TIMETABLE PLANNING RULES

Scotland

2025 TIMETABLE

Version 3

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Draft Rules for Subsidiary Change Timetable 2025
29/03/2024

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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 Gourock
SC067	Wemyss Bay Junction to Wemyss Bay
SC073	Kilwinning to Largs
SC077	Ardrossan South Beach to Ardrossan Harbour
SC081	Byrehill to Dubbs Junction
SC085	Ayr Harbour to Newton Junction
SC087	Newton Junction to Mauchline (Goods Line)
SC089	Annbank to Killoch Colliery
SC091	Dalrymple Junction to Chalmerston (Goods Line)
SC093	Motherwell to Greenhill Lower Junction
SC097	Whifflet South Junction to Sunnyside Junction (Goods Line)
SC099	Whifflet North Junction to Rutherglen East Junction
SC101	Coatbridge Junction to Langloan Junction
SC103	Garnqueen North Junction to Cowlairs West Junction
SC105	Gartsherrie South Junction to Gartcosh Junction
SC106	Sighthill West Junction to Cowlairs South Junction
SC107	Edinburgh to Glasgow Queen Street (Via Falkirk High)
SC109	Polmont Junction to Carmuirs West Junction
SC110	Carmuirs East Junction to Larbert Junction
SC111	Newbridge Junction to Bathgate
SC113	Winchburgh Junction to Dalmeny Junction
SC115	Cowlairs North Junction to Knightswood North Junction
SC115 (0)	Maryhill Park Jn to Anniesland Bay Platform

SC116	Cowlairs East Junction to Cowlairs North Junction
SC117	Grangemouth Junction to Grangemouth NR Boundary
SC119	Greenhill Upper Junction to Dundee Central Junction
SC123	Bathgate to Helensburgh (Via Singer)
SC125	Hyndland East Junction to Dalmuir (Via Yoker)
SC129	Springburn to Bellgrove
SC131	High Street Junction to Shields Junction
SC133	Westerton to Milngavie
SC135	Dalreoch to Balloch
SC136	Hyndland North Junction to Hyndland West Junction
SC141	Craigendoran Junction to Fort William
SC143	Crianlarich to Oban
SC145	Fort William to Mallaig
SC147	Berwick to Edinburgh Waverley
SC149	North Berwick to Drem Junction
SC151	Portobello to Leith South Yard (Goods Line)
SC153	Craigentinny to Powderhall (Goods Line)
SC155	Monktonhall Junction to Millerhill Yard
SC161	Millerhill Yard to Portobello Junction
SC163	Portobello Junction to Niddrie South Junction (Millerhill Line)
SC164	Tweedbank to Newcraighall North Junction
SC165	Niddrie South Junction to Haymarket West Junction (Edinburgh Suburban)
SC167	Craiglockhart Junction to Slateford Junction
SC169	Gorgie Junction to Haymarket Central Junction
SC171	Haymarket West Junction to Dundee Central Junction (Via Kirkcaldy)
SC173	Inverkeithing Central Junction to Thornton North Junction (Via Cowdenbeath)
SC175	Rosyth Dockyard to Inverkeithing South Junction (Goods Line)
SC176	Inverkeithing North Junction to Inverkeithing East Junction
SC177	Thornton 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	Edinbrugh 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 Kilamrnock)
2Axx	Aberdeen to Inverurie & Dyce
2Bxx	Glasgow Central to Motherwell and Lanark
2Cxx	Milngavie to Cumbernauld / Motherwell (via Hamilton Central)
2Dxx	Edinburgh to Dunber (both directions)
2Dxx	Glasgow Central to Paisley Canal
2Exx	Airdrie to Balloch via Westerton (both directions)
2Fxx	Cumbernauld / Motherwell to Dalmuir (via Hamilton Central & Yoker)
2Fxx	Glasgow Central to Ardrossan Town and Ardrossan Harbour
2Gxx	Edinburgh to Glenrothes with Thornton / Leven (via Cardenden – both directions)
2Gxx	Glasgow Central to Gourock
2Hxx	Inverness to Wick / Kyle of Lochalsh
2Hxx	Edinburgh to Helensburgh (both directions)
2Ixx	Glasgow Central to Glasgow Central via Inner Circle (Cathcart Circle in Down direction)
2Jxx	Glasgow Central to East Kilbride
2Jxx	Glasgow Queen Street to Edinburgh (via Cumbernauld & Falkirk Grahamston)
2Kxx	Edinburgh to Glenrothes 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
DF~~L~~	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 Corkerhill
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 –1st Class only
KS	Selective ticket examination point
L	Train stops to change locomotives
N	Stop not advertised to the public
OP	Train stops for other operating reasons
OR	Train locomotive on rear of train
PR	Train propelling between points shown
R	Train stops when required. Shows as an x in NRT
RETB	Radio Electronic Token Block
RM	Trains stops for a reversing movement or driver to change ends
RR	Train stops to allow the locomotive to run–round its train
S	Trains for railway personnel only
T	Trains stops to pick up or set down passengers
TB	Train begins (Origin)
TF	Train finishes (Destination)
TS	Detail consist for TOPS Direct requested by DB Schenker
TW	Train stops to pick up or set down a staff, tablet or token on Single Lines. See Section 5.2
U	Train only stops to pick up passengers. Shows as a u in NRT
W	Train stops for watering of coaches
X	Train passes another train at crossing point on single line. See Section 5.2
x	Suppress running line information
	Force running line indication
	Force path and line indications
	Force path indication
#	Force stop with TW

Activity Codes – Notes

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

5. N, R, G, D and U are only valid with Train Categories XC, XD, XI, XX, XZ, OO, OW, OL, BS, BR and blank (i.e. 'advertised' services). 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 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Gretna Junction	–	–		*To/from Carlisle Refer to North West & Central Timetable Planning Rules - NW4001* *To/from Annan – SC031*
Quintinshill	–	–	S	Up and Down Loops
Route Boundary: NW&C/Scotland				*12 miles 30 chains*
Kirkpatrick Signal MC863	–			Applies only in the DOWN direction
Cove Signal MC862		–		Applies only in the UP direction
Lockerbie DPL	–		S	
Lockerbie	–	–		Platform / line detail must be shown
Beattock	–	–		Platform / line detail must be shown
Beattock Summit	–	–		Platform / line detail must be shown
Abington	–	–		Platform / line detail must be shown
Carstairs Signal GMC437	–		S	Reversal location only
Carstairs South Junction	–	–		*To/from Carstairs East Junction – SC003*
Carstairs	– PL UPL	–		*To/from Carstairs East Junction – SC005* 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	
Carstairs North Junction	–	– PL UPL		*To/from Carstairs East Junction – SC005*
Carstairs Signal GMC412		–	S	Reversal location only
Carstairs Signal GMC410	–		S	Reversing point
Ravenstruther Terminal	–	–	S	
Lanark Junction	–	–		*To/From Lanark SC009*
Carluke	–	–	S	
Law Jn D.P.L.	–		S	
Law Jn U.P.L.		–	S	*Access from SC011 only* Trains timed here should not be timed at Law Junction
Law Junction	–	–		*To/from Wishaw SC011* Timing point for all trains except those via Law Jn U.P.L
Shieldmuir Royal Mail Terminal	–	–	S	
Shieldmuir	–	–		*To/from Wishaw Central Junction SC013* Platform detail must be shown
Dalzell B.S.C.	–	–	S	
Motherwell UGL (Dalzell)	–	–	S	
Motherwell	–	–		*To/from Airbles – SC023* *To/from Mossend South Junction – SC093* Platform detail must be shown
Uddingston Junction	–	–		*To/from Mossend West Junction SC011*
Uddingston	–	–	S	
Newton East Junction	–	–		

SC001 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)

TIMING POINT	DOWN	UP	CODE	NOTES
Newton West Junction	–	–		
Cambuslang	–	–	S	
Rutherglen East Junction	FL SL	–		*To/from Carmyle – SC099*
Rutherglen Central Junction	SL –	FL SL	X	*To/from Rutherglen – SC025*
Rutherglen West Junction	SL	–	X	*To/from Rutherglen North Junction – SC027*
Shawfield	FL SL CDL	FL SL		
Polmadie Clydesdale Loop	CDL	CDL	S	Platform / Line detail must be shown
~~Polmadie Down Clydesdale~~	~~CDL~~		~~S~~	
~~Polmadie Up Clydesdale~~		~~FL SL~~	~~S~~	
Polmadie G818	SL	–	S	
Polmadie	–	–	S	
Polmadie G779	–	SL	S	
Larkfield Junction	FL SL	FL SL CDL		*To/from Terminus Junction – SC029* *To/from Muirhouse South Junction – SC047*
Eglinton Street Junction	2 3	–		
Bridge Street Junction	6 2A 2B 3A 3B 3C 4B 4C 4D 5C 5D 6D 8 8D	1U 3		*To/from Shields Junction – SC059* *To/from Muirhouse North Junction – SC031*
Glasgow Central Gantry A	304 312 313 314 315 316 320 321 322 323	6 7 A1 A3 B3 B4 C3 C4 C5 D4 D5 D6 D7	X	
Glasgow Central	–	6 7 A1 A3 B3 B4 C3 C4 C5 D4 D5 D6 D7 304 312 313 314 315 316 320 321 322 323 343 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
Carstairs South Junction	–	–		*To/from Abington – SC001*
Carstairs Signal GMC428		–	S	Reversal location only
Carstairs East Junction	–	–		*To/from Carstairs – SC005*
Auchengray	–	–		
Cobbinshaw Sig EJ712		–		For Up trains
Cobbinshaw Sig EJ713	–			For Down trains

SC003 CARSTAIRS SOUTH JUNCTION TO HAYMARKET EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Midcalder Junction	–	–		*To/from Livingston South – SC007*
Midcalder Junction EJ982		–	S	Reversal location only
Kirknewton	–	–	S	
Curriehill	–	–	S	
Wester Hailes	–	–	S	
Kingsknowe	–	–	S	
Slateford	–	–		
Slateford Junction				*To/from Craiglockhart Junction – SC165*
Haymarket EH520 Signal	–		S	
Haymarket East Junction				*To/from Haymarket – SC107*

SC005 CARSTAIRS TO CARSTAIRS EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Carstairs	–	–		*To/from Lanark Junction – SC001* Platform detail must be shown. Only trains booked through Carstairs platforms must be timed here
Carstairs Signal GMC419	–		S	
Carstairs East Junction	–	–		*To/from Auchengray – SC003*

SC007 MIDCALDER JUNCTION TO HOLYTOWN JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Midcalder Junction	–	–		*To/from Slateford Junction – SC003*
Livingston South	–	USH DSH		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	–	–		*To/from Mossend East Junction SC011*

SC009 LANARK TO LANARK JUNCTION

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

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

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

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

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

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

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

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	
Newton	–	–		Platform detail must be shown *To/from Uddingston Junction – SC001* *To/from Rutherglen East Junction – SC001* *To/from Kirkhill – SC055*

SC024 LARKHALL TO HAUGHHEAD JUNCTION

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

SC025 RUTHERGLEN TO FINNIESTON JUNCTIONS

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

SC027 RUTHERGLEN WEST JUNCTION TO RUTHERGLEN NORTH JUNCTION

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

SC029 LARKFIELD JUNCTION TO SHIELDS JUNCTION

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

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

TIMING POINT	DOWN	UP	CODE	NOTES
Gretna Junction	–	–		*To/from Carlisle Refer to North West & Central Timetable Planning Rules (NW4001)*
Gretna Junction Signal CE525		–	S	
Route Boundary: NW&C/Scotland				*115 miles 40 chains*
Gretna Green	–	–	S	Platform detail must be shown
Eastriggs MOD	–	–	S	
Annan	–	–		
Dumfries	–	–		Platform detail must be shown
Holywood	–	–		
Thornhill	–	–		
Sanquhar	–	–	S	
Kirkconnel	–	–		
New Cumnock U.R.S.	–	–	S	
New Cumnock	–	–		Platform detail must be shown
Bank Junction	–	–	X	*To/from Knockshinnoch/Greenburn – SC035/SC036*
Auchinleck	–	–	S	Platform detail must be shown
Mauchline	–	–		*To/from Annbank – SC087*
Kilmarnock	–	–		Platform detail must be shown *To/from Barassie Junction – SC039*
Kilmaurs	–	–	S	
Lochridge Junction	DM UM	–		
Stewarton	DM UM	UM DM	S	Platform detail must be shown
Dunlop	DM UM	UM DM	S	Platform detail must be shown
Lugton SB	–	UM DM		
Barrhead	–	–		Platform detail must be shown
Nitshill	–	–	S	
Priesthill & Darnley	–	–	S	
Kennishead	–	–	S	
Busby Junction	–	–		*To/from Thornliebank – SC045*
Pollokshaws West	–	–	S	
Crossmyloof	–	–	S	
Muirhouse South Junction	–	–		*To/from Larkfield Junction – SC047*
Muirhouse Central Junction	–	–	X	Trains to/from Cathcart West Junction via Maxwell Park should be timed here. *To/from Pollockshields West* *To/from Terminus Junction*
Muirhouse North Junction	–	–		*To/from Pollokshields East – SC051*
Glasgow Bridge Street Junction	–	–		*To/from Eglinton St Junction – SC001*

SC035 BANK JUNCTION TO KNOCKSHINNOCH

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

SC036 GREENBURN JUNCTION TO GREENBURN OPEN CAST				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Greenburn Junction	–	–	X	
Greenburn Open cast	–	–	S	*To/from Greenburn Junction SC035*

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

SC045 EAST KILBRIDE TO BUSBY JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
East Kilbride		–		
Hairmyres East Junction	–	–		
~~**Hairmyres Loop**~~	~~–~~	~~–~~		~~Platform / line detail must be shown~~
~~Hairmyres~~ **Hairmyres**	–	–	S	Platform detail must be shown
Thorntonhall	–	–	S	
Busby	–	–		
Clarkston	–	–	S	
Giffnock	–	–	S	
Thornliebank	–	–	S	
Busby Junction	–	–		*To/from Muirhouse South Junction – SC047*

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

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

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

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

SC053 NEILSTON TO CATHCART WEST JUNCTION

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

SC055 NEWTON TO CATHCART WEST JUNCTION

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

SC057 CATHCART EAST JUNCTION TO CATHCART NORTH JUNCTION

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

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

TIMING POINT	DOWN	UP	CODE	NOTES
Bridge Street Junction	DA UA TS	4B 4C 4D 5C 5D 6D 8D 6 8		*To/from Glasgow Central – SC001*
Smithy Lye	–	–	S	
Shields Junction	DA TS UTT	– UTT UA		*To/from Terminus Junction – SC029* *To/from High St Junction – SC131 City Union Line* *To/from Paisley Canal – SC061*
Gower Street Junction	DA UA UG	UA UTT	X	*To Terminus Junction (via Burma Road) – SC029*
Ibrox Jn	DA, UA	UA, UG	X	
Helen Street Junction	UA	DA	X	
Cardonald	DA	UG	S	Platform detail must be shown
Cardonald Junction		UA UG	X	*To/from Deanside – see SC063*
Hillington East	DA	UG	S	Platform detail must be shown
Hillington West	DA	UG	S	Platform detail must be shown
Arkleston Junction	DA DG UA UG	UA UG DA		
Paisley Down Goods Loop	–	–	S	
Paisley Gilmour Street	–	UA UG DA DG		Platform detail must be shown *To/from Paisley St James – SC065*
Elderslie Signal GPE143		–	X	*To Loop/Freight Terminal*
Elderslie W H Malcolm		–	S	
Elderslie Loop	–	–	S	
Elderslie	–	–		Not Required By trains using Elderslie Loop
Johnstone	–	–	S	Platform detail must be shown
Milliken Park	–	–	S	
Howwood	–	–	S	
Lochwinnoch	–	–		
Glengarnock UGL	–	–	S	
Glengarnock	–	–	S	
Brownhill DPL	–		S	
Glengarnock Sig PG190	–		S	
Brownhill UPL		–	S	
Dalry Roche	–	–	S	
Dalry	–	–		
Kilwinning UGL		–	S	
Kilwinning	–	–		Platform detail must be shown *To/from Saltcoats – SC073*
Byrehill Junction	–	–	X	*Trains to and from Dubbs Junction only – SC081*
Bogside Junction	–	–	X	Down trains crossing from Up Line only
Irvine	–	–		Platform detail must be shown
Barassie	–	–	S	Platform detail must be shown
Barassie Junction	–	–		*To/from Kilmarnock – SC031*
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	*To/from Prestwick BP Oil only*
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	*To/from Annbank – SC087*
Ayr	–	–		Platform detail must be shown
Ayr C.S.D.	–	–	S	
Dalrymple Junction	–	–		*To/from Chalmerston Opencast – SC091*
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
Shields Junction	DCK UCK –	–		*To/from Terminus Junction – SC029* *To/from High St Junction – SC131* *To/from Bridge Street Junction – SC059*
Shields Jn No1 Line	–	–	S	
Shields TMDE	–	–	S	
Dumbreck	DCK UCK	UCK	S	
Corkerhill Depot Junction	–	UCK	X	Trains to/from Paisley Canal only
Corkerhill CSMD	–	DCK UCK	S	
Corkerhill	–	–	S	
Mosspark	–	–	S	
Crookston Loop	–	–	S	
Crookston	–	–	S	
Hawkhead	–	–	S	
Paisley Canal		–		

SC063 CARDONALD JUNCTION TO DEANSIDE (GOODS LINE)

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

SC065 PAISLEY GILMOUR STREET TO GOUROCK

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

SC067 WEMYSS BAY JUNCTION TO WEMYSS BAY

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

SC073 KILWINNING TO LARGS

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

SC077 ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR

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

SC081 BYREHILL TO DUBBS JUNCTION

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

SC085 AYR HARBOUR TO NEWTON JUNCTION

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

SC087 NEWTON JUNCTION TO MAUCHLINE (GOODS LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Newton Junction	–	–	~~X~~	Token Exchange Point in Down direction only *To/from Ayr Harbour – SC085* *To/from Ayr – SC059*
Ayr Signal PA335		–	S	Token Exchange Point in Up direction only
Annbank	–	–		~~For diverted services and services to/from Falkland SS~~ *To/from Killoch Colliery – SC089*
Mauchline	–	–		Token Exchange Point

SC089 ANNBANK TO KILLOCH COLLIERY

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

SC091 DALRYMPLE JUNCTION TO CHALMERSTON (GOODS LINE)

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

SC093 MOTHERWELL TO GREENHILL LOWER JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Motherwell	–	–		Platform detail must be shown *To/from Shieldmuir – SC001* *To/from Airbles – SC023*
Motherwell T.M.D.	–	–	S	
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
Mossend South Junction	– UC	–		*To/from Mossend East Junction – SC017* *To/from Mossend West Junction – SC019*
Mossend GMY317 Signal	–	–	S	*Reversals to/from Mossend LHS*
Mossend North Junction	–	– DNC		*To/from Mossend East Junction – SC015*
Mossend LHS		–	S	
Mossend Down Yard	–	–	S	
Mossend Down Goods Loop	–	–	S	
Mossend Up Yard	–	–	S	
Mossend Euroterminal	–	–	S	
Mossend PD Stirling	–	–	S	
Mossend North Exit	–	–		
Whifflet South Junction	–	–		*To/from Sunnyside Junction – SC097*
Whifflet	–	–	S	Platform detail must be shown
Whifflet North Junction	–	–	X	*To/from Langloan Junction – SC099*
Coatbridge Central	–	–		Platform / line detail must be shown *To/from Langloan Junction – SC101*
Coatbridge GMW253	–	–	S	Reversals to/from Coatbridge FLT

SC093 MOTHERWELL TO GREENHILL LOWER JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Coatbridge GMW250	–	–		ECS terminating/starting Coatbridge Central
Coatbridge DGL	–	–	S	ECS terminating/starting Coatbridge Central to Coatbridge Shunt Neck
Coatbridge FLT	–	–	S	
Gartsherrie South Junction	–	– SL		*To/from Gartcosh Junction – SC105*
Coatbridge FLT Shunt Neck	–	–	S	Access to/from Coatbridge FLT from the North end via Coatbridge DGL
Garnqueen North Junction	–	–		*To/from Gartcosh Junction – SC103*
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	–	–		*To/from Greenhill Upper Junction – SC107* *To/from Carmuirs West Junction – SC119*

SC097 WHIFFLET SOUTH JUNCTION TO SUNNYSIDE JUNCTION (GOODS LINE)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Whifflet South Junction	–	–		*To/from Mossend North Exit – SC093*
Whifflet Loop	–	–	S	Platform / line detail must be shown
Sunnyside Junction	–	–	X	*To/from Bellgrove – SC123*

SC099 WHIFFLET NORTH JUNCTION TO RUTHERGLEN EAST JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Whifflet North Junction	–	–	X	*To/from Whifflet South Junction – SC093*
Langloan Junction	–	–		*To/from Coatbridge Central – SC093*
Kirkwood	–	–	S	
Bargeddie	–	–	S	
Baillieston	–	–	S	
Mount Vernon	–	–	S	
Carmyle	–	–		
Rutherglen East Junction	–	–		*To/from Shawfield – SC001*

SC101 COATBRIDGE JUNCTION TO LANGLOAN JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Coatbridge Junction				*To/from Coatbridge Central – SC093*
Langloan Junction	–	–		

SC103 GARNQUEEN NORTH JUNCTION TO COWLAIRS WEST JUNCTION

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

SC105 GARTSHERRIE SOUTH JUNCTION TO GARTCOSH JUNCTION

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

SC106 SIGHTHILL WEST JUNCTION TO COWLAIRS SOUTH JUNCTION

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

SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

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

SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

TIMING POINT	DOWN	UP	CODE	NOTES
Greenhill Upper Junction	–	–		
Croy	–	–		Platform detail must be shown
Gartshore Down Passenger Loop	–		S	
Gartshore Up Passenger Loop		–	S	
Lenzie	DEG UEG –	–		
Cadder (East End)	–			
Cadder 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
Cadder (West End)				
Bishopbriggs	DEG UEG	UEG DEG		
Cowlairs East Junction	DEG UEG	UEG DEG	X	*To/from Cowlairs North Junction – SC116*
Eastfield Passenger Loop	–	–	S	
Cowlairs West Junction	DEG UEG	UEG DEG		*To/from Cowlairs North Junction – SC115* *To/from Springburn – SC103*
Cowlairs Passenger Loop	–	–	S	
Cowlairs South Junction	DEG UEG	UEG DEG		*To/from Springburn – SC106*
Glasgow Queen Street		UEG DEG		Platform detail must be shown

SC109 POLMONT TO CARMUIRS WEST JUNCTION

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

SC110 CARMUIRS EAST JUNCTION TO LARBERT JUNCTION

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

SC111 NEWBRIDGE JUNCTION TO BATHGATE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Newbridge Junction	–	–		*To/from Haymarket West Junction – SC107*
Uphall	–	–		
Livingston North	–	–	*S*	
Bathgate East Junction	–	–	X	*To/from Bathgate LMD*
Bathgate Signal EN2031	–	–	S	
Bathgate LMD	–	–	*S*	
Bathgate	–	–		Platform detail must be shown *To/from Airdrie – SC123*

SC113 WINCHBURGH JUNCTION TO DALMENY JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Winchburgh Junction	–	–		*To/from Linlithgow - SC107*
Dalmeny Junction	–	–		*To/from Inverkeithing – SC171*

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

SC115(0) MARYHILL TO ANNIESLAND				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Maryhill	–	–		
Kelvindale	–	–	S	
Anniesland	–	–		Platform detail must be shown *To/from Hyndland SC123*

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

SC117 GRANGEMOUTH JUNCTION TO GRANGEMOUTH NR BOUNDARY				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Grangemouth Junction	–	–		*To/from Carmuirs East Junction - SC109*
Grangemouth Signal 290		–	S	*ECS reversing moves and for regulating purposes for trains from Fouldubs Jn*
Grangemouth Signal 292		–	S	*ECS reversing moves*
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	
Grangemouth NR Boundary				
Grangemouth Tongues		–	S	
Grangemouth Ineos		–	S	

SC119 GREENHILL UPPER JUNCTION TO DUNDEE CENTRAL JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Greenhill Upper Junction	–	–		*To/from Croy – SC107*
Greenhill Branch Down Loop	–		S	
Greenhill Lower Junction	–	–		*To/from Cumbernauld – SC093*
Carmuirs West Junction	–	–		*To/from Carmuirs East Junction – SC109*
Larbert Junction	–	–		*To/from Carmuirs East Junction – SC110*
Larbert	–	–	S	Platform detail must be shown
Larbert Down Passenger Loop	-	-	S	
Stirling Middle	–	–	S	Reversal location only
Stirling Up Passenger Loop	–	–	S	
Stirling	–	– UPL		Platform detail must be shown *To/from Causewayhead Junction – SC183*
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	–	–		*To/from Ladybank – SC181*
Perth Signal P61	–	–	S	Reversal location only
Perth Signal P64	–	–	S	Reversal location only
Perth	–	–		Platform detail must be shown *To/from Stanley Junction – SC193*
Barnhill	–	–		
Errol	–	–		
Longforgan	–	–		
Invergowrie	–	–	S	
Dundee West Reception Line	–	–	S	
Dundee Central Junction	–	–		*To/from Dundee – SC191*

SC123 BATHGATE TO HELENSBURGH (VIA SINGER)

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

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

SC125 HYNDLAND EAST JUNCTION TO DALMUIR (VIA YOKER)

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

SC129 SPRINGBURN TO BELLGROVE

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

SC131 HIGH STREET JUNCTION TO SHIELDS JUNCTION

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

SC133 WESTERTON TO MILNGAVIE

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

SC135 DALREOCH TO BALLOCH

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

SC136 HYNDLAND NORTH JUNCTION TO HYNDLAND WEST JUNCTION

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

SC141 CRAIGENDORAN JUNCTION TO FORT WILLIAM

TIMING POINT	DOWN	UP	CODE	NOTES
Craigendoran Junction	–	–		*To/from Dalreoch – SC123*
Craigendoran WHL	–	–	S	
Helensburgh Upper	–	–		Token Exchange Point
Garelochhead	–	–		Token Exchange Point
Glen Douglas	–	–		If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Glen Douglas M.O.D.	–	–	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 *To/from Tyndrum Lower – SC143*
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	–	–		*To/from Banavie – see SC145* To/from Ft. William Junction Yard
Fort William Signal 33	–	–	S	
Fort William		–		Platform detail must be shown

SC143 CRIANLARICH TO OBAN

TIMING POINT	DOWN	UP	CODE	NOTES
Crianlarich				Platform detail must be shown *To/from Ardlui – SC141*
Lower Crianlarich		–	S	Second train booked to attach at Crianlarich must stop to receive a 'Loop Occupied' token in order to proceed
Tyndrum Lower	–	–		Token Exchange Point
Dalmally	–	–		If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Loch Awe	–	–	S	
Falls of Cruachan	–	–	S	
Taynuilt	–	–		Token Exchange Point
Connel Ferry	–	–	S	If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Oban GF	–	–	S	For trains departing platform 4, and for trains shunting between platforms and sidings
Oban	–	–		Platform detail must be shown

SC145 FORT WILLIAM TO MALLAIG

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

SC147 BERWICK TO EDINBURGH WAVERLEY

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

SC149 NORTH BERWICK TO DREM JUNCTION

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

SC151 PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)

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

SC153 CRAIGENTINNY JUNCTION TO POWDERHALL (GOODS LINE)

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

SC155 MONKTONHALL JUNCTION TO MILLERHILL YARD

TIMING POINT	DOWN	UP	CODE	NOTES
Monktonhall Junction	–	–		*To/from Prestonpans – SC147*
Millerhill East Junction				
Millerhill Signal EM14	–			All down trains to Millerhill Yard to be timed to stop at this location
Millerhill West Junction				
Millerhill Yard	–	–		Platform / Running Line detail must be shown

SC161 MILLERHILL YARD TO PORTOBELLO JUNCTION (MILLERHILL LINE)

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

SC163 PORTOBELLO JUNCTION TO NIDDRIE WEST JUNCTION (SUBURBAN LINE)

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

SC164 TWEEDBANK TO NEWCRAIGHALL NORTH JUNCTION

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

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

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

SC167 CRAIGLOCKHART JUNCTION TO SLATEFORD JUNCTION

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

SC169 GORGIE JUNCTION TO HAYMARKET CENTRAL JUNCTION

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

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

TIMING POINT	DOWN	UP	CODE	NOTES
Haymarket West Junction	–	–		*To/from Haymarket – SC107* *To/from Gorgie Junction – SC165*
South Gyle	–	–	S	
Edinburgh Gateway	–	–	S	
Dalmeny Junction	–	–		*To/from Winchburgh Junction – SC113*
Dalmeny	–	–	S	
North Queensferry	–	–	S	
Inverkeithing South Junction				*To/from Rosyth Dockyard SC175*
Inverkeithing	–	–		Platform detail must be shown *To/from Rosyth Dockyard – SC175*
Inverkeithing Central Junction	–	–	S	*To/from Dunfermline City - SC173* *To/from Inverkeithing GL – SC173*
Inverkeithing East Junction	–	–	X	*To/from Inverkeithing North Junction SC176*
Dalgety Bay	–	–	S	
Aberdour	–	–	S	
Burntisland	–	–		
Kinghorn	–	–	S	
Kirkcaldy	–	–		Platform detail must be shown
Thornton South Signal ET865	–		S	Reversal location
Thornton South Junction	–	–		*To/from Glenrothes with Thornton – SC173*
Thornton North UPL		–	S	
Thornton North Junction	–	–		*To/from Glenrothes with Thornton - SC173* *To/from Leven – SC177*
Markinch	–	–	S	Platform detail must be shown
Ladybank	–	–		Platform detail must be shown *To/from Hilton Junction – SC181*
Springfield	–	–	S	
Cupar	–	–		
Leuchars	–	–		Platform detail must be shown
St. Fort Signal TS26		–		Timing point can be omitted from a '150 TIPLOC' schedule
Tay Bridge South SB	–	–		
Dundee Central Junction	–	–		*To/from Dundee – SC191*

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

TIMING POINT	DOWN	UP	CODE	NOTES
Inverkeithing Central Junction	–	–	S	*To/from Inverkeithing - SC171*
Inverkeithing G.L.	–	–	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	
Inverkeithing South Junction				*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
Thornton West Junction				*To/From Cowdenbeath – SC173*

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

SC183 STIRLING TO CHARLESTOWN JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Stirling	–	–		Platform detail must be shown
Stirling Signal 6504	–	–	S	Reversal location only
Stirling North	–	–	S	Reversal location only
Causewayhead Junction	–	–		
Cambus Loop	–	–		Platform / line detail must be shown
Alloa	–	–		Platform / line detail must be shown
Alloa Loop	–	–		Platform / line detail must be shown
Kincardine Level Crossing	–	–	S	
Longannet P.S.	–	–	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**
Dundee Central Junction	–	–		*To/from Tay Bridge South – SC171* *To/from Errol – SC119*
Dundee	–	–		Platform detail must be shown
Camperdown Junction	–	–		Timing point can be omitted from a '150 TIPLOC' schedule
Broughty Ferry	–	–		Timing point can be omitted from a '150 TIPLOC' schedule
Balmossie	–	–	S	
Monifieth	–	–	S	
Barry Links	–	–	S	
Golf Street	–	–	S	
Carnoustie	–	–		Platform detail must be shown Timing point can be omitted from a '150 TIPLOC' schedule
Arbroath Up South Siding	–	–	S	
Arbroath	–	–		Platform detail must be shown
Arbroath Up North Siding	–	–	S	
Inverkeilor	–	–		Timing point can be omitted from a '150 TIPLOC' schedule
Usan	–	–		Timing point can be omitted from a '150 TIPLOC' schedule
Montrose South	–	–	S	Reversal location only
Montrose DBC	–	–	S	
Montrose No1 Through Siding	–	–	S	
Montrose	–	–		Platform detail must be shown
Craigo	–	–		Timing point can be omitted from a '150 TIPLOC' schedule
Laurencekirk	–	–		Timing point can be omitted from a '150 TIPLOC' schedule
Laurencekirk URS	–	–	S	
Laurencekirk DRS	–	–	S	
Carmont	–	–		Timing point can be omitted from a '150 TIPLOC' schedule
Stonehaven	–	–		
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
Craiginches South	–	–		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	–			
Ferryhill Junction	–	–		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 *To/from Dyce – SC195*

SC193 PERTH TO INVERNESS

TIMING POINT	DOWN	UP	CODE	NOTES
Perth	–	–		Platform detail must be shown *To/from Hilton Junction – SC119*
Stanley Junction	–	–		
Dunkeld & Birnam	–	–		Platform detail must be shown
Pitlochry	–	–		Platform detail must be shown
Blair Atholl	–	–		
Dalnacardoch	–	–		
Dalnaspidal	–	–		
Dalwhinnie	–	–		Platform detail must be shown
Newtonmore	–	–	S	
Kingussie	–	–		Platform detail must be shown
Kincraig Loop	–	–		
Aviemore Signal HA313	–		S	For reversals *To/from Strathspey railway*
Aviemore (Speyside)		–	S	
Aviemore	–	–		Platform detail must be shown
Carrbridge	–	–		Platform detail must be shown
Slochd	–	–		
Tomatin Loop	–	–		
Moy	–	–		
Culloden	–	–		
Cradlehall	UH DH	–		*Crossovers used for bi–directional working to/from Inverness*
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		*To/from Nairn – SC195*
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 *To/from Clachnaharry – SC203*
Inverness	–			Platform detail must be shown

SC195 ABERDEEN TO INVERNESS

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

SC197 KITTYBREWSTER JUNCTION TO WATERLOO GOODS (GOODS LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Kittybrewster Junction				*To/from Dyce – SC195*
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 *To/From Millburn Junction – SC193*
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 *To/from Garve – SC205*
Evanton IB Signal	–	–	S	If a 'Long Section Token' Is not held, a stop is required here for a token exchange.
Alness	–	–	S	
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	
Scotscalder	–	–	S	
Halkirk	–		S	For Down trains, If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Georgemas Junction	–	–		Token Exchange Point *To/from Thurso SC207*
Bower		–	S	For Up trains, If a 'Long Section Token' is not held, a stop is required here for a token exchange.
Wick		–		

SC205 DINGWALL TO KYLE OF LOCHALSH

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

SC207 GEORGEMAS JUNCTION TO THURSO

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

2.2 Route Opening Hours

Line of route

Subject to constraints imposed by Engineering Access Statement, all routes are open continuously, except as shown below. For a complete listing of current signal box opening hours please refer to the "Compendium of Signal Box Opening Hours" which can be found on the Network Rail website – 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:			
	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:			
	SX	**SO**	**SUN**
Leuchars	0600 – 2300	0600 – 2200	Closed

SC183 STIRLING TO CHARLESTOWN JUNCTION

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

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

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

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

3 Electrification

3.1 Electrification Limits

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

3.2 Electrification Supply Restrictions

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

SC147 BERWICK TO EDINBURGH WAVERLEY

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

3.3 Areas with non-standard Electrification System

SC061 SHIELDS JUNCTION TO PAISLEY CANAL

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

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

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

4.2 Passenger Stock Restrictions

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

4.3 Freight Wagon Restrictions

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

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

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

4.4 Freight Train Load Limits

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

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

4.5 Freight Train Length Limits

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

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

4.6 Engineers' Trains Restrictions

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

5 Running Times, Margins and Allowances

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

5.1 Sectional Running Times

The definition for Sectional Running Times (SRTs) is listed in Section 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 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)

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

SC003 CARSTAIRS SOUTH JUNCTION TO HAYMARKET EAST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Carstairs South Junction – Carstairs East Junction	4	4	
Carstairs East Junction – Auchengray	AB+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 1st train isn't booked to call at Kirknewton and the 2nd train is booked to call at Kirknewton. # Can be reduced to 3 **at** Midcalder Junction when the 1st train is routed to Livingston South and the 2nd train is routed to Auchengray. $ Can be reduced to 4 **at** Slateford when the 1st train is a non stop train timed to run at 95mph (maximum permitted linespeed) and the 2nd train is routed from Craiglockhart Junction. ^ Must be increased to 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 FINNIESTON JUNCTIONS			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Rutherglen – Finneston Junctions	3	3	Note: there are no intermediate signals between Glasgow Central Low Level and Argyle Street in either direction. A Down train cannot depart Argyle Street until at least 1 minute after preceding trains has departed Glasgow Central Low Level; an Up train cannot depart Glasgow Central Low Level until at least 1 minute after preceding train has departed Argyle Street.

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

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

TIMING POINT	DOWN	UP	NOTES
Gretna Junction – Annan	5½ 7½ 7	4½ 5 7	Following non–stop Passenger. Following stopping Passenger. Following Freight
Annan – Dumfries	AB+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 – Busby~~	~~7~~	~~6~~	~~Following non stop train – Single Line~~
~~East Kilbride – Busby~~	~~11~~	~~9~~	~~Following train calling at all stations – Single Line~~
~~East Kilbride – Busby~~	~~9~~	~~-~~	~~Following train calling at Thorntonhall only or Hairmyres only – Single Line~~
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	~~4½~~ 3½	4½	Following non stop train
Busby – Busby Junction	~~9~~ 7	~~8~~ 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	4 6	Following Passenger Following Freight
Ardrossan South Beach – Hunterston Junction	4 5 9	8 	Up/Down Largs. Following non-stop Passenger. Up/Down Largs. Following a stopping Passenger or Freight. Up/Down Largs. Following a stopping Passenger.
		13	Up Freight
Hunterston Junction - Largs	6	10	

SC077 ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR

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

SC087 NEWTON JUNCTION TO MAUCHLINE (GOODS LINE)

TIMING POINT	DOWN	UP	NOTES
			Refer to Margins section 5.3

SC089 ANNBANK TO KILLOCH COLLIERY

TIMING POINT	DOWN	UP	NOTES
			Refer to Margins section 5.3

SC093 MOTHERWELL TO GREENHILL LOWER JUNCTION

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

SC099 WHIFFLET NORTH JUNCTION TO RUTHERGLEN EAST JUNCTION

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

SC103 GARNQUEEN NORTH JUNCTION TO COWLAIRS WEST JUNCTION

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

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 – Carmuirs West Junction	4	4	

SC111 NEWBRIDGE JUNCTION TO BATHGATE			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Newbridge Junction – Bathgate	4	4	

SC113 WINCHBURGH JUNCTION TO DALMENY JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Winchburgh Junction – Dalmeny Junction	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 avaliable.
Glen Douglas – Arrochar & Tarbet	RB*		Single Line. *Long Section Token can be given between Garelochhead and Arrochar & Tarbet in both directions if available.
Arrochar & Tarbet – Ardlui	RB*		Single Line. *Long Section Token can be given between Arrochar & Tarbet and Crianlarich in both directions if available.
Ardlui – Crianlarich	RB*		Single Line. *Long Section Token can be given between Arrochar & Tarbet and Crianlarich in both directions if available.
Crianlarich – Upper Tyndrum	RB		Single Line
Upper Tyndrum – Bridge of Orchy	RB		Single Line
Bridge of Orchy – Gorton	RB*		Single Line. *Long Section Token can be given between Bridge of Orchy and Rannoch in both directions if available.
Gorton – Rannoch	RB*		Single Line. *Long Section Token can be given between Bridge of Orchy and Rannoch in both directions if available.
Rannoch – Corrour	RB*		Single Line. *Long Section Token can be given between Rannoch and Tulloch in both directions if available.
Corrour – Tulloch	RB*		Single Line. *Long Section Token can be given between Rannoch and Tulloch in both directions if available.
Tulloch – Roy Bridge	RB*		Single Line. *Long Section Token can be given between Tulloch and Spean Bridge in both directions if available.
Roy Bridge – Spean Bridge	RB*		Single Line. *Long Section Token can be given between Tulloch and Spean Bridge in both directions if available.
Spean Bridge – Fort William Junction	RB		Single Line
Fort William Junction – Fort William	TCB		Single Line Towards Fort William Station: First train from Spean Bridge 3½ First train from Banavie 4 Away from Fort William Station: First train towards Spean Bridge 4 First train towards Banavie 5

SC143 CRIANLARICH TO OBAN

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

SC145 FORT WILLIAM TO MALLAIG

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

SC147 BERWICK TO EDINBURGH WAVERLEY

TIMING POINT	DOWN	UP	NOTES
Berwick – 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 – Newburgh	AB+2		Single Line
Newburgh – Hilton Jn	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	
Carnoutsie – 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 – Kincraig	AB+2		Single Line - TCB
Kincraig – 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 – Insch	AB+2		Single Line – TCB
Insch – 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
Milburn Jn – Inverness	TCB		Refer to SC193

SC203 INVERNESS TO WICK

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

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

SC205 DINGWALL TO KYLE OF LOCHALSH			
TIMING POINT	**DOWN**	**UP**	**NOTES**
RB: A following train must wait 1 minute for the train in front to clear the section and then 1 minute to carry out a token exchange before it can depart.			
Dingwall – Fodderty IB Signal	RB*		Single Line. *Long Section Token can be given between Dingwall and Garve in both directions if avaliable.
Fodderty IB Signal – Garve	RB*		Single Line. *Long Section Token can be given between Dingwall and Garve in both directions if avaliable.
Garve – Achnasheen	RB*		Single Line. *Long Section Token can be given between Garve and Strathcarron in both directions if avaliable.
Achnasheen – Strathcarron	RB*		Single Line. *Long Section Token can be given between Garve and Strathcarron in both directions if avaliable.
Strathcarron – 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
	~~1 departure following pass~~
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 <u>arrival from depot</u> 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 <u>departure to depot</u>	
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

Carluke

Adjustments to Sectional Running Times

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

Law Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains timed as 385 that have come from Lanark which do not call at Carluke	Slow speed over Lanark Junction	½
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$
Down Departure Platform 2	Hamilton Lines Up Arrival	3
Depart platform 2 to Uddingston	Depart Hamilton Lines	2
Down train arrives Platform 2 8 Car Maximum	Hamilton Lines Up Arrival	Same time*
Up train arrive/pass Platform 1 from Uddingston	Depart Hamilton Lines towards Mossend South Jn, Braidhirst Loop or Motherwell Depot	1
Up train arrive/pass Platform 1 from Uddingston	Arrive Platform 3 from Mossend South Jn	3
Down Train pass Platform 2 to Uddingston	Depart Hamilton Lines towards Mossend South Jn, 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	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 exits between Network Rail and Avanti West Coast.
ECS off/forming Avanti West Coast	20
Passenger Service forming Passenger Service LNER	40 (30 if service starts within Scotland Region or at Newcastle)
ECS forming Passenger service LNER	25
Passenger service forming ECS LNER	20

Planning Restriction
Platform 2
Class 156 units only. When a four 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 Juncton from Mossend North Junction	Passenger towards Mossend South Junction	4
Up train pass Mossend South Juncton 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.

Argyle Street

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

Glasgow Central Low Level

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

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

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

Anderston

Platform Re-occupation	2

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

Exhibition Centre

Junction Margins

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

Platform Re-occupation	2½

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 GRETNA JUNCTION TO GLASGOW BRIDGE STREET JUNCTION (VIA KILMARNOCK)

Gretna Jn

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

Dumfries

Dwell Time

MU	1½

Junction Margins

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

New Cumnock

Junction Margins

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

Operating Note

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

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

Mauchline

Junction Margins

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

Loop Restriction

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

Operating Stop

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

Restriction

The Up Branch/Down Branch Loop on the Branch line to Newton Junction is limited in length to 17 HTAs. If a train is already on the Branch approaching Mauchline from Newton Junction, a second train for the Branch at Mauchline should be held on the GSW main line at Signal M7. When the first train has left the branch at Mauchline, the second train can draw forward from Signal M7 to the Signal Box and perform the token exchange (see above) for entry to the branch.

If however it is not possible to hold the second train on the GSW main line owing to other trains requiring a path, it should proceed into the Up Branch Loop, providing the train length does not exceed 17 HTAs. In these circumstances a 15 minute margin is then required between the first train arriving off the Branch and the second train departing towards Newton Junction

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

When a train is running round in the Loop at Mauchline, there must be a margin of at least 15 minutes during which no train can be in transit between Mauchline, Annbank, Newton Junction and Falkland Yard requiring the token and vice versa, as whilst running round the train occupies the token section.

Kilmarnock

Adjustments to Sectional Running Times

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

Muirhouse Central Junction

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 Pollockshields 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

East Kilbride

Adjustment to Sectional Running Times

Movement	Reason	Value
Permissive arrival	Approach control and reduced approach speed	½

~~Junction Margins~~

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

~~Hairmyres Loop~~

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

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

Hairmyres Station

Dwell Time	1

Junction Margins

First Movement	Second Movement	Margin
Pass/arrive from Busby	Depart to Busby	1
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 ~~Loop~~	Depart to Hairmyres ~~Loop~~	1
Arrive / Pass from Hairmyres ~~Loop~~	Pass to Hairmyres ~~Loop~~	~~3~~ 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

Cathcart

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

See notes of SC023

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

Shields Junction

Junction Margins

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

Gower Street

Adjustments to Sectional Running Times

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

Junction Margins

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

Helen Street

Junction Margins

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

Cardonald Junction

Adjustments to Sectional Running Times

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

Junction Margins

First Movement	Second Movement	Margin
Down pass on Up Ayr	Up train from Up Gourock or Deanside Branch to Up Ayr	3
Down pass on Up Ayr	Depart Deanside Branch to Up Ayr	1

Operating Stop
All trains from the Deanside Branch must have a 3 minute dwell time in order to telephone the Signaller.

Cardonald North Junction

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

Arkleston Junction

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		3

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

Paisley Gilmour Street		
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	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	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	Reason	Value
Up train to UGL from Ardrossan	Approach Control	1
Up train to UGL from Irvine	Approach Control	1

Junction Margins

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

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

Byrehill Junction

Junction Margins

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

Bogside Junction

Junction Margins

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

Irvine

Junction Margins

First Movement	Second Movement	Margin
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	**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	Reason	Value
Up Goods train from Falkland Yard towards Prestwick	Acceleration from 5mph PSR	1½

Junction Margins

Falkland

First Movement	Second Movement	Margin
Up pass to Prestwick	Down pass to Yard	2
Down pass to Yard	Up pass	4
Arrive DGL	Down pass (not stopping Prestwick Town)	2½
Arrive DGL	Down depart Prestwick Town	½
Up depart/pass Prestwick Town towards Barassie	Up depart Yard to Prestwick Town	Same time

Newton-on-Ayr/Newton Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train from Prestwick going to Annbank Single Line	Slowing for Token stop	1
Down train from Falkland Yard going to Ayr	Acceleration	1

Movement Up	Reason	Value
Up train going from Ayr to Falkland Yard/Docks	Approach Control	1
Up train from Annbank Single Line going towards Prestwick	Acceleration from Token or Signal stop	1

Junction Margins

First Movement	Second Movement	Margin
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.

Newton-on-Ayr/Newton Junction

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

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

Junction Margins

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

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

Largs

Adjustments to Sectional Running Times

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

SC077 ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR

Ardrossan Town

Dwell Time

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

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	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	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 ~~Whifflet Basin~~ 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
~~Down arrive Down Goods~~	~~Up depart Up Goods~~	~~1~~
~~Up arrive Up Goods~~	~~Down depart Down Goods~~	~~1~~
Up arrive/pass	Depart Up/Down Goods to Down Line	1
Down train arrive Up or Down Goods	Up train pass from Sunnyside	5
Up train arrive Up or Down Goods	Down train pass to Sunnyside	2

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

Restrictions

Pathing time should not be used between Whifflet – Whifflet South Junction
There is no signal on Down line between Whifflet Station and Whifflet North Junction
Down trains towards Coatbridge cannot arrive in platform while train is passing Up from Langloan Junction
Up trains in excess of 90 SLUs must not have pathing time between Coatbridge Central and Whifflet due to fouling the junction in rear.

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

Coatbridge Central

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

Coatbridge Freightliner Terminal / Down Goods Loop

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train departing Coatbridge FLT towards Cumbernauld	Acceleration	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 Stepps	2
Down pass Gartsherrie South Junction to Cumbernauld	Down depart FLT / Down Goods Loop to Down Cumbernauld	3
Down pass Gartcosh Junction to Down Stepps	Down depart FLT / Down Goods Loop to Down Stepps	2
Down pass Gartsherrie South Junction to Down Stepps	Down depart FLT / Down Goods Loop to Down Cumbernauld	2
Arrive Coatbridge FLT from Shunt Neck	Depart Down Goods Loop to Shunt Neck	1

Restriction

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 Garqueen North Junction	Depart Up DRS to Cumbernauld	1
Up train arriving Cumbernauld from DRS	Down arrive Greenfaulds	1½

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

SC097 Whifflet South Junction to Sunnyside Junction (Goods Line)

Whifflet Loop

Junction Margins

First Movement	Second Movement	Margin
Down arrive Down Goods	Up depart Up Goods	1
Up arrive Up Goods	Down depart Down Goods	1

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 ~~Loop~~ 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 apporopriate discussion that leaving the train in the platform will have an adverse impact on capacity & performance.

Does Not Apply to South Loop Siding or 16 Mid Road

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

Loco change	12
Loco runround	16
ECS forming Passenger service LNER	25
Passenger service forming ECS LNER	20
Passenger service forming Passenger service LNER	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
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

SC107 EDINBURGH TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

Edinburgh

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

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

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

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

Platform End Conflicts

First Movement	Second Movement	Margin
Arrive 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
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 Acceleration	½ ½*

*To be applied approaching next timing point

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

~~**Planning note**~~

~~Down trains departing Linlithgow UPL require a dot stop at Linlithgow to ensure allowance for acceleration to Polmont is included within the schedule.~~

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

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 Carmuirs West Jn	2
Down passenger from Carmuirs 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	½*
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	1½*
Down freight from Fouldubs Jn 1600t-1800t	Acceleration	2*
Down freight from Fouldubs Jn 2000t and over	Acceleration	2½*

*****Applied approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Freight trains from Grangemouth to Carmuirs East	Trains from Carmuirs East to Polmont	4
Down train departs Falkirk Grahamston	ECS departs from Goods Lines	2

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	1½

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

Camelon

Connectional Allowance	4

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

Carmuirs East Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down trains toward Carmuirs West Junction (not stopping at Camelon)	Approach control	½

Movement Up	Reason	Value
Up Freight trains from Carmuirs 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 Carmuirs West Junction	3*
Pass to Larbert Junction (Camelon stopping service)	Pass from Carmuirs West Junction	3
Pass from Carmuirs West Junction	Pass to Larbert Junction	4
Pass from Carmuirs West Junction	Depart Camelon to Larbert Junction	1
Pass from Carmuirs West Junction	Depart Falkirk Grahamston (non stop at Camelon) to Larbert Junction	1

* 5 minutes for trains with pathing allowance approaching Greenhill Lower or Carmuirs West junctions as they will require an approach control aspect at ECL389 signal rather than flashing yellows.

Restriction
Reversals should not be planned at Carmuirs 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 1st move arrives
Arrive L.M.D. from Bathgate	Down train passes Uphall	2 before 1st move arrives
Arrive L.M.D. from Bathgate	Down train passes Bathgate East Junction from Up line	½ before 1st move arrives

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

Carmuirs 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 Carmuirs East Junction	Passenger train stopping at Larbert passes towards Greenhill Lower Junction	2½
Pass to Carmuirs East Junction	Pass from Larbert (non-stop from Stirling)	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
ECS moves from Platform 6 or 9 to Stirling North and Dunblane	Speed differential approaching Dunblane	2
ECS moves from Centre Sidings (Platform 4 or 5) to Stirling North and Dunblane	Inspection of hand points	2
Movement Up	**Reason**	**Value**
Trains arriving Plat 9 from Dunblane	Approach control	1
ECS moves from Stirling North to Platform 6 or 9	Speed differential	2
ECS moves from Stirling North to Centre Sidings (Platform 4 or 5)	Inspection of hand points	2

Dwell Time

MU	1
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
Up Depart Platforms 9 or 10 via up loop	Down Arrive Platform 9 or 10	3½

Stirling		
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 trains from Ladybank between Hilton Junction and Perth	Acceleration	1

Junction Margins

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

Restriction

Locomotive hauled trains (including Light Engines but excluding HSTs) must not be timed to pass any other train over UB88 (Earn Viaduct). 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.

Train arrive from Ladybank / train pass to Dunblane should not be planned.

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 Platfrom 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

High Street Junction

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

Craigendoran Junction		
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

Springburn		
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 1st train after dividing sets	6
All Up joining trains	6

Junction Margins

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

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.

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

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

Inverlochy Yard

Operating Stop
2 minutes. All trains required to stop in Inverlochy 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	Reason	Value
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	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	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 Craigentinny Junction	For acceleration differential.	½ Passenger 1 Freight

Movement Up	Reason	Value
Up Trains from Leith Branch to Monktonhall Junction between Portobello Junction and Monktonhall Junction	For acceleration differential.	1
Up Trains from Craigentinny Junction to Niddrie South or Niddrie West Junctions between Craigentinny Junction and Portobello Junction	For Approach control	1 except 22X 1½ 22X

Junction Margins

First Movement	Second Movement	Margin
Down Train pass towards Leith	Up train pass from Edinburgh	3 Passenger 4 Freight
Up Train pass towards Monktonhall/Niddrie Junctions	Down Train pass towards Leith	4
Up/Down Train Pass	Down train pass from Niddrie Junctions towards Leith	6
Up Train pass from Leith towards Niddrie Junctions	Up train pass from Edinburgh	3 Passenger 4 Freight
Down Train pass to Craigentinny Junction	Up Depart towards Brunstane	1

Craigentinny Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Trains from Craigentinny Depot between Craigentinny Junction and Abbeyhill Junction	For acceleration differential	1*

*Reduce to ½ if stopping at Abbeyhill Junction

Movement Up	Reason	Value
Up Trains from Powderhall Branch between Craigentinny Junction and Portobello Junction	For acceleration differential.	1
Up train pass to Craigentinny 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 Craigentinny TMD	1
Up Train of 5 coaches or less to Craigentinny TMD	Down Train pass towards Abbeyhill Junction	2½
Up Train of 6 or more coaches to Craigentinny TMD	Down Train pass towards Abbeyhill Junction	3
Down Train departs to Powderhall Branch	Up Train departs to Craigentinny TMD	2
Up Train Departs to Craigentinny TMD	Down Train departs to Powderhall Branch	1
Down Train Pass Craigentinny Jn	Down Train Departs Craigentinny TMD	1

For trains to Powderhall Branch

	ARR	DEP
Portobello Junction		XX/XX
Craigentinny Junction	XXOP00	XXOP00½
Powderhall Refuse Sdg	XX:XX	

Restriction

Pathing time must not be inserted between Craigentinny TMD and Craigentinny 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 form 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)

Restriction
The Forth Bridge is classified as an RA8[LS] structure and trains booked to cross the bridge must not exceed RA7 without permission of the Scotland RAM (Structures) unless the vehicle is listed as clear at RA8 in the Scotland Freight Loads Book. The Scotland Freight Loads Book contains rolling stock and traction that are permitted to cross the Forth Bridge and should be referred to when planning.

Restriction
Pathing time must not be used between Dalmeny Junction & Dalmeny, and vice versa, due to there being no intermediate signals.

Inverkeithing

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Freight trains to Inverkeithing GL	Approach control.	2

Dwell Time

MU	1
LH	2

Junction Margins

First Movement	Second Movement	Margin
Down Train Depart to Burntisland	Up Train Arrive/Pass from Rosyth	2
Up Train Arrive/Pass from Rosyth	Down Train Pass to Burntisland	3

Restriction
Trains to/from the Rosyth Branch must have an “OP” stop at Inverkeithing to collect/surrender the Single Line token and contact the signaller.

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	**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 train departs Ladybank through Up/Down Branch Loop to Perth (When an Up train is stood on the Up/Down Branch at Signal EB668) after Ladybank~~	~~Slow speed on Up/Down Branch Loop~~	~~1~~
~~Down train passes Ladybank through Up/Down Branch Loop to Perth (When an Up train is stood on the Up/Down Branch at Signal EB668) after Ladybank~~ Down pass Ladybank towards Newburgh (Routed via Ladybank Branch Loop)	~~Slow speed on Up/Down Branch Loop~~ Approach Control	2*
*Applies approaching Ladybank		

Movement Up	Reason	Value
Up ~~train~~ pass from Newburgh ~~Perth after Ladybank~~	Acceleration ~~purposes~~ from slower speed route	½*
*Applies approaching next timing point		

Junction Margins

First Movement	Second Movement	Margin
Arrive ~~Up/Down~~ Ladybank Branch Loop from ~~South~~ Ladybank	Arrive/Pass from Newburgh	4
Arrive/pass Ladybank ~~station~~ from Newburgh	Depart ~~Up/Down~~ Ladybank Branch Loop to Newburgh	½
~~Arrive Up/Down Branch Sig.EB668 from Newburgh~~ Up arrive Branch Sig.EB668	Depart Ladybank ~~station~~ to Newburgh	3
~~Arrive Up/Down Branch Sig.EB668 from Newburgh~~ Up arrive Branch Sig.EB668	Pass Ladybank ~~station~~ to Newburgh	3
~~Arrive Signal EB668 from Newburgh~~ Up arrive Branch Sig.EB668	~~Down train for Newburgh arrive Ladybank~~ Down arrive Ladybank for Newburgh	3
Pass/Depart Ladybank ~~station~~ to Newburgh	~~Depart Up/Down Branch Sig.EB668 to South~~ Up depart Branch Sig.EB668 to Ladybank	2
Up ~~Train~~ Pass/Depart Platform 2 for Thornton North Junction	Down ~~Train~~ pass to Cupar/Newburgh	5
Down Pass/Depart to Cupar	Up ~~Train~~ Arrive/Pass Platform 2 from Newburgh	2½
Up passenger pass on Up Main	Up pass/arrive from Newburgh	4

Note:
~~For trains travelling towards Newburgh that are passing a service at Ladybank Sig668 the down service must be timed to travel via Ladybank Branch Loop and have the {2} added~~
Only ECS moves are permitted to use Ladybank Branch Loop in the Up direction

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/departed 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

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

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

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

Craiginches South

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Freight pass towards Loop/terminal. Before Craiginches South	Approach control	1

Junction Margins

First Movement	Second Movement	Margin
Up Freight Depart Craiginches Down Sidings	Down Train Pass to Aberdeen	5 ½
Down Train pass to Aberdeen	Up Freight Depart Craiginches Down Sidings	1 ½

Ferryhill Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Freight pass to Goods Loop. Before Ferryhill Junction	Approach control	1

Junction Margins

First Movement	Second Movement	Margin
Down train pass to Loop	Down train pass to station	4
Down/Up train pass	Depart Craiginches Down	1
Down depart/pass to Loop	Up train depart station	1
Up train pass	Down depart to Loop	1

Aberdeen

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train arriving Platforms 2 to 5 inclusive from Ferryhill Jn	Approach control	½*

* Value Not Required to be added if train is shunting whereby it has reversed at A77 or A27 signals

Dwell Time Through service to Inverness line

HST Power Doors	1½
DMU	1½
LH	4

Junction Margins

First Movement	Second Movement	Margin
Arrive platform 6 (any part) from N or S	Arrive platform 6 from opposite direction	4
Arrive platform 7 (any part) from N or S	Arrive platform 7 from opposite direction	4
Arrive platform 7N from South	Arrive platform 6N or 6S from Berryden Junction	4
Arrive platform 6N from South	Arrive platform 7N or 7S from Berryden Junction	4
Arrive/pass from North	Pass to North	3
Depart Aberdeen towards Ferryhill Line	Down train pass Ferryhill Junction	2
Up train depart Aberdeen	Depart Aberdeen towards Ferryhill Line	2
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

Refer to SC203 for margins towards the north

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	~~5~~ 3½
Arrive Kittybrewster Arrival Line	Pass to Aberdeen	3

~~Kittybrewster Junction~~

~~**Junction Margins**~~

~~First Movement~~	~~Second Movement~~	~~Margin~~
~~Arrive Arrival Line~~	~~Depart Dyce~~	~~Same Time~~
~~Arrive Arrival Line~~	~~Pass Dyce~~	~~1~~

~~**Note**~~
~~Method of Working~~

~~One train working beyond Kittybrewster Junction to Waterloo Goods. For trains towards Waterloo Goods the following method of working applies:~~

~~Trains arrives Kittybrewster Junction Arrival Line; Locomotive run round takes place via Rounding Line and attaches to south end. 20 minutes to be allowed for this movement, then train departs to Waterloo Goods.~~

~~For trains exiting Waterloo Goods the following method of working applies:~~

~~Trains arrives Kittybrewster Junction Arrival Line; Locomotive run round takes place via Rounding Line and attaches to south end. 20 minutes to be allowed for this movement, then train departs to Berryden Junction.~~

Dyce

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

Raith's Farm Junction

Junction Margins

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

Inverurie

Dwell Time	1

Junction Margins

First Movement	Second Movement	Margin
Pass from Insch	Pass to Insch	1
Arrive from Turnback Line	Depart to Insch	½
Depart to Insch	Depart Turnback Line	4½
Pass to Insch	Depart Turnback Line	3

Inverurie Turnback Siding

Operating Note:

Maximum of 8 coaches can be accommodate in this siding.

Permissive Working:

This is possible when it is a DMU on the buffer stops but not possible when the train already dwelling is an HST.

Insch

Dwell Time	
MU	½
LH	1

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up train arriving Insch while single line to/from Inverurie is occupied	Approach Control	1

Junction Margins

First Movement	Second Movement	Margin
Arrive from Kennethmont	Arrive/pass from Inverurie	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	1½

Note
Dwell in Down direction to be kept to a minimum due to Level Crossing. Crossing barriers must be lowered before Down trains can arrive at Platform.

Kennethmont

Junction Margins

First Movement	Second Movement	Margin
Pass from Huntly	Pass to Huntly	4
Pass from Huntly	Depart to Huntly	2

Huntly

Dwell Time	1	

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

Restriction
One train working beyond Kittybrewster Junction to Waterloo Goods

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

Dingwall	
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 7minutes following a steam train or a large loco-hauled special departing via the ground frame.

SC205 DINGWALL TO KYLE OF LOCHALSH

General Restriction

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

The whole RETB area north of Inverness is under the control of a single console at Inverness PSB. Therefore token exchanges anywhere north of Inverness, on the Thurso/Wick and Kyle lines, cannot happen simultaneously, irrespective of actual locations; arrivals therefore, at any location, must be a minimum of 1 minute apart.

Dwell Time

Where a token exchange takes place	1

Crossing Margins

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

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

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

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

Dingwall

All trains must stop for token exchange purposes

Dwell Time

All Up trains	1
All Down trains	1½

Foderty IB Signal

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

Garve

All trains must stop for token exchange purposes

Dwell Time

All Down trains (Level Crossing	2

Garve	
Plunger and RETB duties)	

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 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	242	Up Platform
Barry Links	2	176	Down Platform
Bathgate	1 & 2	150	Up Platform 1 / Down Platform 2
Bearsden	2	154	Down Platform
Bearsden	1	134	Up Platform
Beasdale		50	Single Platform
Beauly		15	Single Platform - Only front door of unit is opened
Bellgrove	1 & 2	139	Down Platform 1 / Up Platform 2
Bellshill	1	138	Down Platform
Bellshill	2	134	Up Platform
Bishopbriggs	1	165	Up Platform
Bishopbriggs	2	153	Down Platform
Bishopton	1	147	Up Platform
Bishopton	2	147	Down Platform
Blackridge	1 & 2	150	Down Platform 1 / Up Platform 2
Blair Atholl	1	144	Up Platform
Blair Atholl	2	229	Down Platform
Blairhill	1 & 2	148	Down Platform 1 / Up Platform 2
Blantyre	1	159	Down Platform
Blantyre	2	175	Up Platform
Bogston	1 & 2	138	Up Platform 1 / Down Platform 2
Bowling	1 & 2	131	Up Platform 1 / Down Platform 2
Branchton		137	Single Platform
Breich	1 & 2	128	Down Platform 1 / Up Platform 2
Bridge Of Allan	1 & 2	147	Up Platform 1 / Down Platform 2

STATION	PLATFORM	USABLE LENGTH	NOTES
Bridge Of Orchy	1 & 2	120	Up Platform 1 / Down Platform 2
Bridgeton	1	127	Down Platform
Bridgeton	2	130	Up Platform
Brora	1	149	Up Platform
Brora	2	146	Down Platform
Broughty Ferry	2	122	Down Platform
Broughty Ferry	1	134	Up Platform
Brunstane		143	Single Platform
Burnside	1	131	Down Platform
Burnside	2	133	Up Platform
Burntisland	1	154	Up Platform
Burntisland	2	151	Down Platform
Busby	1	133	Down Platform
Busby	2	143	Up Platform
Caldercruix	1 & 2	150	Down Platform 1 / Up Platform 2
Cambuslang	1 & 2	178	Down Platform 1 / Up Platform 2
Camelon	1 & 2	147	Up Platform 1 / Down Platform 2
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)
Cartsdyke	1 & 2	138	Up Platform 1 / Down Platform 2
Cathcart	1	153	Down Platform
Cathcart	2	151	Up Platform
Charing Cross	1 & 2	175	Up Platform 1 / Down Platform 2
Chatelherault		130	Single Platform
Clarkston	1 & 2	144	Down Platform 1 / Up Platform 2
Cleland	1 & 2	125	Down Platform 1 / Up Platform 2
Clydebank	1 & 2	193	Up Platform 1 / Down Platform 2
Coatbridge Central	1	134	Down Platform
Coatbridge Central	2	134	Up Platform
Coatbridge Sunnyside	1	144	Down Platform
Coatbridge Sunnyside	2	159	Up Platform
Coatdyke	1 & 2	129	Down Platform 1 / Up Platform 2
Connel Ferry		127	Single Platform
Conon Bridge		15	Single Platform - Only one door of unit is opened
Corkerhill		118	Single Platform
Corpach		79	Single Platform

STATION	PLATFORM	USABLE LENGTH	NOTES
Corrour		41	Single Platform
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	Down/Up	121	Up Platform 1 / Down Platform 2
Dalmally	1	137	Up Platform
Dalmally	2	118	Down Platform
Dalgety Bay	1 & 2	147	Up Platform 1 / Down Platform 2
Dalmarnock	1 & 2	128	Down Platform 1 / Up Platform 2
Dalmeny	1	192	Up Platform
Dalmeny	2	175	Down Platform
Dalmuir	1	153	Down Platform
Dalmuir	2	145	Up Platform
Dalmuir	3	140	Down Platform
Dalmuir	4	128	Up Platform
Dalmuir	5	128	Bay Platform
Dalreoch	1 & 2	134	Up Platform 1 / Down Platform 2
Dalry	1 & 2	132	Up Platform 1 / Down Platform 2
Dalwhinnie	1	100	Up Platform - Bi-Directional
Dalwhinnie	2	180	Down Platform
Dingwall	1	174	Down Platform
Dingwall	2	218	Up Platform
Drem	1	123	Up Platform
Drem	2	135	Down Platform
Drumchapel	1	120	Up Platform
Drumchapel	2	169	Down Platform
Drumfrochar		124	Single Platform
Drumgelloch	1 & 2	150	Down Platform 1 / Up Platform 2
Drumry	1 & 2	153	Up Platform 1 / Down Platform 2
Duirinish		89	Single Platform
Duke Street	1	156	Down Platform
Duke Street	2	177	Up Platform
Dumbarton Central	1 & 2	189	Up Platform 1 / Down Platform 2
Dumbarton Central	3	183	Up & Down Bi-Directional Loop Platform
Dumbarton East	1 & 2	164	Up Platform 1 / Down Platform 2
Dumbreck	1 & 2	108	Up Platform 1 / Down Platform 2
Dumfries	1	290	Down Platform
Dumfries	2	251	Up Platform
Dunbar	1	256	Up & Down Bi-Directional Loop Platform
Dunbar	2	271	Down Platform

STATION	PLATFORM	USABLE LENGTH	NOTES
Dunblane	1	170	Up Platform
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		~~144~~ 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

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

STATION	PLATFORM	USABLE LENGTH	NOTES
Gleneagles	1	201	Up Platform
Gleneagles	2	203	Down Platform
Glenfinnan	1 & 2	75	Down Platform 1 / Up Platform 2
Glengarnock	1 & 2	131	Up Platform 1 / Down Platform 2
Glenrothes With Thornton	1	147	Bi-Directional South Curve Platform
Glenrothes With Thornton	2	147	Bi-Directional North Curve Platform
Golf Street	1 & 2	66	Up Platform 1 / Down Platform 2
Golspie		139	Single Platform
Gorebridge		160	Single Platform
Gourock	1	244	Bay Platform
Gourock	2 & 3	182	Bay Platform
Greenfaulds	1 & 2	120	Up Platform 1 / Down Platform 2
Greenock Central	1	189	Up Platform
Greenock Central	2	202	Down Platform
Greenock West	1	141	Up Platform
Greenock West	2	147	Down Platform
Gretna Green	1	112	Up Platform
Gretna Green	2	112	Down Platform
Hairmyres	1	~~144~~ 172	~~Single Platform~~ 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

STATION	PLATFORM	USABLE LENGTH	NOTES
Hyndland	1	131	Up Platform
IBM		124	Single Platform
Insch	1	130	Down Platform
Insch	2	128	Up Platform
Invergordon	1	163	Up Platform
Invergordon	2	177	Down Platform
Invergowrie	1	64	Up Platform
Invergowrie	2	70	Down Platform
Inverkeithing	1	188	Up Platform
Inverkeithing	2	190	Down Platform
Inverkip		130	Single Platform
Inverness	1	272	Bay Platform
Inverness	2	305	Bay Platform
Inverness	3	161	Bay Platform
Inverness	4	164	Bay Platform
Inverness	5	104	Bay Platform
Inverness	6	105	Bay Platform
Inverness	7	102	Bay Platform - No watering facilities
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

STATION	PLATFORM	USABLE LENGTH	NOTES
Kirkcaldy	2	217	Down Platform
Kirkconnel	1	105	Down Platform
Kirkconnel	2	99	Up Platform
Kirkhill	1	137	Down Platform
Kirkhill	2	139	Up Platform
Kirknewton	1	99	Up Platform
Kirknewton	2	169	Down Platform
Kirkwood	1	102	Down Platform
Kirkwood	2	110	Up Platform
Kyle Of Lochalsh	1 & 2	183	Bay Platforms
Ladybank	2	179	Down Platform – Bi-Directional to/from Newburgh
Ladybank	1	137	Up Platform
Lairg	1	114	Down Platform
Lairg	2	118	Up Platform
Lanark	1	145	Bay Platform
Lanark	2	151	Bay Platform
Langbank	1 & 2	136	Up Platform 1 / Down Platform 2
Langside	1	151	Down Platform
Langside	2	149	Up Platform
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

STATION	PLATFORM	USABLE LENGTH	NOTES
Milliken Park	1 & 2	130	Up Platform 1 / Down Platform 2
Milngavie	1 & 2	205	Bay Platforms
Monifieth	1	117	Up Platform
Monifieth	2	116	Down Platform
Montrose	1	253	Up Platform – Bi-Directional
Montrose	2	215	Down Platform
Morar		75	Single Platform
Mosspark		118	Single Platform
Motherwell	1	275	Up Platform
Motherwell	2	274	Down Platform
Motherwell	3	251	Down Platform – Bi-Directional
Motherwell	4	162	Up Platform – Bi-Directional
Mount Florida	1 & 2	145	Down Platform 1 / Up Platform 2
Mount Vernon	1 & 2	110	Down Platform 1 / Up Platform 2
Muir Of Ord	1 & 2	209	Up Platform 1 / Down Platform 2
Muirend	1 & 2	180	Down Platform 1 / Up Platform 2
Musselburgh	1 & 2	120	Up Platform 1 / Down Platform 2
Nairn	1	354	Bi-Directional Mainline Platform
Nairn	2	239	Up Platform 2 (Loop)
Neilston	1	144	Down Platform
Neilston	2	136	Up Platform
Newcraighall		143	Single Platform
New Cumnock	1 & 2	111	Down Platform 1 / Up Platform 2
Newton	1 & 2	137	Down Platform 1 / Up Platform 2 – Bi-Directional
Newton On Ayr	1 & 2	131	Up Platform 1 / Down Platform 2
Newtongrange		160	Single Platform
Newtonmore		212	Single Platform
Nitshill	1	138	Down Platform
Nitshill	2	139	Up Platform
North Berwick		148	Single Bay Platform
North Queensferry	1 & 2	147	Up Platform 1 / Down Platform 2
Oban	3	187	
Oban	4	237	
Paisley Canal		105	Single Bay Platform
Paisley Gilmour Street	1	250	Up & Down Bi-Directional Platform
Paisley Gilmour Street	2	231	Up & Down Bi-Directional Platform
Paisley Gilmour Street	3 and 4	251	Up & Down Bi-Directional Platform
Paisley St. James	1 & 2	175	Up Platform 1 / Down Platform 2
Partick	1	129	Up Platform
Partick	2	133	Down Platform
Patterton	1	148	Down Platform
Patterton	2	180	Up Platform
Perth	1	219	Up Platform
Perth	2	181	Down Platform
Perth	3	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	115	Down Platform 1 / Up Platform 2
Renton		138	Single Platform
Reston	1 & 2	270	Up Platform 1 / Down Platform 2
Robroyston	1 & 2	150	Down Platform 1 / Up Platform 2
Rogart	1	135	Up Platform
Rogart	2	101	Down Platform
Rosyth	1 & 2	182	Up Platform 1 / Down Platform 2
Roy Bridge		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	117	Up Platform
Springburn	1	139	Up Platform (Bi-Directional)
Springburn	2	155	Down Platform (Bi-Directional)
Springburn	3	135	Bay Platform
Springburn	4	186	Bay Platform
Springfield	1	109	Up Platform
Springfield	2	114	Down Platform
Stepps	1 & 2	120	Down Platform 1 / Up Platform 2
Stevenson	1	170	Up Platform
Stevenson	2	132	Down Platform
Stewarton	1	165	Up Platform – Bi-Directional
Stewarton	2	165	Down Platform – Bi-Directional
Stirling	2	301	Down Platform
Stirling	3	255	Up Platform
Stirling	4 and 5	165	Bay Platform
Stirling	6	254	Up & Down Bi-Directional Platform
Stirling	7 and 8	105	Bay Platforms
Stirling	9	234	Up Platform
Stirling	10	235	Bay Platform
Stonehaven	1	173	Up Platform
Stonehaven	2	185	Down Platform
Stranraer	1	146	Bay Platform
Stranraer	2	135	Bay Platform
Strathcarron	1	74	Up Platform
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 JUNCTIONN 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 No2 No3 No4 No5		 145 145 165 148 128	 22 22 25 23 19	

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

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

SC059 GLASGOW CENTRAL to STRANRAER

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
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 Down	910 944	142 145	
Eastfield PL		315	49	
Cowlairs PL		166	25	

SC109 POLMONT JN TO GREENHILL UPPER JN (VIA FALKIRK GRAHAMSTON)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Polmont NPL	Up Grahamston	390	61	
Greenhill DBGL	Down Branch	400	62	

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 (Platfrom 3)	Down	128	20	
Craigendoren WHL Loop (CL)	WHL	275	43	

SC141 CRAIGENDOREN JN TO FORT WILLIAM

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
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 Siding 2/3		 155 109	 24 17	
Glenfinnan (CL)	Crossing Point	139	21	
Arisaig (CL)	Crossing Point	180	28	

SC147 BERWICK TO EDINBURGH

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Grantshouse UPL	Up	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	

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 Down	209 182	32 28	
Kingussie (CL)	Crossing Point	280	43	
Kincraig (CL)	Crossing Point	400	64	
Aviemore (CL)	Crossing Point	697	108	
Carrbridge (CL)	Crossing Point	375	60	
Slochd (CL)	Crossing Point	400	64	
Tomatin (CL)	Crossing Point	395	63	
Moy (CL)	Crossing Point	400	64	

SC195 ABERDEEN TO INVERNESS

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		METRES	SLU	
Huntly (CL)	Crossing Point	455	72	
Keith Jn (CL)	Crossing Point	435	69	
Elgin	Up Down	548 587	85 91	
Forres Loop	Up Down	1155 1289	180 201	
Nairn (CL)	Crossing Point	400	62	

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

Timing Section	Type	LH HST 22X	MU#	FRT	Remarks
Down – Weekdays					
Approaching Dumfries	E	1	1	1	
Approaching Mauchline	E			1	
Approaching Kilmarnock	E	1	1	1*	Trains via Barrhead
Approaching Muirhouse South Junction	E	1	1	1	
Up – Weekdays					
Approaching Kilmarnock	E	1	1		Trains from Barrhead only
Approaching Dumfries	E	1	1	2	
Approaching Gretna Junction	E	1	1^	2	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	
~~# See note regarding EMUs at the beginning of Section 5.5~~					

SC039 KILMARNOCK TO BARASSIE

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

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

Timing Section	Type	LH HST 22X	MU#	FRT	Remarks
Down – Weekdays					
Approaching Falkland Yard (terminating trains)	E			2	
Approaching Ayr	E		1		DMU only
Approaching Girvan	E	1	1		Terminating trains only
Approaching Stranraer	E	1	1	2	
Up – Weekdays					
Approaching Dalrymple Junction	E	1	1	2	
Approaching Shields Junction	E		1		DMU from South of Ayr only
# See note regarding EMUs at the beginning of Section 5.5					

SC067 WEMYSS BAY JUNCTION AND WEMYSS BAY

Timing Section	Type	LH HST 22X	MU	FRT	Remarks
Down – Weekdays					
Approaching Wemyss Bay	E	1			
	~~P~~		~~1~~		~~SR services only~~

SC073 KILWINNING TO LARGS

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

SC087 NEWTON JUNCTION TO MAUCHLINE (GOODS LINE)

Timing Section	Type	LH HST 22X	MU	FRT	Remarks
Down – Weekdays					
Approaching 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 Carmuirs 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
Approching 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
Carmuirs 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*		*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 Townhill DGL	E			2	Trains to Longannet only
Approaching Cardenden	E	1*	1*		*Terminating trains only For these sections where there is 1 minute engineering allowance for local terminating services, this may be increased STP if required for planned works subject to it being agreed within DPPP/CPPP timescales. This provides the appropriate reassurance for work and access planners that we can still efficiently and effectively deliver the required work banks through CP7 on these lines of route.
Approaching Glenrothes Platform 2	E		1*	2	* Terminating services For these sections where there is 1 minute engineering allowance for local terminating services, this may be increased STP if required for planned works subject to it being agreed within DPPP/CPPP timescales. This provides the appropriate reassurance for work and access planners that we can still efficiently and effectively deliver the required work banks through CP7 on these lines of route.

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	
Craiginches South – Aberdeen*	E	1	1	2	For these sections where there is 1 minute engineering allowance for local terminating services, this may be increased STP if required for planned works subject to it being agreed within DPPP/CPPP timescales. This provides the appropriate reassurance for work and access planners that we can still efficiently and effectively deliver the required work banks through 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 originatng at Dyce do not require engineering allowance approaching Berryden Junction.

SC203 INVERNESS TO WICK

Timing Section	Type	LH HST 22X	MU#	FRT	Remarks
#ScotRail DMU services have 5% allowance built in for Up and Down 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 GRETNA JUNCTION TO GLASGOW CENTRAL (VIA BEATTOCK)					
Timing Section	**Type**	**LH HST 22X**	**MU LL**	**FRT**	**Remarks**
Down – Sunday Night/Monday Morning Only					
ROTR allowances	Refer to Engineering Access Statement for details of times of S.L.W./weaves or other relevant information. Only 1 instance of Single Line Working (SLW) should be in operation between Preston and Carstairs/Law Junction when S.L.W. is in operation a maximum of 2 trains per hour is permitted. This applies in both directions (e.g. 1 in the Up and 1 in the Down). Note: Due to High Output work on Scotland Route during this timetable year, there should be no allowances applied on LNW between Preston – Gretna Junction for SLW during this period.				
Approaching Carstairs South Junction/Law Junction	E	30*	30*	30*	
Up – Sunday Night/Monday Morning Only					
Approaching Gretna Junction	E	30	30	30	Applies to all trains terminating at Carlisle and to trains routed via Wigton, Petteril Bridge Junction or WCML. Note: Due to High Output work on Scotland Route during this timetable year, there should be no allowances applied on LNW between Gretna Junction – Preston for SLW during this period.

6 Timetabling Considerations

6.1 Advertised and Working Times

It is not permissible for trains to be specified to be advertised to arrive before or depart after the booked times stated in the working timetable (WTT).
It is permissible for trains to be specified to be advertised to depart before the booked times stated in the working timetable in the following circumstances;
(i) Where the WTT departure time is delayed to achieve the required headway behind a preceding train or margin following a conflicting move.

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

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

6.2 Timing of Light Locomotives

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