



SW

SCOTTISH REGION

No.38

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 19 SEPTEMBER

TO

FRIDAY 25 SEPTEMBER 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this Notice and keep a good look-out for handsignals, which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

Receipt of this Notice need not be acknowledged. If not received by 17 00 Thursday advise CHIEF OPERATING MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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WATCH OUT!! A.P.T. ABOUT

BETWEEN CARLISLE AND GLASGOW CENTRAL VIA BEATTOCK

An additional A.P.T. is now being commissioned and testing with the trains is continuing on the Carlisle/Glasgow Central via Beattock line at speeds up to 125m.p.h.

Staff must anticipate high speed running at all times.

Staff must also exercise the utmost vigilance when walking the track and observe the provisions of the "Safety Code for Track Walking" (BR2999/12).

Attention is specially drawn to the reduced time which will be available from staff sighting an APT and clearing to a point of safety.

A place of safety is one which will allow 2.5m. (8' 3'') clearance from the track.

If unable to reach a place of safety in time staff must lie down in the cess.

In areas of limited clearance the following additional safeguards are provided:-

- 1) Where refuges are not provided, the extent of limited clearance will be denoted by blue and white chequered plate lettered "Warning - No Refuges."
- 2) Where clearance is limited on both sides of the line, refuges or handrails are normally provided, at 40 metre intervals, on both sides of the line, and these are staggered to give 20 metres between successive refuges.
- 3) Where clearance is limited on one side of the line only, staff must take refuge on the opposite side.
- 4) In rock cuttings refuges will be marked in white paint.
- 5) At certain overbridges/viaducts where refuges are not provided, an audible warning system is installed to give adequate advice of the approach of trains to enable staff to proceed to a point of safety. The midway point of these locations is marked to assist staff in deciding the nearest exit point. The instructions for operating the warning system are detailed in Page 214 of the Sectional Appendix.
- 6) At station platforms, step irons are provided on the platform faces at the same spacing as for refuges.
- 7) On platform surfaces a yellow line is painted with associated warning notices displayed instructing people to stay behind the yellow line clear of the platform edge.
- 8) Trackside location cases are fitted with handrails. (MR/D1086/P) (Amended 26/1/80)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
CRAIGENDORAN JN. TO FORT WILLIAM - continued		
MONDAY 21 to WEDNESDAY 23 SEPTEMBER		
227 Arrochar & Tarbet and Ardlui	Single BLOCKED	21 00 Mon and Tue to 06 45 Tue and Wed. Track maintenance between 19m. 45ch. and 27m. 48ch.
WEDNESDAY 23 and THURSDAY 24 SEPTEMBER		
228 Ardlui and Crianlarich	Single BLOCKED	21 00 Wed to 07 00 Thu. Track maintenance between 27m. 48ch. and 36m. 25ch.
MALLAIG JN. TO MALLAIG		
SUNDAY 20 SEPTEMBER		
229 Arisaig and Mallaig	Single BLOCKED	07 30 to 16 30. Track renewal between 32m. 60ch. and 33m. 10ch.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Indicates items which will not appear in future issues and which must be noted
* *

BETWEEN LOCKERBIE STATION AND WAMPHRAY G.F. - Nethercleugh level crossing has been closed, all associated equipment removed and the roadway fenced off. (39)

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

MIDCALDER JUNCTION - The bracket post carrying the Up from Edinburgh line home signals has been renewed as two separate straight posts, 2 yards farther from the box, application unaltered  signs have been affixed to both posts. (40)

BETWEEN MUIRHOUSE CENTRAL JUNCTION AND MUIRHOUSE SOUTH JUNCTION - The loco siding, exit signal G618 and associated trailing connection from the Up Barrhead line have been secured out of use pending removal.

The route indicator associated with position light signal, G614 has been removed and the signal repositioned 50 yards nearer Muirhouse Central Junction. The application of this signal now applies back along Up Barrhead line. (40)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

REMOVAL OF CATCH POINTS –

The catch points listed below have been secured out of use pending removal :-

Sectional Appendix Page No.	Located at/between	Line	Mileage/Location
41/42	Barrhead and Lugton	Up	7m. 09ch.
45	Clarkston and Stamperland and Busby	Up	680 yards before reaching signal G664 100 yards after passing signal G664.
51	Girvan	Up	208 yards after passing home signal.
51	Kilkerran	Down loop	35 yards after passing starting signal. (39)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Indicates item included for the first time

*** Indicates item which will not appear in future issues and which must be noted

WORKING INSTRUCTIONS – CLASS 370 TRAINS (B.R.33076)

Page 2 – Section 2 – MODIFICATIONS TO THE RULE BOOK
Add new item.

2.1 Section H, clause 3.7.2

Add (c) If the loud note control becomes defective, the train may continue in service but the maximum speed must be reduced to 100m.p.h. The defect must be remedied before a subsequent turn is worked.

The existing items 2.1 to 2.5 to be renumbered 2.2 to 2.6.

(22/8/81)

SECTIONAL APPENDIX

CONTENTS

	Page number relating Table "A"
List of lines in the sequence used throughout the book	
Page 4 – Delete – Pumpherston to Uphall (Goods Line) entry.	(18/7/81)
– Parkhead North Jn. to Haghill Jn. entry.	(9/8/81)

LOCAL INSTRUCTIONS

INDEX

	Page
Page 7 Add – Curriehill	221 (29/8/81)
Page 8 – Delete – Kingsknowe entry.	(29/8/81)

CARELESSNESS COSTS CASH

VEHICLES DAMAGED THROUGH CARELESS

SHUNTING MEANS LARGE REPAIR BILLS

DAMAGE IS BEING CAUSED TO –

- (i) GANGWAYS AND JUMPER CABLES NOT DISCONNECTED WHEN COACHES ARE UNCOUPLED
- (ii) COACHES LEFT FOULING POINTS AND CONNECTIONS IN SIDINGS

LOSS OF VEHICLES

MEANS

LOSS OF REVENUE

MEANS

NO MONEY FOR REPAIRS

BE CAREFUL WHEN SHUNTING