

## MOTHERWELL RESILIENT TIMETABLE : CONSULTATION OUTPUT

### Background

Following work on updating Rules of the Plan, consultation has taken place with affected TOCs and FOCs. There follows a summary of the main issues and amendments to the original proposal that have arisen

### Headways

#### *Sc023 Motherwell to Newton via Hamilton*

- Headway between Motherwell and Haughead Junction proposed as 6" but challenged by Freightliner HH; Railsys computer modelling shows 3" for Down trains, 4½" for Up Trains. No material effect
- Headway between Hamilton Central and Newton proposed as 6" but challenged by Freightliner HH, Railsys computer modelling confirms 6" for Down trains, but shows 4½" for Up Trains. No material effect

#### *Sc099 Whifflet to Rutherglen East*

- Headway proposed as 5" for Down and 7" for Up trains, challenged for Freightliner HH and FSR. Railsys computer modelling confirm these figures between Whifflet and Carmyle, but between Carmyle and Rutherglen East, the figure for Up trains can be amended to 4½"

### Margins

#### *Sc001 WCML*

##### *Carstairs South*

1 <sup>st</sup> move	2 <sup>nd</sup> move	Margin
Down pass to Carstairs East	Up goods pass from Carstairs station (not stopping)	Proposed as 4½, challenged FLHH and FSR, Railsys allows 3½

##### *Carstairs Station*

1 <sup>st</sup> move	2 <sup>nd</sup> move	Margin
Down train from Carstairs East Jn	Up non-stop freight train to Carstairs South Jn/East Jn	Proposed as 5, challenged FLHH, Railsys allows 4
Down pass	Down Depart Down Passenger Loop	Proposed as 3, challenged FLHH, CCF shews 2" possible
Down pass	Down Depart platform 1	Proposed as 3, challenged FLHH, CCF shews 2" possible
Up pass to Abington	Depart Up passenger Loop to Abington	Proposed as 3, challenged FLHH, CCF shews 2" possible

The prohibition on pathing time between Carstairs station and Carstairs East junction will be amended to allow trains of 163m or less to stand on curve

##### *Law Junction*

1 <sup>st</sup> move	2 <sup>nd</sup> move	Margin
Down train to Wishaw lines	Up train from Motherwell	Presently 4, challenged FLHH, Railsys allows 3
Up pass from Motherwell	Depart Up Passenger Loop	Proposed as 3, challenged FSR, Railsys allows 2 if following a passenger

***Dalzell Loop***

1 <sup>st</sup> move	2 <sup>nd</sup> move	Margin
Up Depart Shieldmuir towards Law Junction	Up depart Loop	Proposed as 4, challenged by FLHH, CCF shews 3½ possible
Up Pass Shieldmuir towards Law Junction	Up depart Loop	Proposed as 3½challenged by FLHH, CCF shews 2½ possible

***Uddingston/Uddingston Junction***

1 <sup>st</sup> move	2 <sup>nd</sup> move	Margin
Pass/depart to Motherwell	Down Depart Bellshill	Proposed as 1, challenged by FSR, examination suggests this can happen simultaneously
Pass/depart to Motherwell	Pass from Holytown (not calling Bellshill)	Proposed as 5, challenged by FSR and FLHH, Railsys confirms 5 for freight but MU can be 3½

***Sc003 Carstairs South to Slateford******Carstairs East***

1 <sup>st</sup> move	2 <sup>nd</sup> move	Margin
Pass to Midcalder	Pass to Carstairs station	Proposed as 3½, challenged FSR, Railsys allows 3

***Sc011 Law Junction to Uddingston via Holytown******Wishaw***

1 <sup>st</sup> move	2 <sup>nd</sup> move	Margin
Pass from Shieldmuir	Pass to Shieldmuir or Holytown	Proposed as 4, challenged FSR, Railsys allows 3

***Mossend East Junction***

1 <sup>st</sup> move	2 <sup>nd</sup> move	Margin
Up Pass from Down N Curve	Down Pass to Down North Curve	Margin omitted, proposed as 5
<b><i>Adjustment to SRT</i></b>		
Up train coming from Mossend S or N, n/s Holytown	Acceleration	Proposed as 1(MU) 2(Other). Challenged by FLHH, will be amended as follows:
<i>Up train coming from Mossend S, n/s Holytown</i>	<i>Acceleration</i>	<i>1(MU) 2(Other)</i>
<i>Up train coming from Mossend N, n/s Holytown</i>	<i>Acceleration</i>	<i>1</i>

***Mossend West Junction***

1 <sup>st</sup> move	2 <sup>nd</sup> move	Margin
Pass to Mossend South Junction	Pass from Mossend East (n/s Holytown)	Proposed as 4, challenged FSR, Railsys allows 3 if passenger
Pass from Mossend East Junction	Pass to Mossend South Junction (n/s Bellshill)	Proposed as 4, challenged FSR, Railsys allows 3

***Sc093 Motherwell-Greenhill Lower***

***Mossend North Exit***

<b><i>Adjustment to SRT</i></b>		
Down train from Down Yard or Up Yard (except MU)	Acceleration	Proposed as 2. Challenged by FLHH, Railsys allows 1

***Coatbridge Freightliner Terminal/Down Goods Loop***

1 <sup>st</sup> move	2 <sup>nd</sup> move	Margin
Down pass Gartsherrie South Junction to Cumbernauld	Down depart FLT/Down Goods Loop to Down Cumbernauld	Proposed as 4, challenged by FSR, Railsys allows 3
Down pass Gartsherrie South Junction to Down Stepps	Down depart FLT/Down Goods Loop to Down Stepps	Amend to read:
<i>Down pass Gartcosh Junction to Down Stepps</i>	<i>Down depart FLT/Down Goods Loop to Down Stepps</i>	2

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