## GLASGOW AIRPORT RAIL LINK

### Construction Staging

| DRAWING | LOCATION | COMMENT | STAGE | TAKE UP | | | INSTALL | | | | | | | | | PROPOSED CORE POSSESSIONS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (all Rev A) | | | | S&C | PL-LN | TRACK | S&C | | | | PL-LN | TRACK | PL-LN | RELIEF | | Prep & Follow Up | 28hr | 52 hr | 76hr | Blockade |
| | | Some stages may be combined depending on possession duration | | | | | Fv18.5 pt ends | Dv10.75 pt ends | Cv9.25 pt ends | Bv Trap | | | | | | m/w nights (tba) | | | | days |
| T460 | Glasgow Stn | quants on T380 | | | | | | | | | | | | | | | | | | |
| T380 | Glasgow Stn | | S1 | | 145 | Pltfm 11A | | | | | | | | | | | 1 | | | |
| | | | S2 | | | | | | | | 375 | New Pltfm 11A | | | | | 2 | | | |
| T370 | Glasgow Stn to Shields Jnct | no scope | | | | | | | | | | | | | | | | | | |
| | | Advance OLE to clear route for laying G3 Pl-ln & S&C | | | | | | | | | | | | | | | 2 | | | |
| T450 | Gower St Jnct | Pl-ln relay measured thro S&C | G1 | | 335 | DnM | | | | | 335 | DnM | | | | | 2 | | | |
| | | Pl-ln relay measured thro S&C | G2 | | 175 | UpM | | | | | 175 | UpM | | | | | 1 | | | |
| | | Pl-ln relay measured thro S&C | G3 | | 120 | UpG | | | | | 120 | UpG | | | | | 1 | | | |
| | | Pl-ln lay | G3 | | | | | | | | 280 | UpG | | | | | inc | | | |
| | | S&C lay half Fv 18.5 x/o | G3 | | | | 1 | | | | | | | | | | 1 | | | |
| | | Remove DnM t/o & UpM/UpG x/o | G4 | 3 | | All | | | | | | | | | G4 re-routes trains | | | | 1 | |
| | | Lay UpM/DnM x/o | G4 | | | | | | 0 | | 45 | DnM | | | | | | | inc | |
| | | Lay UpM/UpG x/o | G4 | | | | | | 2 | | 40 | UpG | | | | | | | inc | |
| | | Lay half Fv 18.5 x/o | G5 | | | | 1 | | | | 18 | UpM | | | | | 2 | | | |
| | | Pl-ln relay/slue | G6 | | 140 | UpM | | | | | 140 | UpM | | | G6 re-routes trains | | | 1 | | |
| | | Lay Fv 18.5 x/o Upm/DnM | G7 | | | | 2 | | | | 54 | UpM & DnM | | | G7 completes new junction layout | | | 1 | | |
| | | Pl-ln slue/lay Relief Rd clear of jnct | G8 | | 285 | UpM | | | | | | | 285 | Relief Rd | | | 1 | | | |
| T360 | Gower St Jnct to Cardonald Jnct | Pl-ln lay Relief Rd | R | | | | | | | | | | 1185 | Relief Rd | | | 3 | | | |
| T350 | Gower St Jnct to Cardonald Jnct | Pl-ln lay Relief Rd | R | | | | | | | | | | 1515 | Relief Rd | | | 4 | | | |
| T440 | Cardonald Jnct | drg errors - layout & scope assumed | | | | | | | | | | | | | | | | | | |
| | | Reballast UpM for S&C measured thro S&C | C1 | | 60 | UpM | | | | | 60 | UpM | | | | | 1 | | | |
| | | Reballast DnM for S&C measured thro S&C | C2 | | 60 | DnM | | | | | 60 | DnM | | | | | 2 | | | |
| | | Lay UpM/R Cv9.25 x/o | C3 | | 60 | UpM | | | 2 | | 18 | UpM | 18 | Relief Rd | | | inc in C1 | | | |
| | | Lay DnM/R Cv9.25 x/o | C4 | | 60 | DnM | | | 2 | | 18 | DnM | 18 | Relief Rd | | | inc in C2 | | | |
| | | Lay UpM to branch line t/o | C5 | 2 | 93 | UpM & Branch | | | 1 | | 93 | UpM & Branch | | | C5 completes new jnct and re-routes trains | | | | 1 | |
| | | Remove remainder oif old ladder | C6 | 1 | 86 | DnM | | | | | 66 | DnM | | | C6 completes removal | | 1 | | | |
| | | Lay Relief Rd clear of jnct | C7 | | | | | | | | | | 100 | Relief Rd | | | inc in C6 | | | |
| OLE ??? | Adding Relief Road | OLE Portals and transfer wires and remove existing | OLE R | | | | | | | | | | | | | | 16 | | | |
| T340 | Cardonald Jnct to Arkleston Jnct | Pl-ln lay Relief Rd | R | | | | | | | | | | 1740 | Relief Rd | | | 5 | | | |
| T330 | Cardonald Jnct to Arkleston Jnct | Pl-ln lay Relief Rd | R | | | | | | | | | | 1485 | Relief Rd | | | 4 | | | |
| | Arkleston Jnct | Pl-ln lay/slue UpM | R | | 590 | UpM | | | | | 590 | UpM | 60 | Relief Rd | | | 3 | | | |
| T430 | Arkleston Jnct | lay measured thro S&C | A&W1 | | 590 | UpG | | | | | 730 | UpG | | | | | | | | |
| | | lay measured thro S&C | A&W1 | 2 | 730 | UpM | | | | | 730 | UpM | | | | | | | | |
| | | Install 2No Fv18.5 x/o UpM/UpR | A&W1 | | | UpM | 4 | | | | | UpM & UpG | | | | | | | | |
| | | Install 3No part Fv18.5 x/o UpM/Dn | A&W1 | | | | 3 | | | | | UpM | | | | | | | | |
| | | Redesigned alignment (11Apr05) reduces relay by 725m + 220r | A&W1 | | -945 | | | | | | -945 | | | | | | | | | |
| | Arkleston Jnct | | A&W2 | | 730 | DnM | | | | | 730 | DnM | | | | | | | | |
| | | | A&W2 | 1 | 25 | DnG Loop | | | | | 450 | DnG | | | | | | | | |
| | | | A&W2 | | | | | | | | 25 | DnG Loop | | | | | | | | |
| | | Install 3No part Fv18.5 x/o UpM/DnM | A&W2 | | | | 3 | | | | | DnM | | | | | | | | |
| | | Install 1No Fv18.5 t/o DnM to DnG | A&W2 | | | | 1 | | | | | DnM & DnG | | | | | | | | |
| | | Install 1No DnM/DnG Loop Cv9.25 t/o | A&W2 | | | | | | 1 | | | DnM/DnGL | | | | | | | | |
| | | Redesigned alignment (11Apr05) reduces relay by 220m | A&W2 | | -220 | | | | | | -220 | | | | | | | | | |
| T320 | Arkleston to Wallneuk Jnct | Relay Realign UpG | A&W1 | | 335 | UpG | | | | | 335 | UpG | | | | | | | | |
| | | Relay Realign UpM | A&W1 | | 335 | UpM | | | | | 335 | UpM | | | | | | | | |
| | Arkleston to Wallneuk Jnct | Relay Realign DnM | A&W2 | | 335 | DnM | | | | | 335 | DnM | | | | | | | | |
| | | Relay Realign DnG | A&W2 | | 335 | DnG | | | | | 335 | DnG | | | | | | | | |
| T420 | Wallneuk Jnct | Relay Realign Lay UpGourock | A&W1 | | 617 | UpGourock | | | 1 | | 615 | UpGourock | | | | | | | | |
| | | Relay Realign Lay DnGourock | A&W1 | | 70 | DnGourock | | | 3 | | 615 | DnGourock | | | | | | | | |
| | | Realign Up from Killwinning | A&W1 | | 150 | UpG | | | 2 | | 120 | Up from Killwinning | | | | | | | | |
| | | Remodel Tamper Sdg | A&W1 | | 50 | Sdg | | | 1 | 1 | 20 | Tamper Sdg | | | | | | | | |
| | | Take Up UpM S&C | A&W1 | 3 | | | | | | | | | | | | | | | | |
| | | Take Up UpG S&C | A&W1 | 1 | | | | | | | | | | | | | | | | |
| | Wallneuk Jnct | Relay Realign Up from Killwinning | A&W2 | 2 | 150 | | | | | | 505 | Up from Killwinning | | | | | | | | |
| | | Relay Realign Dn to Killwinning | A&W2 | 2 | 515 | | | | | | 515 | Dn to Killwinning | | | | | | | | |
| | | Realign relay DnG Loop | A&W2 | 1 | 70 | | | | 1 | | 70 | DnG Loop | | | | | | | | |
| T310 | New Jct to Airport Branch | quants on T410 | | | | | | | | | | | | | | | | | | |
| T410 | New Jct to Airport Branch | Reballast UpGourock for S&C measured thro S&C | A1 | | 188 | | | | | | 188 | | | | | | 1 | | | |
| | | Reballast DnGourock for S&C measured thro S&C | A2 | | 160 | | | | | | 160 | | | | | | 1 | | | |
| | | Install Cv9.25 x/o UpGourock/DnGourock | A3 | | | | | | 2 | | | | | | | | 1 | | | |
| | | Install Cv9.25 x/o UpGourock/DnGourock | A4 | | | | | | 2 | | | | | | | | 1 | | | |
| | | Install 2Cv9.25 t/o UpGourock | A5 | | | | | | 2 | | | | | | | | 2 | | | |
| | | Remove existing x/o | A6 | 2 | 60 | | | | | | 120 | Up and Dn Gourock | | | | | 1 | | | |
| T210 - T240 | Airport Branch Line | Possession Not required | | | | | | | | | | | | | | | | | | |
| | IBJs (within & beyond remodelling | No details known | | | | | | | | | | | | | | | | | | |
| T470 1 &2 | Elderslie Loop | Cut back Up Sdg 1 | E1 | | 110 | Sdg 1 | | | | | | | | | | | | | | |
| | | Relay Up Sdg 2 | E1 | 1 | 295 | Sdg 2 | | | | | 270 | Sdg 2 | | | | | | | | |
| | | Extend Up Loop | E1 | | | | | | | | 390 | Up Loop | | | | | 2 | | | |
| | | Connect loop into Up Aryshire | E2 | | 110 | | | 1 | | | 100 | Up Aryshire & Loop | | | | | 1 | | | |
| | | Remove existing Up Loop to Up Aryshire connection | E3 | 1 | 60 | | | | | | 110 | Up Aryshire | | | | | | 1 | | |
| | | Connect extended loop to existing | E3 | | 125 | | | | | | 120 | Up Loop | | | | | | inc E3 | | |
| | **TOTALS as above drawings only** | | | **22** | **7189** | | **15** | **1** | **22** | **1** | **9245** | | **6406** | | | | 62 | 3 | 2 | |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BLOCKADE SUB TOTALS** | A&W1 | 6 | 2522 | | 7 | | 7 | 1 | 3145 | | 60 | A&W1 37 |
| | A&W2 | 6 | 1940 | | 4 | | 2 | 0 | 2745 | | 0 | A&W2 23 |
| | A&W1 + 2 | 12 | 4462 | | 11 | | 9 | 1 | 5890 | | 60 | A&W1 + 2 81 |