| Dunfermline City | 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 | | 181 | Bay Platform |
| Easterhouse | 1 | 123 | Down Platform |
| Easterhouse | 2 | 127 | Up Platform |
| East Linton | 1 | 164 | Up Platform |
| East Linton | 2 | 164 | Down 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 | 1+20 | 385 | Combined Up & Down Bi-Directional Platform |
| Edinburgh | 2+19 | 595 | Combined Up & Down Bi-Directional Platform |
| Edinburgh | 7+11 | 542 | Combined 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 |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---------------------------------|----------|---------------|---|
| Exhibition Centre | 2 | 144 | Down Platform |
| Fairlie | | 130 | Single Platform |
| Falkirk Grahamston | 1 & 2 | 152 | Up Platform 1 / Down Platform 2 |
| Falkirk High | 1 & 2 | 195 | Up Platform 1 / Down Platform 2 |
| Falls Of Cruachan | | 66 | Single Platform |
| Fauldhouse | 1 | 128 | Down Platform |
| Fauldhouse | 2 | 137 | Up Platform |
| Fearn | | 136 | Single Platform |
| Forres | 1 | 160 | Bi-Directional Mainline Platform |
| Forres | 2 | 160 | Bi-Directional Loop Platform |
| Forsinard | 1 | 76 | Up Platform |
| Forsinard | 2 | 72 | Down Platform |
| Fort Matilda | 1 | 181 | Up Platform |
| Fort Matilda | 2 | 147 | Down Platform |
| Fort William | 1 & 2 | 212 | Bay Platforms |
| Galashiels | | 160 | Single Platform |
| Garelochhead | 1 & 2 | 167 | 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 |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|--------------------------|----------|---------------|--|
| Glenfinnan | 1 & 2 | 75 | Down Platform 1 / Up Platform 2 |
| Glengarnock | 1 & 2 | 131 | Up Platform 1 / Down Platform 2 |
| Glenrothes With Thornton | 1 | 147 | Bi-Directional South Curve Platform |
| Glenrothes With Thornton | 2 | 147 | Bi-Directional North Curve Platform |
| Golf Street | 1 & 2 | 66 | Up Platform 1 / Down Platform 2 |
| Golspie | | 139 | Single Platform |
| Gorebridge | | 160 | Single Platform |
| Gourock | 1 | 244 | Bay Platform |
| Gourock | 2 & 3 | 182 | Bay Platform |
| Greenfaulds | 1 & 2 | 120 | Up Platform 1 / Down Platform 2 |
| Greenock Central | 1 | 189 | Up Platform |
| Greenock Central | 2 | 202 | Down Platform |
| Greenock West | 1 | 141 | Up Platform |
| Greenock West | 2 | 147 | Down Platform |
| Gretna Green | 1 | 112 | Up Platform |
| Gretna Green | 2 | 112 | Down Platform |
| | | | |
| Hairmyres | 1 | 172 | Down Platform |
| Hairmyres | 2 | 172 | Up 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 | | 165 | 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 |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|-------------------|----------|---------------|---------------------------------------|
| Insch | 1 | 130 | Down Platform |
| Insch | 2 | 128 | Up Platform |
| Invergordon | 1 | 163 | Up Platform |
| Invergordon | 2 | 177 | Down Platform |
| Invergowrie | 1 | 64 | Up Platform |
| Invergowrie | 2 | 70 | Down Platform |
| Inverkeithing | 1 | 188 | Up Platform |
| Inverkeithing | 2 | 190 | Down Platform |
| Inverkip | | 130 | Single Platform |
| Inverness | 1 | 272 | Bay Platform |
| Inverness | 2 | 305 | Bay Platform |
| Inverness | 3 | 161 | Bay Platform |
| Inverness | 4 | 164 | Bay Platform |
| Inverness | 5 | 104 | Bay Platform |
| Inverness | 6 | 105 | Bay Platform |
| Inverness | 7 | 102 | Bay Platform - No watering facilities |
| Inverness Airport | 1 | 160 | |
| Inverness Airport | 2 | 160 | |
| 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 |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|------------------|----------|---------------|---|
| Kirkhill | 1 | 137 | Down Platform |
| Kirkhill | 2 | 139 | Up Platform |
| Kirknewton | 1 | 99 | Up Platform |
| Kirknewton | 2 | 169 | Down Platform |
| Kirkwood | 1 | 102 | Down Platform |
| Kirkwood | 2 | 110 | Up Platform |
| Kyle Of Lochalsh | 1 & 2 | 183 | Bay Platforms |
| Ladybank | 2 | 179 | Down Platform – Bi-Directional to/from Newburgh |
| Ladybank | 1 | 137 | Up Platform |
| Lairg | 1 | 114 | Down Platform |
| Lairg | 2 | 118 | Up Platform |
| Lanark | 1 | 145 | Bay Platform |
| Lanark | 2 | 151 | Bay Platform |
| Langbank | 1 & 2 | 136 | Up Platform 1 / Down Platform 2 |
| Langside | 1 | 151 | Down Platform |
| Langside | 2 | 149 | Up Platform |
| 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 |
| Leven | 1 & 2 | 205 | |
| 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 |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|------------------------|----------|---------------|---|
| Monifieth | 2 | 116 | Down Platform |
| Montrose | 1 | 253 | Up Platform – Bi-Directional |
| Montrose | 2 | 215 | Down Platform |
| Morar | | 75 | Single Platform |
| Mosspark | | 118 | Single Platform |
| Motherwell | 1 | 275 | Up Platform |
| Motherwell | 2 | 274 | Down Platform |
| Motherwell | 3 | 251 | Down Platform – Bi-Directional |
| Motherwell | 4 | 162 | Up Platform – Bi-Directional |
| Mount Florida | 1 & 2 | 145 | Down Platform 1 / Up Platform 2 |
| Mount Vernon | 1 & 2 | 110 | Down Platform 1 / Up Platform 2 |
| Muir Of Ord | 1 & 2 | 209 | Up Platform 1 / Down Platform 2 |
| Muirend | 1 & 2 | 180 | Down Platform 1 / Up Platform 2 |
| Musselburgh | 1 & 2 | 120 | Up Platform 1 / Down Platform 2 |
| Nairn | 1 | 354 | Bi-Directional Mainline Platform |
| Nairn | 2 | 239 | Up Platform 2 (Loop) |
| Neilston | 1 | 144 | Down Platform |
| Neilston | 2 | 136 | Up Platform |
| 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 & 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 | 116 | Bay Platform * Usable length between signal P98 and buffers is 230m |
| Perth | 4 | 473 | Up & Down Bi-Directional Platform |
| Perth | 5 | 222 | Bay Platform |
| Perth | 6 | 170 | Bay Platform |
| Perth | 7 | 433 | Up & Down Bi-Directional Platform |

| | | | |
|-------------------------|-------|-----|---|
| Pitlochry | 1 | 245 | Up platform (total length) |
| | | 180 | Up platform (Down direction standage within signal) |
| | | 175 | Up platform (Up direction standage within signal) |
| Pitlochry | 2 | 245 | Down platform (total length) |
| | | 175 | Down Platform (Down direction standage within signal) |
| | | 175 | Down platform (Up direction standage within signal) |
| Plockton | | 132 | Single Platform |
| Pollokshaws East | 1 | 140 | Up Platform |
| Pollokshaws East | 2 | 138 | Down Platform |
| Pollokshaws West | 1 | 151 | Down Platform |
| Pollokshaws West | 2 | 151 | Up Platform |
| Pollokshields East | 1 | 121 | Down Platform |
| Pollokshields East | 2 | 146 | Up Platform |
| Pollokshields West | 1 & 2 | 152 | Up Platform 1 / Down Platform 2 |
| Polmont | 1 & 2 | 195 | Up Platform 1 / Down Platform 2 |
| Port Glasgow | 1 | 199 | Up Platform |
| Port Glasgow | 2 | 226 | Down Platform |
| Portlethen | 1 & 2 | 118 | Up Platform 1 / Down Platform 2 |
| Possilpark | 1 & 2 | 110 | Up Platform 1 / Down Platform 2 |
| Prestonpans | 1 | 134 | Up Platform |
| Prestonpans | 2 | 185 | Down Platform |
| Prestwick Town | 1 | 178 | Up Platform |
| Prestwick Town | 2 | 175 | Down Platform |
| Prestwick International | 1 & 2 | 165 | Up Platform 1 / Down Platform 2 |
| Priesthill & Darnley | 1 & 2 | 109 | Down Platform 1 / Up Platform 2 |
| | | | |
| Queens Park | 1 | 134 | Down Platform |
| Queens Park | 2 | 136 | Up Platform |
| | | | |
| Rannoch | 1 & 2 | 124 | 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 | | 120 | 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 | 124 | Up Platform |
| Springburn | 1 | 139 | Up Platform (Bi-Directional) |
| Springburn | 2 | 155 | Down Platform (Bi-Directional) |
| Springburn | 3 | 135 | Bay Platform |
| Springburn | 4 | 186 | Bay Platform |
| Springfield | 1 | 109 | Up Platform |
| Springfield | 2 | 114 | Down Platform |
| Stepps | 1 & 2 | 120 | Down Platform 1 / Up Platform 2 |
| Stevenson | 1 | 170 | Up Platform |
| Stevenson | 2 | 132 | Down Platform |
| Stewarton | 1 | 165 | Up Platform – Bi-Directional |
| Stewarton | 2 | 165 | Down Platform – Bi-Directional |
| Stirling | 2 | 301 | Down Platform |
| Stirling | 3 | 255 | Up Platform |
| Stirling | 4 and 5 | 165 | Bay Platform |
| Stirling | 6 | 254 | Up & Down Bi-Directional Platform |
| Stirling | 7 and 8 | 105 | Bay Platforms |
| Stirling | 9 | 234 | Up Platform |
| Stirling | 10 | 235 | Bay Platform |
| Stonehaven | 1 | 173 | Up Platform |
| Stonehaven | 2 | 185 | Down Platform |
| Stranraer | 1 | 146 | Bay Platform |
| Stranraer | 2 | 135 | Bay Platform |
| Strathcarron | 1 | 74 | Up Platform |
| 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 | 120 | 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 of 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.

| SC001 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK) | | | | |
|--|-------------|---------------|-----|--|
| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
| | | METRES | SLU | |
| Quintinshill UPL | Up | 579 | 90 | |
| Quintinshill DPL | Down | 566 | 88 | |
| Lockerbie DPL | Down | 548 | 85 | |
| Lockerbie UPL | Up | 686 | 107 | |
| Beattock DPL | Down | 641 | 100 | |
| Beattock UPL | Up | 631 | 98 | |
| Beattock Summit DPL | Down | 594 | 92 | |
| Beattock Summit UPL | Up | 608 | 95 | |
| Abington DPL | Down | 634 | 99 | |
| Abington UPL | Up | 744 | 116 | |
| Carstairs DPL | Down | 790 | 123 | Distance between GMC417 and GMC430 signals is 406m |
| | Up | 406 | 63 | |
| Carstairs UPL | Up | 684 | 106 | |
| | Down | 504 | 78 | |
| Carstairs Platform Line | Up | 365 | 57 | |
| | Down | 215 | 33 | |
| Law DPL | Down | 564 | 88 | |
| Law UPL | Up Holytown | 733 | 114 | |
| Motherwell UGL (Dalzell) | Up | 1101 | 172 | |
| Glasgow Central Sidings | | | | |
| No1 | | 145 | 22 | |
| No2 | | 145 | 22 | |
| No3 | | 165 | 25 | |
| No4 | | 148 | 23 | |
| No5 | | 128 | 19 | |

| SC031 GRETNA JN TO GLASGOW CENTRAL (VIA KILMARNOCK) | | | | |
|--|-----------|---------------|-------|-------|
| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
| | | METRES | SLU | |
| 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 | |

| SC045 EAST KILBRIDE to BUSBY JN | | | | |
|--|----------------|---------------|-----|-------|
| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
| | | METRES | SLU | |
| Hairmyres Loop (CL) | Crossing Point | 300 | 46 | |

SC059 GLASGOW CENTRAL to STRANRAER

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|------------------|----------------|---------------|-----|-------|
| | | METRES | SLU | |
| Paisley 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 | 347 | 54 | |
| | Down | 329 | 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 (VIA FALKIRK HIGH)

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|-----------------------|-----------|---------------|-----|-------------|
| | | METRES | SLU | |
| Edinburgh Middle Road | | 93 | 14 | Platform 16 |
| Haymarket NGL | Up/Down | 113 | 17 | |
| 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 | |

SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---------------|-----------|---------------|-----|-------|
| | | METRES | SLU | |
| 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 | |

SC117 GRANGEMOUTH JN TO GRANGEMOUTH NR BOUNDARY

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|--------------------------------|-----------|---------------|----------|--|
| | | METRES | SLU | |
| Grangemouth Run Round No1 Loop | | 1000 | 156 | |
| Grangemouth Run Round No2 Loop | | 600 (975) | 93 (152) | Can accommodate longer length if only one train is shunting and dwell is increased to 30 mins for run round move |
| Grangemouth Run Round No3 Loop | | 600 (975) | 93 (152) | Can accommodate longer length if only one train is shunting and dwell is increased to 30 mins for run round move |

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 | |
| 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 | |
| Craigendoran WHL Loop (CL) | Crossing Point | 275 | 43 | |
| Garelochhead (CL) | Crossing Point | 238 | 37 | |
| Glen Douglas (CL) | Crossing Point | 210 | 32 | |
| Arrochar & Tarbert (CL) | Crossing Point | 227 | 35 | |
| Ardlui (CL) | Crossing Point | 174 | 27 | |
| Crainlarich (CL) | Crossing Point | 212 | 33 | |
| Upper Tyndrum (CL) | Crossing Point | 190 | 29 | |
| Bridge of Orchey (CL) | Crossing Point | 209 | 32 | |
| Rannoch (CL) | Crossing Point | 171 | 26 | |
| Tulloch (CL) | Crossing Point | 235 | 37 | |
| Spean Bridge (CL) | Crossing Point | 285 | 44 | |

| SC143 CRIANLARICH TO OBAN | | | | |
|----------------------------------|----------------|---------------|-----|-------|
| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
| | | METRES | SLU | |
| Dalmally (CL) | Crossing Point | 197 | 30 | |
| Taynuilt (CL) | Crossing Point | 229 | 35 | |

| SC145 FORT WILLIAM to MALLAIG | | | | |
|--------------------------------------|----------------|---------------|-----|-------|
| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
| | | METRES | SLU | |
| Fort William Jn (CL) | Crossing Point | 260 | 41 | |
| Inverlochy Yard | | | | |
| Siding 1 | | 155 | 24 | |
| Siding 2/3 | | 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 | 622 | 97 | |
| Grantshouse DPL | Down | 668 | 104 | |
| Dunbar PL (Platform 1) | Up | 509 | 79 | |
| Dunbar PL (Platform 1) | Down | 383 | 59 | |
| Drem UPL | Up | 409 | 63 | |
| Drem DPL | Down | 501 | 78 | |
| Prestonpans UPL | Up | 417 | 65 | |

| SC171 EDINBURGH TO DUNDEE (VIA KIRKCALDY) | | | | |
|--|-----------|---------------|-----|-------------------------------|
| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
| | | METRES | SLU | |
| Dalmeny UPL | Up | 285 | 45 | |
| Dalmeny DPL | Down | 270 | 42 | |
| Inverkeithing UPL | Up | 390 | 61 | |
| Thornton UPL | Up | 410 | 64 | |
| Thornton DPL | Down | 365 | 57 | When entered from Down Fife |
| | | 535 | 84 | When entered from North Curve |

| 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 | |
| Laurencekirk DRS | Down | 271 | 42 | |

| 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 | |

SC197 KITTYBREWSTER JUNCTION TO WATERLOO GOODS (GOODS LINE)

| LOCATION | DIRECTION | USABLE LENGTH | | NOTES |
|---------------|-----------|---------------|-----|-------|
| | | METRES | SLU | |
| Arrival Line | | 331 | 51 | |
| Rounding Line | | 331 | 51 | |

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 Principal 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 HST 22X 80X | MU# | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Carstairs South Junction | E | 2 | 2 | 2 | |
| Approaching Rutherglen East Junction | E | 1 | 1 | 1 | |
| Between Lanark Junction and Bridge Street Junction | P | 1 | 1 | | For express passenger trains that originate south of Carstairs/Edinburgh |
| Up – Weekdays | | | | | |
| Approaching Carstairs North Junction | 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 HST 22X 80X | MU# | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Slateford/Midcalder Junction | P | 1 | 1 | | Applies to Avanti West Coast/TPE services only |
| Approaching Slateford or Haymarket | E | 1 | 1 | 2 | |
| Up – Weekdays | | | | | |
| Midcalder Junction – Carstairs East Junction | E | 1 | 1 | 2 | Passenger trains: Only for trains routed to Gretna Junction. (This should generally be positioned on approach to Carstairs South Junction). |
| # See note regarding EMUs at the beginning of Section 5.5 | | | | | |

| SC007 MIDCALDER JUNCTION TO HOLYTOWN JUNCTION | | | | | |
|---|------|-------------------------|------|-----|---|
| Timing Section | Type | LH HST 22X 80X | MU# | FRT | Remarks |
| Down – Weekdays | | | | | |
| Livingston – West Calder | E | | 1 | | Terminating services |
| Approaching Holytown Junction | E | | | 2 | Shotts line services |
| Up – Weekdays | | | | | |
| Approaching Shotts | E | | 1 | | Terminating DMU trains only |
| Approaching Livingston South | E | | 1 ** | 2# | ** Terminating DMU only # This allowance should be applied approaching Livingston South, but may be moved to approaching Slateford in order to aid junction working at Midcalder Jn if required; |
| # 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 CP7 on these lines of route.

| SC011 LAW JUNCTION TO UDDINGSTON JUNCTION (VIA HOLYTOWN) | | | | | |
|---|------|------------------|----|-----|---------|
| Timing Section | Type | LH HST 22X | MU | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Holytown Junction | E | | | 1 | |
| #See note regarding EMUs at the beginning of Section 5.5 | | | | | |

| SC031 GREтна JUNCTION TO GLASGOW BRIDGE STREET JUNCTION (VIA KILMARNOCK) | | | | | |
|---|------|------------------|-----|-----|--|
| Timing Section | Type | LH HST 22X | MU# | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Dumfries | E | 1 | 1 | 1 | |
| Approaching Mauchline | E | | | 1 | |
| Approaching Kilmarnock | E | 1 | 1 | 1* | Trains via Barrhead |
| Approaching Muirhouse South Junction | E | 1 | 1 | 1 | |
| Up – Weekdays | | | | | |
| Approaching Kilmarnock | E | 1 | 1 | | Trains from Barrhead only |
| Approaching Dumfries | E | 1 | 1 | 2 | |
| Approaching Gretna Junction | E | 1 | 1^ | 2 | To be applied approaching Gretna Jn Sig. CE525 if stopping there ^May be applied approaching Gretna Green for stopping services |
| # See note regarding EMUs at the beginning of Section 5.5 | | | | | |
| * Applies to All Freight Services | | | | | |

| SC035 BANK JUNCTION TO KNOCKSHINNOCH | | | | | |
|---|------|------------------|-----|-----|---------|
| Timing Section | Type | LH HST 22X | MU# | FRT | Remarks |
| Down – Weekdays | | | | | |
| Up – Weekdays | | | | | |
| Bank Junction – Knockshinnoch | E | | | 2 | |

| SC039 KILMARNOCK TO BARASSIE | | | | | |
|-------------------------------------|------|------------------|-----|-----|------------------------------------|
| Timing Section | Type | LH HST 22X | MU# | FRT | Remarks |
| Down – Weekdays | | | | | |
| Up – Weekdays | | | | | |
| Approaching Kilmarnock | E | | 1 | 1 | Trains from Barassie Junction only |

| SC059 GLASGOW BRIDGE STREET JUNCTION TO STRANRAER (VIA PAISLEY GILMOUR STREET) | | | | | |
|---|------|------------------|-----|-----|----------------------------|
| Timing Section | Type | LH HST 22X | MU# | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Falkland Yard (terminating trains) | E | | | 2 | |
| Approaching Ayr | E | | 1 | | DMU only |
| Approaching Girvan | E | 1 | 1 | | Terminating trains only |
| Approaching Stranraer | E | 1 | 1 | 2 | |
| Up – Weekdays | | | | | |
| Approaching Dalrymple Junction | E | 1 | 1 | 2 | |
| Approaching Shields Junction | E | | 1 | | DMU from South of Ayr only |
| # See note regarding EMUs at the beginning of Section 5.5 | | | | | |

| SC067 WEMYSS BAY JUNCTION AND WEMYSS BAY | | | | | |
|---|------|------------------|----|-----|---------|
| Timing Section | Type | LH HST 22X | MU | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Wemyss Bay | E | 1 | | | |

| SC073 KILWINNING TO LARGS | | | | | |
|----------------------------------|------|------------------|----|-----|------------------|
| Timing Section | Type | LH HST 22X | MU | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Hunterston Junction | E | | | 3 | |
| Approaching Fairlie | P | | 1 | | SR services only |

| SC087 NEWTON JUNCTION TO MAUCHLINE (GOODS LINE) | | | | | |
|--|------|------------------|----|-----|-----------------------|
| Timing Section | Type | LH HST 22X | MU | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Mauchline | E | | | 4 | |
| Up – Weekdays | | | | | |
| Approaching Annbank | E | | | 4 | Trains from Mauchline |
| | E | | | 2 | Trains from Killoch |

| SC093 MOTHERWELL TO GREENHILL LOWER JUNCTION | | | | | |
|---|------|------------------|-----|-----|---|
| Timing Section | Type | LH HST 22X | MU# | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Mossend North Junction (from Mossend South or East) | E | | | 1 | |
| Approaching Cumbernauld | E | | 1 | | Terminating trains only |
| Approaching Greenhill Lower Junction | E | 2 | 2 | 2 | |
| Up – Weekdays | | | | | |
| Approaching Mossend North Exit | E | | | 2 | Trains terminating or calling at Mossend Yards only |
| Approaching Mossend North Junction | E | | | 2 | Does not apply for trains coming from Mossend Yards, Euroterminal or Coatbridge Freightliner Terminal |
| Approaching Motherwell | E | | 2 | | SR Cumbernauld to Motherwell services only. |
| # See note regarding EMUs at the beginning of Section 5.5 | | | | | |

| SC099 WHIFFLET NORTH JUNCTION TO RUTHERGLEN EAST JUNCTION | | | | | |
|--|------|------------------|----|-----|-------------------------------------|
| Timing Section | Type | LH HST 22X | MU | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Rutherglen East Junction | E | | | 3 | |
| Up – Weekdays | | | | | |
| Approaching Coatbridge Central | E | | | 3 | |
| Langloan – Whifflet | E | | 2 | | Terminating trains at Whifflet only |
| # See note regarding EMUs at the beginning of Section 5.5 | | | | | |

| SC103 GARNQUEEN NORTH JUNCTION TO COWLAIRS WEST JUNCTION | | | | | |
|---|------|------------------|----|-----|---|
| Timing Section | Type | LH HST 22X | MU | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Cowlairs West Junction | E | | | 3 | |
| Springburn – Cowlairs South Junction | E | | 1 | | |
| Up – Weekdays | | | | | |
| Approaching Gartcosh Junction | E | | | 3 | Trains routed via Gartsherrie South Junction only |
| # See note regarding EMUs at the beginning of Section 5.5 | | | | | |

| SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) | | | | | |
|---|------|-------------------------|----------------|-----|--|
| Timing Section | Type | LH HST 22X 80X | MU# | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Winchburgh Junction | E | | 1 | | Trains to Glasgow Queen Street |
| Approaching Cowlairs West Junction | E | 2 | 2 [~] | 2 | ~ Services from Dunblane/Stirling only. |
| | E | | 1 | | Trains from Edinburgh |
| Approaching Cowlairs West Junction | E | 1 | 1 | | Services from Aberdeen, Dundee and Inverness |
| Up – Weekdays | | | | | |
| Approaching Winchburgh Junction | E | | 1 | | |
| Approaching Haymarket West Junction | E | 2 | 1# | 2 | |
| # See note regarding EMUs at the beginning of Section 5.5 | | | | | |

| SC109 POLMONT TO CARMUIRS WEST JUNCTION | | | | | |
|---|------|-------------------------|-----|-----|---|
| Timing Section | Type | LH HST 22X 80X | MU# | FRT | Remarks |
| Down - Weekdays | | | | | |
| Approaching Grangemouth Junction | E | | 1 | | Edinburgh to Stirling (and beyond) trains only |
| Approaching Carmuir East Junction | E | 1 | | 1† | † Only for services routed to Stirling |
| Up – Weekdays | | | | | |
| Approaching Camelon | E | 1 | 1 | | Trains routed via Stirling only. Allowance can be moved to before Larbert Junction to suit Junction working |
| Approaching Polmont | E | | | 1 | |
| # See note regarding EMUs at the beginning of Section 5.5 | | | | | |

| SC111 NEWBRIDGE JUNCTION TO BATHGATE | | | | | |
|---|------|------------------|-----|-----|---------|
| Timing Section | Type | LH HST 22X | MU# | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Uphall | E | | | 2 | |
| # See note regarding EMUs at the beginning of Section 5.5 | | | | | |

| SC113 WINCHBURGH JUNCTION TO DALMENY JUNCTION | | | | | |
|--|------|------------------|----|-----|---------|
| Timing Section | Type | LH HST 22X | MU | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Dalmeny Junction | E | 1 | 1 | | |
| Up – Weekdays | | | | | |
| Approaching Winchburgh Junction | E | | | 5 | |

| SC117 GRANGEMOUTH JUNCTION TO GRANGEMOUTH NR BOUNDARY | | | | | |
|--|------|------------------|-----|-----|---------|
| Timing Section | Type | LH HST 22X | MU# | FRT | Remarks |
| Down – Weekdays | | | | | |
| Up – Weekdays | | | | | |
| Approaching Fouldubs Junction | E | | | 1 | |
| # See note regarding EMUs at the beginning of Section 5.5 | | | | | |

| SC119 GREENHILL UPPER JUNCTION TO DUNDEE CENTRAL JUNCTION | | | | | |
|--|------|-------------------------|----|-----|---|
| Timing Section | Type | LH HST 22X 80X | MU | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Greenloaning | E | 1 | 1 | | |
| Approaching Hilton Junction | E | 1 | 1 | 1 | Applies to services terminating at Perth or to Inverness. |
| | E | | 1 | | Applies to services terminating at Dundee, Arbroath, Aberdeen, Dyce or Inverurie only |
| Approaching Dundee Central Junction | E | | | 1 | |
| | P | | 1 | | SR services timed as 170 that have called at Invergowrie |
| Up – Weekdays | | | | | |
| Approaching Errol | P | | 1 | | SR services timed as 170 that have called at Invergowrie |
| Approaching Dunblane | E | 1 | 1 | | Services from Aberdeen, Dundee, and Inverness |
| Carmuir W Junction – Greenhill Lower Junction | E | | | 3 | Services originating from Grangemouth Terminals do not require this allowance |
| | | | | | 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 HST 22X | MU# | FRT | Remarks |
|---|------|------------------|-----|-----|---------|
| | | | | | |
| # EMU Point to Point timings have 5% allowance built in. See note regarding EMUs at the beginning of Section 5.5. West Highland services have allowance built in to cover speed restrictions. | | | | | |

SC143 CRIANLARICH TO OBAN

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

SC147 BERWICK TO EDINBURGH WAVERLEY

| Timing Section | Type | LH HST 22X 80X | MU# | FRT | Remarks |
|---|------|-------------------------|-----|-----|-------------------------------|
| Down – Weekdays | | | | | |
| Between Route Boundary and Monktonhall Jn | P | 1* | 1* | | Time may be split if required |
| Approaching Drem | E | | | 1 | |
| Approaching Monktonhall Junction | E | 1 | 1 | 1 | |
| Up – Weekdays | | | | | |
| Approaching Drem | E | | | 1 | |
| Between Monktonhall Jn and Route Boundary | P | 1* | 1* | | Time may be split if required |
| Approaching EG402 | E | 1 | 1 | 1 | |
| # See note regarding EMUs at the beginning of Section 5.5 | | | | | |
| * Only applies to services travelling south of Dunbar | | | | | |

SC149 NORTH BERWICK TO DREM JUNCTION

| Timing Section | Type | LH HST 22X | MU# | FRT | Remarks |
|---|------|------------------|-----|-----|---------|
| | | | | | |
| # North Berwick EMU services have 5% allowance built in | | | | | |
| Down – Weekdays | | | | | |
| Up – Weekdays | | | | | |
| # See note regarding EMUs at the beginning of Section 5.5 | | | | | |

| SC151 PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE) | | | | | |
|--|------|------------------|----|-----|--|
| Timing Section | Type | LH HST 22X | MU | FRT | |
| Down – Weekdays | | | | | |
| Portobello Junction – Leith South | E | | | 1 | |
| Up – Weekdays | | | | | |
| Leith South – Portobello Junction | E | | | 1 | |

| SC155 MONKTONHALL JUNCTION TO MILLERHILL YARD | | | | | |
|--|------|------------------|----|-----|--|
| Timing Section | Type | LH HST 22X | MU | FRT | |
| Down – Weekdays | | | | | |
| Monktonhall Junction – Millerhill SS | E | | | 2 | |
| Up – Weekdays | | | | | |
| Millerhill SS – Monktonhall Junction | E | | | 2 | |

| SC161 MILLERHILL YARD TO PORTOBELLO JUNCTION (MILLERHILL LINE) | | | | | |
|---|------|------------------|----|-----|--|
| Timing Section | Type | LH HST 22X | MU | FRT | |
| Down – Weekdays | | | | | |
| Millerhill SS – Portobello Junction | E | | | 1 | |
| Up – Weekdays | | | | | |
| Portobello Junction – Millerhill SS | E | | | 1 | |

| SC164 TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION | | | | | |
|---|------|------------------|----|-----|--|
| Timing Section | Type | LH HST 22X | MU | FRT | |
| Down – Weekdays | | | | | |
| Approaching Galabank Junction | E | 1 | 1 | 1 | |
| Approaching Newcraighall South Junction | E | 1 | 1 | 1 | |
| Up – Weekdays | | | | | |
| Approaching Tynehead Junction | E | 1 | 1 | 1 | |
| Approaching Tweedbank | E | 1 | 1 | 1 | |

| SC165 NIDDRIE SOUTH JUNCTION TO GORGIE JUNCTION (EDINBURGH SUBURBAN) | | | | | |
|---|-------------|---------------------------|-----------|------------|--|
| Timing Section | Type | LH HST 22X | MU | FRT | |
| Down – Weekdays | | | | | |
| Niddrie West Junction – Craiglockhart Junction | E | 1 | 1 | 1 | |
| Up – Weekdays | | | | | |
| Craiglockhart Junction – Niddrie West Junction | E | 1 | 1 | 1 | |

| SC171 HAYMARKET WEST JUNCTION TO DUNDEE CENTRAL JUNCTION (VIA KIRKCALDY) | | | | | |
|---|-------------|-----------------------------------|-----------|------------|--|
| Timing Section | Type | LH HST 22X 80X | MU | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Kirkcaldy | E | 1 | 1 | | Terminating trains only For these sections where there is 1 minute engineering allowance for local terminating services, this may be increased STP if required for planned works subject to it being agreed within DPPP/CPPP timescales. This provides the appropriate reassurance for work and access planners that we can still efficiently and effectively deliver the required work banks through CP7 on these lines of route. |
| Thornton South Junction – Glenrothes | E | | | 2 | Freight services-terminating at Thornton Yard |
| Approaching Markinch | E | | 1 | | Terminating trains only For these sections where there is 1 minute engineering allowance for local terminating services, this may be increased STP if required for planned works subject to it being agreed within DPPP/CPPP timescales. This provides the appropriate reassurance for work and access planners that we can still efficiently and effectively deliver the required work banks through CP7 on these lines of route. |
| Approaching Ladybank | E | 1* | 1* | 1* | *Trains routed to Hilton Junction |
| Approaching Tay Bridge South | E | 1 | 1 | 2 | Time can be placed approaching Dundee Central Junction if this assists with planning the High Girder Section of the Tay Bridge |
| Up – Weekdays | | | | | |
| Approaching Thornton North Junction | E | 1 | 1 | 1 | Does not apply to trains from Leven |
| Approaching Haymarket W Junction | E | 1 | 1 | 1 | |

| SC173 INVERKEITHING CENTRAL JUNCTION TO THORNTON NORTH JUNCTION (VIA COWDENBEATH) | | | | | |
|--|-------------|-----------------------------------|-----------|------------|--|
| Timing Section | Type | LH HST 22X 80X | MU | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Cowdenbeath | E | | 1* | | <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 CP7 on these lines of route.</p> |
| Approaching Townhill DGL | E | | | 2 | Trains to Longannet only |
| 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 CP7 on these lines of route.</p> |
| 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 CP7 on these lines of route.</p> |

| SC177 THORNTON NORTH JUNCTION TO LEVEN | | | | | |
|---|------|-------------------------|----|-----|---------|
| Timing Section | Type | LH HST 22X 80X | MU | FRT | Remarks |
| | | | | | |
| Down - Weekdays | | | | | |
| Approaching Leven | E | | 1 | | |

| SC178 THORNTON SOUTH JN TO THORNTON WEST JN | | | | | |
|---|------|------------------|----|-----|---|
| Timing Section | Type | LH HST 22X | MU | FRT | Remarks |
| | | | | | |
| Up - Weekdays | | | | | |
| Approaching Glenrothes Platform 1 from Cowdenbeath | E | | 1* | | * Terminating trains only |
| Glenrothes –Thornton South Jn | E | | 1* | | * Not required for trains routed to Haymarket West Junction or that originate at Glenrothes Platform 1. |

| SC181 LADYBANK JUNCTION TO HILTON JUNCTION | | | | | |
|---|------|-------------------------|----|-----|---------|
| Timing Section | Type | LH HST 22X 80X | MU | FRT | Remarks |
| | | | | | |
| Down - Weekdays | | | | | |
| Approaching Hilton Junction | E | 1 | 1 | 1 | |

| SC183 STIRLING TO CHARLESTOWN JUNCTION | | | | | |
|---|------|------------------|----|-----|---|
| Timing Section | Type | LH HST 22X | MU | FRT | Remarks |
| | | | | | |
| Down - Weekdays | | | | | |
| Approaching Alloa | E | | 2 | | Terminating services only |
| Approaching Longannet P.S. | E | | | 2 | Terminating services only |
| Approaching Charlestown Junction | E | | | 2 | Through services and trains starting Longannet PS. |
| Up - Weekdays | | | | | |
| Approaching Longannet P.S. | E | | | 2 | Terminating trains only |
| Approaching Alloa Loop | E | | | 2 | |

| SC189 WESTFIELD TO REDFORD JN (GOODS LINE) | | | | | |
|---|------|------------------|----|-----|---------|
| Timing Section | Type | LH HST 22X | MU | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Westfield | E | | | 2 | |
| Up – Weekdays | | | | | |
| Westfield – Redford Junction | E | | | 2 | |

| SC191 DUNDEE CENTRAL JUNCTION TO ABERDEEN | | | | | |
|--|------|-------------------------|----|-----|---|
| Timing Section | Type | LH HST 22X 80X | MU | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Arbroath | E | 1 | 1 | | Terminating trains only |
| Approaching Craigo | E | 1 | 1 | 1 | |
| Craiginchies South – Aberdeen* | E | 1 | 1 | 2 | For these sections where there is 1 minute engineering allowance for local terminating services, this may be increased STP if required for planned works subject to it being agreed within DPPP/CPPP timescales. This provides the appropriate reassurance for work and access planners that we can still efficiently and effectively deliver the required work banks through CP7 on these lines of route. Allowance can be moved to suit junction margins. |
| Up – Weekdays | | | | | |
| Approaching Portlethen | P | | ½ | | SR trains timed as 170 calling at Portlethen only |
| Approaching Stonehaven | P | | ½ | | SR trains timed as 170 calling at Stonehaven only |
| Approaching Montrose | E | 2* | 2* | 2 | *Terminating trains only |
| Approaching Camperdown Junction | E | 1 | 1 | 1 | |

| SC193 PERTH TO INVERNESS | | | | | |
|---------------------------------|------|-------------------------|----|-----|-----------------------------|
| Timing Section | Type | LH HST 22X 80X | MU | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Dalwhinnie | E | 1 | 1 | 1 | |
| Approaching Aviemore | E | 1 | 1 | 1 | |
| Approaching Cradlehall | E | 1 | 1 | 2 | |
| Approaching Millburn Junction | P | | 2 | | SR trains timed as 170 only |
| Up – Weekdays | | | | | |
| Approaching Aviemore | E | 1 | 1 | 1 | |
| Approaching Blair Atholl | E | 1 | 1 | 1 | |
| Approaching Dunkeld & Birnam | P | | 2 | | SR trains timed as 170 only |
| Approaching Perth | E | 1 | 1 | 2 | |

| SC195 ABERDEEN TO INVERNESS | | | | | |
|------------------------------------|------|------------------|----|-----|--|
| Timing Section | Type | LH HST 22X | MU | FRT | Remarks |
| Down – Weekdays | | | | | |
| Approaching Inverurie | E | | 1 | | Terminating trains only |
| Approaching Keith Loop | E | 1 | 1 | 4 | Trains terminating at Keith only |
| Approaching Elgin | E | 1 | 1 | 2 | |
| Approaching Millburn Junction | E | 1 | 1 | 2 | |
| Up – Weekdays | | | | | |
| Approaching Elgin | E | 1 | 1 | 4 | Terminating trains only |
| Approaching Keith | E | 1 | 1 | 2 | |
| Approaching Berryden Junction | E | 1* | 1* | 2 | * Trains originating at Inverurie require [1] approaching Berryden Junction. Trains originating at Dyce do not require engineering allowance approaching Berryden Junction. |

| SC203 INVERNESS TO WICK | | | | | |
|---|------|------------------|-----|-----|---|
| Timing Section | Type | LH HST 22X | MU# | FRT | Remarks |
| #ScotRail DMU services have 5% allowance built in for Up and Down directions | | | | | |
| Far North Services have allowances built in to cover speed restrictions except: | | | | | |
| Down – Weekdays | | | | | |
| Approaching Invergordon | E | 1 | 1 | 1 | Trains terminating at Invergordon |
| Approaching Tain | E | 1 | 1 | 1 | Trains terminating at Tain or Ardgay |
| Approaching Lairg | E | 2 | 2 | 2 | |
| Approaching Georgemas Junction | E | 2 | 2 | 2 | |
| Up – Weekdays | | | | | |
| Approaching Forsinard or Lairg | E | 2 | 2* | 2 | *Trains from Wick only |
| 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) |

| SC203 INVERNESS TO WICK | | | | | |
|--------------------------------|------|------------------|-----|-----|---------|
| Timing Section | Type | LH HST 22X | MU# | FRT | Remarks |
| | | | | | |

| SC205 DINGWALL TO KYLE OF LOCHALSH | | | | | |
|---|------|------------------|----|-----|---------|
| Timing Section | Type | LH HST 22X | MU | FRT | Remarks |
| | | | | | |
| Far North Services have allowances built in to cover speed restrictions except: | | | | | |
| Down – Weekdays | | | | | |
| | | | | | |
| Up – Weekdays | | | | | |
| | | | | | |

| SC207 GEORGEMAS JUNCTION TO THURSO | | | | | |
|---|------|------------------|----|-----|---------|
| Timing Section | Type | LH HST 22X | MU | FRT | Remarks |
| | | | | | |
| Far North Services have allowances built in to cover speed restrictions except: | | | | | |
| Down – Weekdays | | | | | |
| Approaching Georgemas Junction | E | 2 | | 2 | |

5.5.2 SX Night-time (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

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 Sunday Daytime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section.

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

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

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

| SC151 PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE) | | | | | |
|--|------|------------------|-----|-----|---------|
| Timing Section | Type | LH HST 22X | MU# | FRT | Remarks |
| Down – Sundays | | | | | |
| Portobello Junction – Leith South | E | | | 1 | |
| Up –Sundays | | | | | |
| Leith South – Portobello Junction | E | | | 1 | |

| SC155 MONKTONHALL JUNCTION TO MILLERHILL YARD | | | | | |
|--|------|------------------|----|-----|--|
| Timing Section | Type | LH HST 22X | MU | FRT | |
| Down – Sundays | | | | | |
| Monktonhall Junction – Millerhill SS | E | | | 2 | |
| Up – Sundays | | | | | |
| Millerhill SS – Monktonhall Junction | E | | | 2 | |

| SC161 MILLERHILL YARD TO PORTOBELLO JUNCTION (MILLERHILL LINE) | | | | | |
|---|------|------------------|----|-----|--|
| Timing Section | Type | LH HST 22X | MU | FRT | |
| Down – Sundays | | | | | |
| Millerhill SS – Portobello Junction | E | | | 1 | |
| Up – Sundays | | | | | |
| Portobello Junction – Millerhill SS | E | | | 1 | |

| SC171 HAYMARKET WEST JUNCTION TO DUNDEE CENTRAL JUNCTION (VIA KIRKCALDY) | | | | | |
|---|------|-------------------------|----|-----|--|
| Timing Section | Type | LH HST 22X 80X | MU | FRT | |
| Down – Sundays | | | | | |
| Dalmeny – North Queensferry | E | 3 | 3 | 5 | Until 08.00 – 10.30. Trains to be timed over one line only. Other Allowances As Weekdays |
| Up –Sundays | | | | | |
| North Queensferry – Dalmeny | E | 3 | 3 | 5 | Until 08.30 – 10.30. Trains to be timed over one line only. Other Allowances As Weekdays |

5.5.6 Sunday Night-time (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section.

| SC001 GREтна JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK) | | | | | |
|--|---|---------------------------|------------------|------------|---|
| Timing Section | Type | LH HST 22X | MU LL | FRT | Remarks |
| Down – Sunday Night/Monday Morning Only | | | | | |
| ROTR allowances | Refer to Engineering Access Statement for details of times of S.L.W./weaves or other relevant information. Only 1 instance of Single Line Working (SLW) should be in operation between Preston and Carstairs/Law Junction when S.L.W. is in operation a maximum of 2 trains per hour is permitted. This applies in both directions (e.g. 1 in the Up and 1 in the Down). Note: Due to High Output work on Scotland Route during this timetable year, there should be no allowances applied on LNW between Preston – Gretna Junction for SLW during this period. | | | | |
| Approaching Carstairs South Junction/Law Junction | E | 30* | 30* | 30* | |
| Up – Sunday Night/Monday Morning Only | | | | | |
| Approaching Gretna Junction | E | 30 | 30 | 30 | Applies to all trains terminating at Carlisle and to trains routed via Wigton, Petteiril Bridge Junction or WCML. Note: Due to High Output work on Scotland Route during this timetable year, there should be no allowances applied on LNW between Gretna Junction – Preston for SLW during this period. |

6 Timetabling Considerations

6.1 Advertised and Working Times

It is not permissible for trains to be specified to be advertised to arrive before or depart after the booked times stated in the working timetable (WTT).

It is permissible for trains to be specified to be advertised to depart before the booked times stated in the working timetable in the following circumstances;

(i) Where the WTT departure time is delayed to achieve the required headway behind a preceding train or margin following a conflicting move.

(ii) As an aid to punctual departure where this practice has been agreed between the Train Operator and Network Rail.

By agreement between the Train Operator and Network Rail, trains may be specified to be advertised to arrive after the booked times stated in the WTT. This agreement is used instead of engineering/performance allowances.

6.2 Timing of Light Locomotives

It is a general principle that all light locomotive movements will be timed. Any exceptions to this must be agreed by the appropriate Operational Planning Manager