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SCOTRAIL[®]

NO.1

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 28 MARCH 1992

to

FRIDAY 3 APRIL 1992

INCLUSIVE

1

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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WON1-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN DALRYMPLE JN AND CHALMERSTON - A new trainmen operated level crossing, known as Laight Bing Level Crossing, has been brought into use on the single line at 54 miles 30 yards. The level crossing gates are not locked and keys are not provided.

Single-sided, reflectorised stop boards, worded "STOP ENSURE GATES ARE OPEN BEFORE PROCEEDING", are located on each rail approach to the crossing as under :-

Up direction - 64 yards from crossing
Down direction - 53 yards from crossing

Single-sided, reflectorised distant boards are located as under :-

Up direction - 274 yards from Up stop board
Down direction - 323 yards from Down stop board

Associated AWS track equipment and cancelling indicators are not provided.

The former Bing Haul Route level crossing, at 53 miles 850 yards, has been removed.

(See Section D of this notice)

(4)

DETAILS OF WORK REFERRED TO IN SECTION B

N11.

DETAILS OF WORK ALREADY CARRIED OUT

NEWTON AREA

NOTE : THE SPECIAL NOTICE ENTITLED 'NEWTON - PARTIAL REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS - REINSTATEMENT OF DOWN MAIN LINE', DATED FEBRUARY 1992, AND THE ITEMS HEADED 'NEWTON AREA' IN PERIODICAL OPERATING NOTICE NO. 450 (PAGES 81 TO 84 INCLUSIVE) ARE ALL SUPERSEDED.

THE ITEM PUBLISHED IN THIS NOTICE IS A DUPLICATION OF THE INFORMATION CONTAINED IN THE SPECIAL NOTICE DATED MARCH 1992 AND ENTITLED 'NEWTON - PARTIAL REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS - REINSTATEMENT OF UP HAMILTON LINE', WHICH HAS ALREADY BEEN DISTRIBUTED.

WON1-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

NEWTON AREA - continued

The undernoted permanent way and signalling arrangements and the associated diagram on pages C5 and C6 apply :-

The Up Hamilton line between Newton East Junction and Hamilton West is Available for Use.

The Down and Up South Connecting line has been Put Out of Use.

The Up and Down Kirkhill lines in the Newton station area are Available for Uni-directional Use only. Up trains will run over the Up Kirkhill line and Down trains will run over the Down Kirkhill line.

The North Connecting line is Available for Two-Way Working.

The following arrangements continue to apply :-

The Down Main line between Newton East and West Junctions together with the associated main line trailing and facing crossovers at Newton East and West Junctions respectively Remain Available for Use.

The following lines/connection Remain Out of Use :-

The connection from the Up Hamilton line to the Turnback Siding.
Down Kirkhill line between Newton West Junction and Kings Park.
Up Kirkhill line between Kirkhill and Newton West Junction.
Kirkhill lines trailing crossover at Newton East Junction.

Signalling Arrangements

The application of Up main signal M182 remains unaltered. The application of all other running signals, with the exception of those detailed below is to the next signal capable of displaying a red aspect on a line available for use.

Running Signals

Signal	Aspect	Route Indication Where Provided	Application To or Towards
<u>Up Main</u>			
M138	Main Main	- Position 4 Junction Indicator	M148 M146
<u>Down Main</u>			
M139	Main Position Light	- 'X'	M137 Up Main LOS

WON1-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

NEWTON AREA - continued

Signalling Arrangements - continued

Running Signals - continued

(The following signals have been brought back into use :-

North Connecting line signal M146 - only main application with position 1 junction indicator to Up Kirkhill signal M156 available.

Up Kirkhill line signal M156 - only main application to Up Hamilton signal M174 available.

In addition, the appropriate Up Hamilton line signals (not shown on the accompanying diagram), have been brought back into use, apart from Up Hamilton (Down direction) position light signal M161).

Note : The full range of main aspects, as appropriate to each signal concerned, remain available for all signals in use in the Newton area.

Position Light Signals

The following position light signals are In Use as follows :-

Signal	Route Indication where Provided	From	Application Towards
M168	-	Down Main	Up Main
M173	'M'	Up Main	Down Main

BETWEEN COWLAIRS WEST JN AND SPRINGBURN - The Down line has been slued to a new alignment 4 yards nearer the Up line, between 0m 400 yards and 0m 880 yards.

Sighthill Junction Down line signal S69 has been renewed 123 yards farther from the box, on left of drivers, one-way stencil route indicator removed, red aspect 11 feet above rail level, application unaltered. The associated A.W.S. track equipment has been repositioned accordingly.

PRESTONPANS - The existing illuminated limit of shunt indicator situated at the Edinburgh end of the Up passenger loop has been renewed as two red lights, horizontally displayed, at the same location.

WON1-C4

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

LEUCHARS STATION - The Dundee end of the Up platform has been reinstated, permanently shortened by 44 yards at that end.

Staff are reminded that the requirements of the Rule Book, Section H, clause 9.2.2 apply, when necessary, for slam door stock.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

The Cupar end of the Up platform has been permanently shortened by 41 yards.

Staff are reminded that the requirements of the Rule Book, Section H, clause 9.2.2 apply, when necessary, for slam door stock.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

(2)

* * PRESTON STATION - The down fast platform (No. 3) previously shortened for work to * be carried out, has been re-instated to its original length and the temporary stop boards removed.

(1)

BETWEEN LOW FELL JN AND KING EDWARD BRIDGE SOUTH JN - The reflectorised signs for the Permanent Speed Restriction of 50mph which applies on the Down Main in the Down direction between 79m 26ch and 79m 34ch have been removed and this restriction has been deleted from the Sectional Appendix.

The 20mph reflectorised Speed Restriction Warning Indicator sign on the Down Main at 77m 64ch has been changed to read 30mph and gives warning of the 30mph Permanent Speed Restriction that applies between 79m 34ch and 79m 70ch.

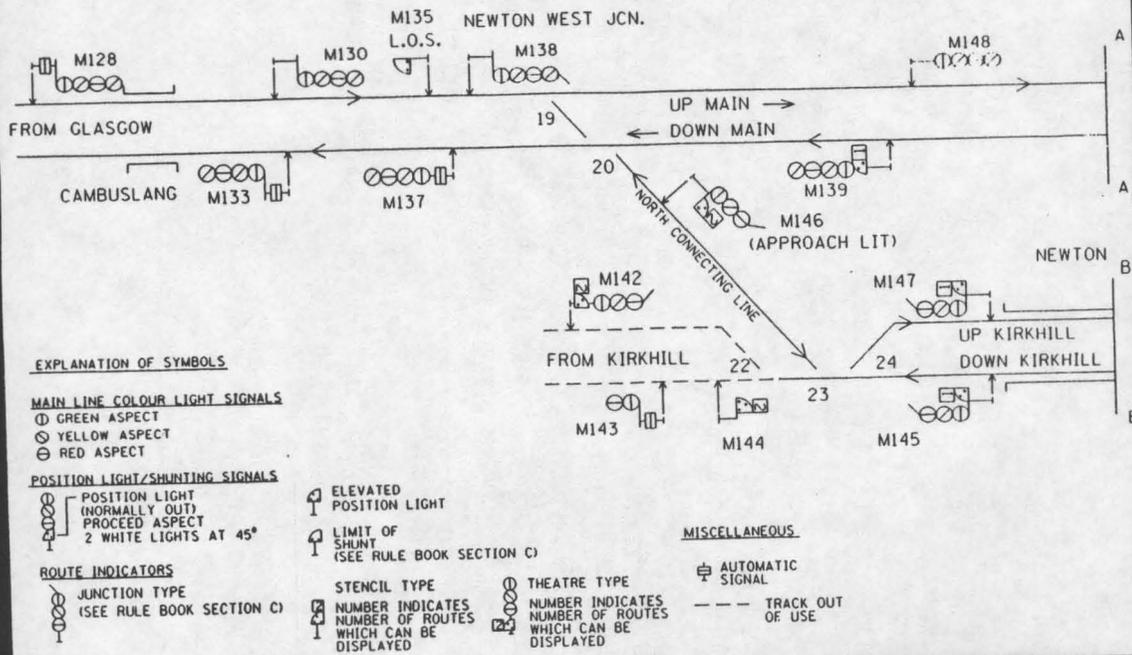
(See Section D of this notice).

(2)

(3)

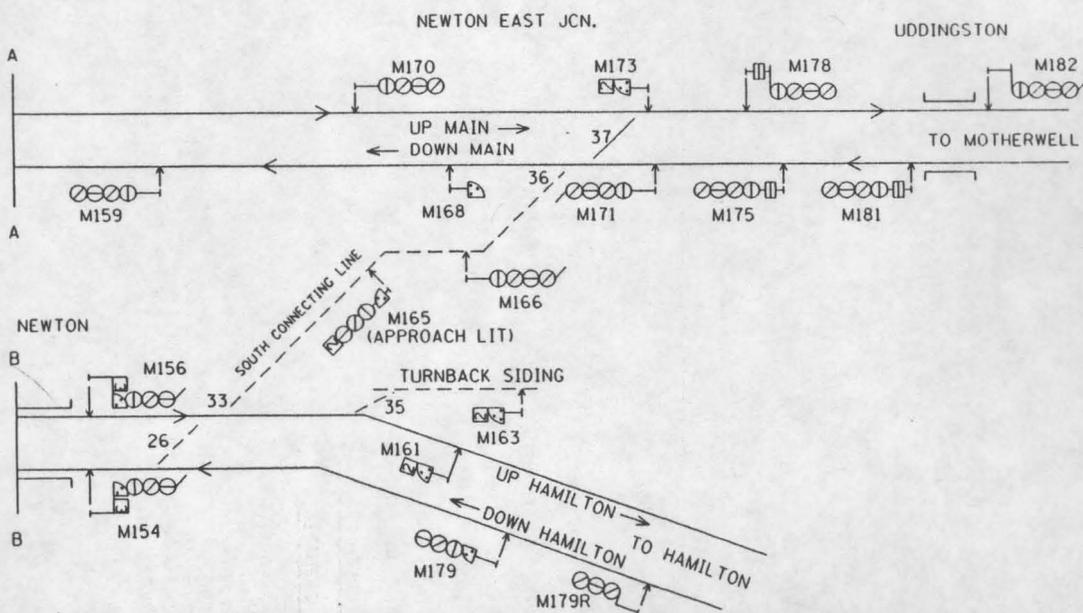
(3)

NEWTON - PARTIAL REINSTATEMENT - 15.03..92



MON1-C5

NEWTON - PARTIAL REINSTATEMENT - 15.03.92



MON1-C6

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GENERAL INSTRUCTIONS AND NOTICES
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS

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SCOTRAIL[≠]

NO.2

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 4 APRIL 1992

to

FRIDAY 10 APRIL 1992

INCLUSIVE

WON2-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

MUSSELBURGH STATION - The Down line platform, previously temporarily extended at the Edinburgh end is now reinstated. (5)

GARVE - The undernoted platform alterations have been carried out :-

Up Platform

The portion of platform previously temporarily shortened at the Kyle end has been reinstated, making the total platform length 114 yards.

Down Platform

A portion of the platform previously temporarily shortened at the Dingwall end has been reinstated, making the total platform length 114 yards.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this station. (5)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 5 APRIL - KNIGHTSWOOD NORTH JN - Up Singer line signal YH528 will be renewed at the same location on a right hand bracket post, application unaltered. (5)

MONDAY 6 APRIL - ABERDEEN - The North Siding will be temporarily shortened by 109 yards, leaving 61 yards available for use. (5)

DETAILS OF WORK ALREADY CARRIED OUT

** NEWTON AREA

*

NOTE :- THE ITEM PUBLISHED IN THIS NOTICE IS A DUPLICATION OF THE INFORMATION CONTAINED IN THE SPECIAL NOTICE DATED MARCH 1992 AND ENTITLED 'NEWTON - PARTIAL REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS - REINSTATEMENT OF UP HAMILTON LINE', WHICH HAS ALREADY BEEN DISTRIBUTED.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** NEWTON AREA - continued

*

The undernoted permanent way and signalling arrangements and the associated diagram on pages C6 and C7 apply :-

The Up Hamilton line between Newton East Junction and Hamilton West is Available for Use.

The Down and Up South Connecting line has been Put Out of Use.

The Up and Down Kirkhill lines in the Newton station area are Available for Uni-directional Use only. Up trains will run over the Up Kirkhill line and Down trains will run over the Down Kirkhill line.

The North Connecting line is Available for Two-Way Working.

The following arrangements continue to apply :-

The Down Main line between Newton East and West Junctions together with the associated main line trailing and facing crossovers at Newton East and West Junctions respectively Remain Available for Use.

The following lines/connection Remain Out of Use :-

The connection from the Up Hamilton line to the Turnback Siding.
Down Kirkhill line between Newton West Junction and Kings Park.
Up Kirkhill line between Kirkhill and Newton West Junction.
Kirkhill lines trailing crossover at Newton East Junction.

Signalling Arrangements

The application of Up main signal M182 remains unaltered. The application of all other running signals, with the exception of those detailed below is to the next signal capable of displaying a red aspect on a line available for use.

Running Signals

Signal	Aspect	Route Indication Where Provided	Application To or Towards
<u>Up Main</u> M138	Main Main	- Position 4 Junction Indicator	M148 M146
<u>Down Main</u> M139	Main Position Light	- 'X'	M137 Up Main LOS

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** NEWTON AREA - continued

*

Signalling Arrangements - continuedRunning Signals - continued

(The following signals have been brought back into use :-

North Connecting line signal M146 - only main application with position 1 junction indicator to Up Kirkhill signal M156 available.

Up Kirkhill line signal M156 - only main application to Up Hamilton signal M174 available.

In addition, the appropriate Up Hamilton line signals (not shown on the accompanying diagram), have been brought back into use, apart from Up Hamilton (Down direction) position light signal M161).

Note : The full range of main aspects, as appropriate to each signal concerned, remain available for all signals in use in the Newton area.

Position Light Signals

The following position light signals are In Use as follows :-

Signal	Route Indication where Provided	From	Application Towards
M168	-	Down Main	Up Main
M173	'M'	Up Main	Down Main

(2)

BETWEEN DALRYMPLE JN AND CHALMERSTON - A new trainmen operated level crossing, known as Laight Bing Level Crossing, has been brought into use on the single line at 54 miles 30 yards. The level crossing gates are not locked and keys are not provided.

Single-sided, reflectorised stop boards, worded "STOP ENSURE GATES ARE OPEN BEFORE PROCEEDING", are located on each rail approach to the crossing as under :-

Up direction - 64 yards from crossing
Down direction - 53 yards from crossing

Single-sided, reflectorised distant boards are located as under :-

Up direction - 274 yards from Up stop board
Down direction - 323 yards from Down stop board

WON2-C4

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN DALRYMPLE JN AND CHALMERSTON - continued

Associated AWS track equipment and cancelling indicators are not provided.

The former Bing Haul Route level crossing, at 53 miles 850 yards, has been removed.

(See Section D of this notice)

(4)

BETWEEN COWLAIRS WEST JN AND SPRINGBURN - The Down line has been sluiced to a new alignment 4 yards nearer the Up line, between 0m 400 yards and 0m 880 yards.

Sighthill Junction Down line signal S69 has been renewed 123 yards farther from the box, on left of drivers, one-way stencil route indicator removed, red aspect 11 feet above rail level, application unaltered. The associated A.W.S. track equipment has been repositioned accordingly.

(3)

PRESTONPANS - The existing illuminated limit of shunt indicator situated at the Edinburgh end of the Up passenger loop has been renewed as two red lights, horizontally displayed, at the same location.

(3)

* * LEUCHARS STATION - The Dundee end of the Up platform has been reinstated, permanently shortened by 44 yards at that end.

Staff are reminded that the requirements of the Rule Book, Section H, clause 9.2.2 apply, when necessary, for slam door stock.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

The Cupar end of the Up platform has been permanently shortened by 41 yards.

Staff are reminded that the requirements of the Rule Book, Section H, clause 9.2.2 apply, when necessary, for slam door stock.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

(2)

WON2-C5

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

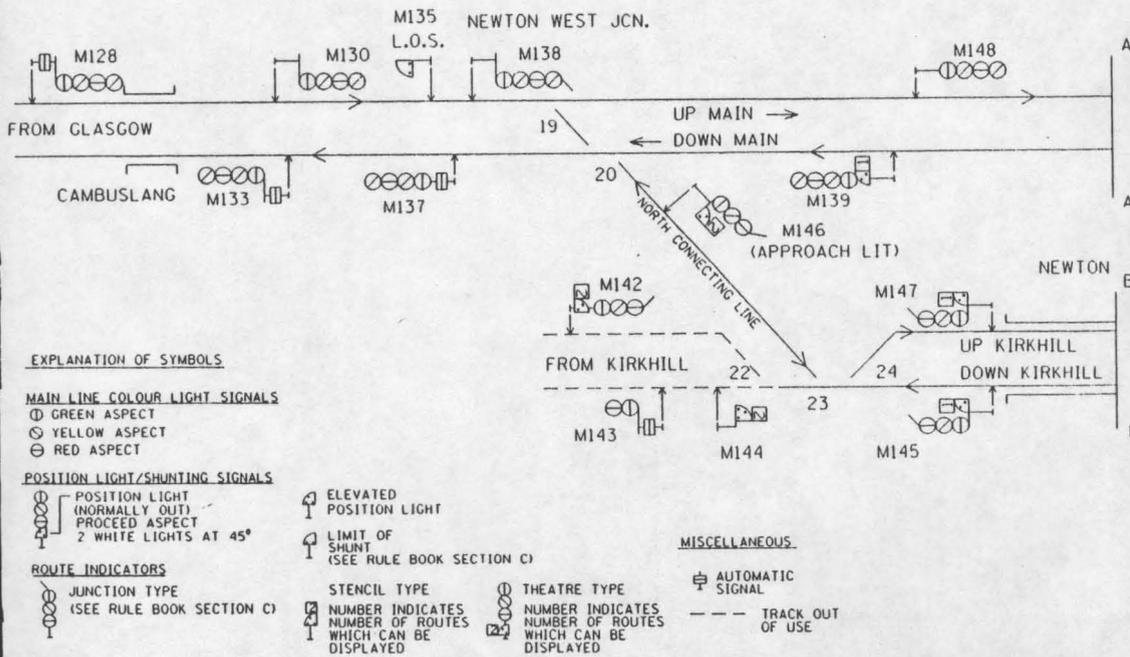
* * BETWEEN LOW FELL JN AND KING EDWARD BRIDGE SOUTH JN - The reflectorised signs for * the Permanent Speed Restriction of 50mph which applies on the Down Main in the Down direction between 79m 26ch and 79m 34ch have been removed and this restriction has been deleted from the Sectional Appendix.

The 20mph reflectorised Speed Restriction Warning Indicator sign on the Down Main at 77m 64ch has been changed to read 30mph and gives warning of the 30mph Permanent Speed Restriction that applies between 79m 34ch and 79m 70ch.

(PON 2D, page 55 refers).

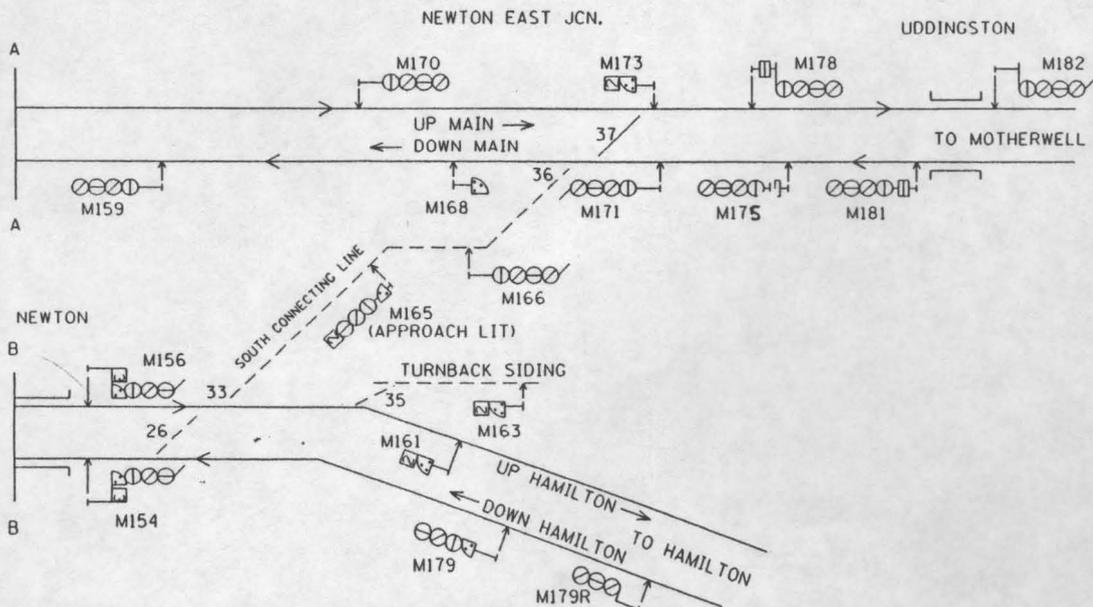
(2)

NEWTON - PARTIAL REINSTATEMENT - 15.03.92



MON2-C6

NEWTON - PARTIAL REINSTATEMENT - 15.03.92



MON2-C7

BR31015

SCOTRAIL[≠]

NO.3

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 11 APRIL 1992

to

FRIDAY 17 APRIL 1992

INCLUSIVE

WON3-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

N11.

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN DALRYMPLE JN AND CHALMERSTON - A new trainmen operated level crossing, known as Laight Bing Level Crossing, has been brought into use on the single line at 54 miles 30 yards. The level crossing gates are not locked and keys are not provided.

Single-sided, reflectorised stop boards, worded "STOP ENSURE GATES ARE OPEN BEFORE PROCEEDING", are located on each rail approach to the crossing as under :-

Up direction - 64 yards from crossing
Down direction - 53 yards from crossing

Single-sided, reflectorised distant boards are located as under :-

Up direction - 274 yards from Up stop board
Down direction - 323 yards from Down stop board

Associated AWS track equipment and cancelling indicators are not provided.

The former Bing Haul Route level crossing, at 53 miles 850 yards, has been removed.

(See Section D of this notice)

(4)

* * BETWEEN COWLAIRS WEST JN AND SPRINGBURN - The Down line has been sluiced
* to a new alignment 4 yards nearer the Up line, between 0m 400 yards and 0m 880 yards.

Sighthill Junction Down line signal S69 has been renewed 123 yards farther from the box, on left of drivers, one-way stencil route indicator removed, red aspect 11 feet above rail level, application unaltered. The associated A.W.S. track equipment has been repositioned accordingly.

(3)

KNIGHTSWOOD NORTH JN - Up Singer line signal YH528 has been renewed at the same location on a right hand bracket post, application unaltered.

(5)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * PRESTONPANS - The existing illuminated limit of shunt indicator situated at the
* Edinburgh end of the Up passenger loop has been renewed as two red lights, horizontally
displayed, at the same location.

(3)

MUSSELBURGH STATION - The temporary extension of the Down line platform at the
Edinburgh end (13 yards) has now been removed.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains
to a stand at this platform.

(Amended item)

(5)

ABERDEEN - The North Siding has been temporarily shortened by 109 yards, leaving
61 yards available for use.

(5)

GARVE - The undernoted platform alterations have been carried out :-

Up Platform

The portion of platform previously temporarily shortened at the Kyle end has been
reinstated, making the total platform length 114 yards.

Down Platform

A portion of the platform previously temporarily shortened at the Dingwall end has been
reinstated, making the total platform length 114 yards.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains
to a stand at this station.

(5)

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SCOTRAIL[≠]

NO.4

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 18 APRIL 1992

to

FRIDAY 24 APRIL 1992

INCLUSIVE

RAIL

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 19 APRIL - BETWEEN TAY BRIDGE SOUTH AND DUNDEE (CENTRAL JN)

Up Line - Existing Dundee signal D714 will be renewed 950 yards nearer Dundee at the entrance to the high girders, and will be altered to be capable of displaying a red or green aspect, mounted on the bridge parapet on left of drivers, red aspect 5' 9" above rail level, application unaltered. The plate denoting automatic working will be removed. The associated telephone and AWS track equipment will be repositioned accordingly.

Existing Dundee signal D714R will be renewed 512 yards before reaching repositioned signal D714, mounted on the bridge parapet on left of drivers, yellow aspect 5' 9" above rail level. The associated AWS track equipment will be repositioned accordingly.

Former Dundee signal D714 will be altered, at the same location, to be capable of displaying a yellow or green aspect, girder mounted on left of drivers, and will act as Tay Bridge South Up distant signal.

Down Line - Existing Dundee signal D715 will be renewed 792 yards farther from Dundee, at the entrance to the high girders, mounted on the bridge parapet on left of drivers, red aspect 5' 9" above rail level, application unaltered. The plate denoting automatic working will be removed. The associated telephone and AWS track equipment will be repositioned accordingly.

Existing signal D715R will be removed.

Tay Bridge South Down home/section signal will be altered to be capable of displaying a red, yellow or green aspect, location and application unaltered. This signal will also act as the distant signal for Dundee signal D715.

Existing signal D719R will be renewed at the same location, mounted on the bridge parapet, yellow aspect 5' 9" above rail level.

The above signalling arrangements are outlined on the sketch on page C4 of this Notice.

(7)

WEDNESDAY 22 APRIL - GARVE STATION - The duplicate driver's plunger, at present post mounted on the Down platform, will be repositioned and mounted on the footbridge at the Kyle end of the Down platform.

(7)

FRIDAY 24 APRIL - AUCHTERARDER - The hand points (2) leading from Down headshunt to the Down sidings will be set for movements along the Down headshunt and secured out of use, pending removal.

(7)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT

- * * BETWEEN DALRYMPLE JN AND CHALMERSTON - A new trainmen operated level crossing, * known as Laight Bing Level Crossing, has been brought into use on the single line at 54 miles 30 yards. The level crossing gates are not locked and keys are not provided.

Single-sided, reflectorised stop boards, worded "STOP ENSURE GATES ARE OPEN BEFORE PROCEEDING", are located on each rail approach to the crossing as under :-

Up direction - 64 yards from crossing
Down direction - 53 yards from crossing

Single-sided, reflectorised distant boards are located as under :-

Up direction - 274 yards from Up stop board
Down direction - 323 yards from Down stop board

Associated AWS track equipment and cancelling indicators are not provided.

The former Bing Haul Route level crossing, at 53 miles 850 yards, has been removed.

(See Section D of this notice)

(4)

KNIGHTSWOOD NORTH JN - Up Singer line signal YH528 has been renewed at the same location on a right hand bracket post, application unaltered.

(5)

MUSSELBURGH STATION - The temporary extension of the Down line platform at the Edinburgh end (13 yards) has now been removed.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

(Amended item)

(5)

ABERDEEN - The North Siding has been temporarily shortened by 109 yards, leaving 61 yards available for use.

(5)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

GARVE - The undernoted platform alterations have been carried out :-

Up Platform

The portion of platform previously temporarily shortened at the Kyle end has been reinstated, making the total platform length 114 yards.

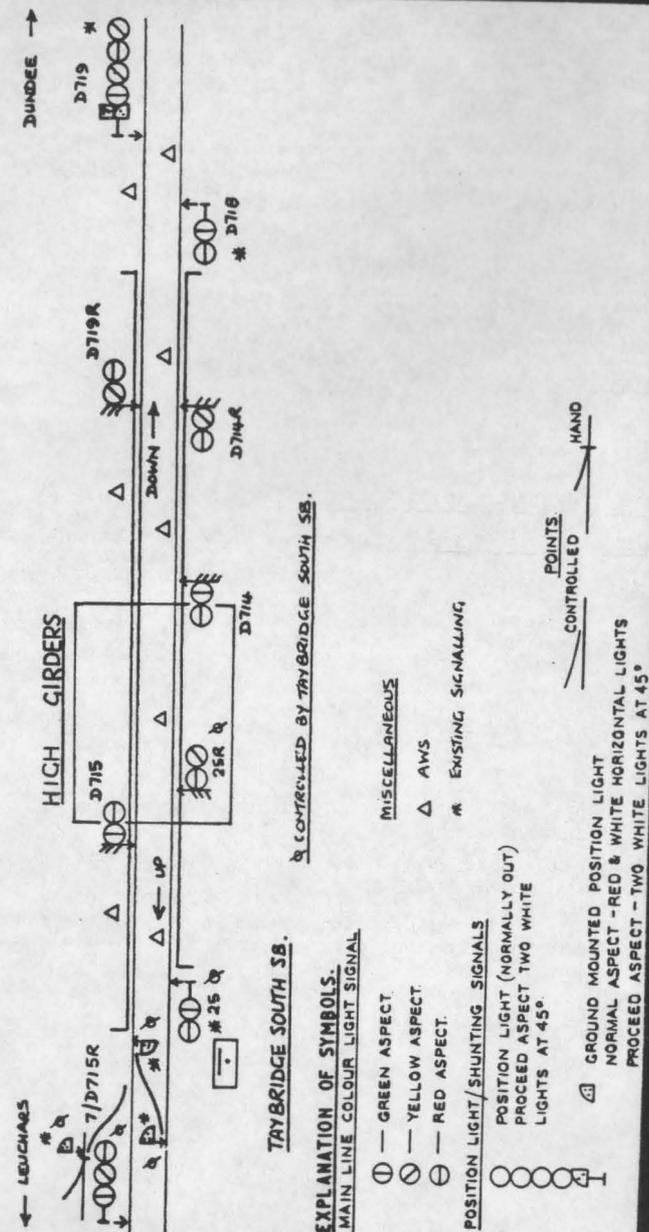
Down Platform

A portion of the platform previously temporarily shortened at the Dingwall end has been reinstated, making the total platform length 114 yards.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this station.

(5)

TAY BRIDGE - SIGNALLING ALTERATIONS - 19.04.92



(PRIVATE and not for publication)

BR31015

SCOTRAIL

NO.5

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 25 APRIL 1992

to

FRIDAY 1 MAY 1992

INCLUSIVE

WON5-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 26 APRIL - BETWEEN SPRINGBURN STATION AND COWLAIRS WEST JN - A new trailing crossover will be installed between the Up and Down lines on the Cowlairs side of Springburn station, secured out of use until further notice.

(8)

DETAILS OF WORK ALREADY CARRIED OUT

AUCHTERARDER - The hand points (2) leading from Down headshunt to the Down sidings have been set for movements along the Down headshunt and secured out of use, pending removal.

(7)

- * * KNIGHTSWOOD NORTH JN - Up Singer line signal YH528 has been renewed at the same
- * location on a right hand bracket post, application unaltered.

(5)

- * * MUSSELBURGH STATION - The temporary extension of the Down line platform at the
- * Edinburgh end (13 yards) has now been removed.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

(Amended item)

(5)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN TAY BRIDGE SOUTH AND DUNDEE (CENTRAL JN)

Up Line - Existing Dundee signal D714 has been renewed 950 yards nearer Dundee at the entrance to the high girders, and has been altered to be capable of displaying a red or green aspect, mounted on the bridge parapet on left of drivers, red aspect 5' 9" above rail level, application unaltered. The plate denoting automatic working has been removed. The associated telephone and AWS track equipment have been repositioned accordingly.

Existing Dundee signal D714R has been renewed 512 yards before reaching repositioned signal D714, mounted on the bridge parapet on left of drivers, yellow aspect 5' 9" above rail level. The associated AWS track equipment has been repositioned accordingly.

Former Dundee signal D714 has been altered, at the same location, to be capable of displaying a yellow or green aspect, girder mounted on left of drivers, and acts as Tay Bridge South Up distant signal.

Down Line - Existing Dundee signal D715 has been renewed 792 yards farther from Dundee, at the entrance to the high girders, mounted on the bridge parapet on left of drivers, red aspect 5' 9" above rail level, application unaltered. The plate denoting automatic working has been removed. The associated telephone and AWS track equipment have been repositioned accordingly.

Existing signal D715R has been removed.

Tay Bridge South Down home/section signal has been altered to be capable of displaying a red, yellow or green aspect, location and application unaltered. This signal also acts as the distant signal for Dundee signal D715.

Existing signal D719R has been renewed at the same location, mounted on the bridge parapet, yellow aspect 5' 9" above rail level.

The above signalling arrangements are outlined on the sketch on page C4 of this Notice.

(7)

- ** ABERDEEN - The North Siding has been temporarily shortened by 109 yards, leaving
- * 61 yards available for use.

(5)

- ** GARVE - The undernoted platform alterations have been carried out :-

*

Up Platform

The portion of platform previously temporarily shortened at the Kyle end has been reinstated, making the total platform length 114 yards.

Down Platform

A portion of the platform previously temporarily shortened at the Dingwall end has been reinstated, making the total platform length 114 yards.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this station.

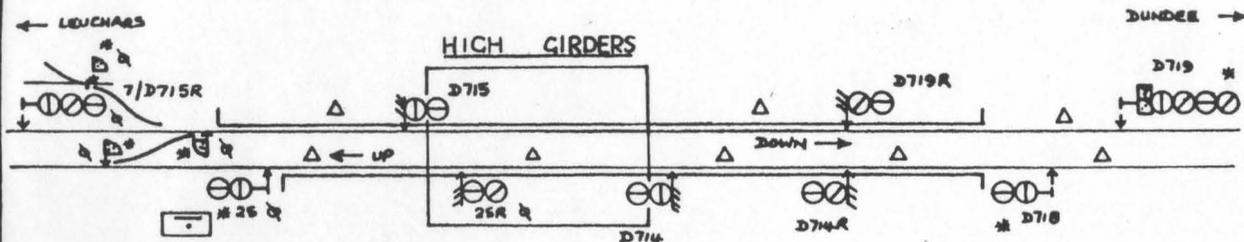
(5)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

GARVE STATION - The duplicate driver's plunger, previously post mounted on the Down platform, has been repositioned and mounted on the footbridge at the Kyle end of the Down platform.

(7)

TAY BRIDGE - SIGNALLING ALTERATIONS - 19.04.92



TAYBRIDGE SOUTH SB.

CONTROLLED BY TAYBRIDGE SOUTH SB.

EXPLANATION OF SYMBOLS.

MAIN LINE COLOUR LIGHT SIGNAL

- ⊙ — GREEN ASPECT
- ⊙ — YELLOW ASPECT
- ⊙ — RED ASPECT

MISCELLANEOUS

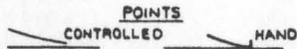
- △ AWS
- * EXISTING SIGNALLING

POSITION LIGHT / SHUNTING SIGNALS



POSITION LIGHT (NORMALLY OUT)
PROCEED ASPECT - TWO WHITE
LIGHTS AT 45°

△ GROUND MOUNTED POSITION LIGHT
NORMAL ASPECT - RED & WHITE HORIZONTAL LIGHTS
PROCEED ASPECT - TWO WHITE LIGHTS AT 45°



MONS-C4

Chris

SCOTRAIL 

NO.6

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 2 MAY 1992

to

FRIDAY 8 MAY 1992

INCLUSIVE

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 3 MAY - BETWEEN QUEEN ST HIGH LEVEL TUNNEL AND COWLAIRS WEST JN - The trap points at the Queen Street end of the Down Departure line will be removed and plain lined. New trap points will be provided on the Down Departure line 50 yards nearer Cowlairs West Jn (with the direction of run-off towards the Down Cowlairs Passenger loop).

Down Departure line exit signal C27 and associated telephone will be repositioned accordingly 50 yards nearer Cowlairs West Jn, on left of drivers, ground mounted, application unaltered.

(9)

DETAILS OF WORK ALREADY CARRIED OUT

AUCHTERARDE - The hand points (2) leading from Down headshunt to the Down sidings have been set for movements along the Down headshunt and secured out of use, pending removal.

(7)

BETWEEN SPRINGBURN STATION AND COWLAIRS WEST JN - A new trailing crossover has been installed between the Up and Down lines on the Cowlairs side of Springburn station, secured out of use until further notice.

(8)

BETWEEN TAY BRIDGE SOUTH AND DUNDEE (CENTRAL JN)

Up Line - Existing Dundee signal D714 has been renewed 950 yards nearer Dundee at the entrance to the high girders, and has been altered to be capable of displaying a red or green aspect, mounted on the bridge parapet on left of drivers, red aspect 5' 9" above rail level, application unaltered. The plate denoting automatic working has been removed. The associated telephone and AWS track equipment have been repositioned accordingly.

Existing Dundee signal D714R has been renewed 512 yards before reaching repositioned signal D714, mounted on the bridge parapet on left of drivers, yellow aspect 5' 9" above rail level. The associated AWS track equipment has been repositioned accordingly.

WON6-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN TAY BRIDGE SOUTH AND DUNDEE (CENTRAL JN) - continued

Former Dundee signal D714 has been altered, at the same location, to be capable of displaying a yellow or green aspect, girder mounted on left of drivers, and acts as Tay Bridge South Up distant signal.

Down Line - Existing Dundee signal D715 has been renewed 792 yards farther from Dundee, at the entrance to the high girders, mounted on the bridge parapet on left of drivers, red aspect 5' 9" above rail level, application unaltered. The plate denoting automatic working has been removed. The associated telephone and AWS track equipment have been repositioned accordingly.

Existing signal D715R has been removed.

Tay Bridge South Down home/section signal has been altered to be capable of displaying a red, yellow or green aspect, location and application unaltered. This signal also acts as the distant signal for Dundee signal D715.

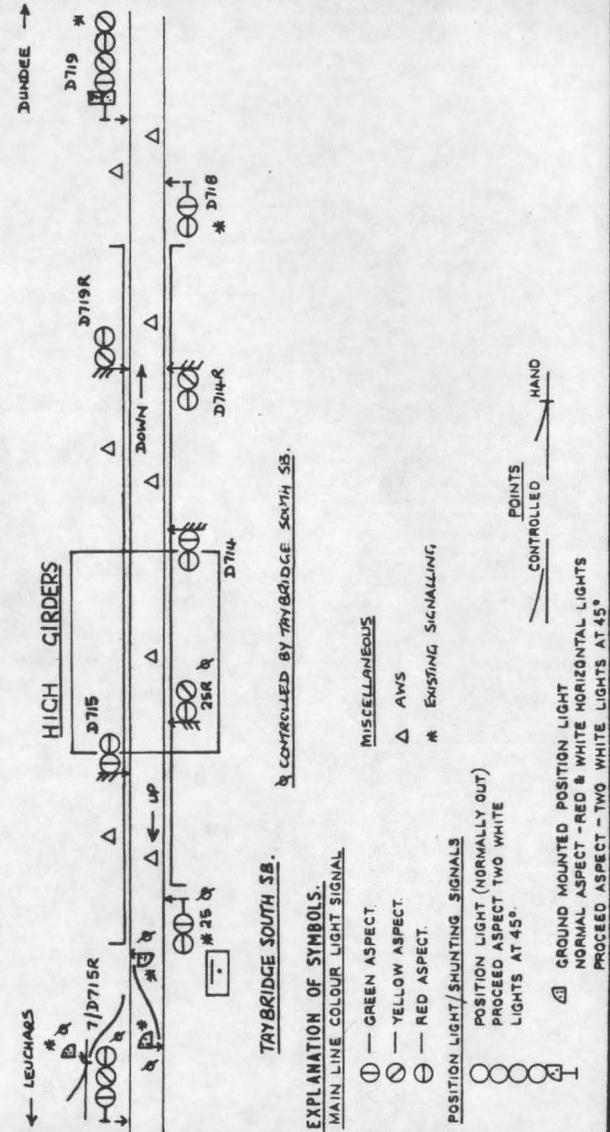
Existing signal D719R has been renewed at the same location, mounted on the bridge parapet, yellow aspect 5' 9" above rail level.

The above signalling arrangements are outlined on the sketch on page C3 of this Notice. (7)

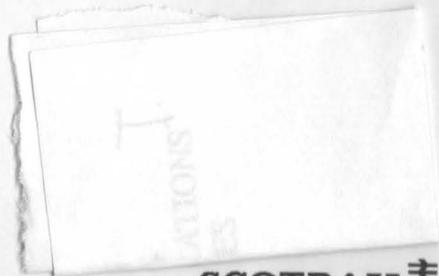
GARVE STATION - The duplicate driver's plunger, previously post mounted on the Down platform, has been repositioned and mounted on the footbridge at the Kyle end of the Down platform. (7)

WON6-C3

TAY BRIDGE - SIGNALLING ALTERATIONS - 19.04.92



(PRIVATE and not for publication)



①

SCOTRAIL

NO.7

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 9 MAY 1992

to

FRIDAY 15 MAY 1992

INCLUSIVE

WON7-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

* * BETWEEN QUEEN STREET HIGH LEVEL TUNNEL AND COWLAIRS WEST JN - The item under
* this heading published in WON No.6, page C1 is CANCELLED.

(7)

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 11 MAY - BETWEEN THORNTON NORTH JN, THORNTON WEST JN AND THORNTON SOUTH JN - A new passenger station named "Glenrothes with Thornton" with two side platforms will be opened at 0m 1410 yards between Thornton West Jn and Thornton North Jn, and at 34m 1630 yards between Thornton South Jn and Thornton West Jn.

2 and 4 car stop markers will be provided on each platform for each direction.

(10)

DETAILS OF WORK ALREADY CARRIED OUT

* * AUCHTERARDER - The hand points (2) leading from Down headshunt to the Down
* sidings have been set for movements along the Down headshunt and secured out of use,
pending removal.

(7)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN SPRINGBURN STATION AND COWLAIRS WEST JN - A new trailing crossover has been installed between the Up and Down lines on the Cowlairs side of Springburn station, secured out of use until further notice.

(8)

*** * BETWEEN TAY BRIDGE SOUTH AND DUNDEE (CENTRAL JN)**

Up Line - Existing Dundee signal D714 has been renewed 950 yards nearer Dundee at the entrance to the high girders, and has been altered to be capable of displaying a red or green aspect, mounted on the bridge parapet on left of drivers, red aspect 5' 9" above rail level, application unaltered. The plate denoting automatic working has been removed. The associated telephone and AWS track equipment have been repositioned accordingly.

Existing Dundee signal D714R has been renewed 512 yards before reaching repositioned signal D714, mounted on the bridge parapet on left of drivers, yellow aspect 5' 9" above rail level. The associated AWS track equipment has been repositioned accordingly.

Former Dundee signal D714 has been altered, at the same location, to be capable of displaying a yellow or green aspect, girder mounted on left of drivers, and acts as Tay Bridge South Up distant signal.

Down Line - Existing Dundee signal D715 has been renewed 792 yards farther from Dundee, at the entrance to the high girders, mounted on the bridge parapet on left of drivers, red aspect 5' 9" above rail level, application unaltered. The plate denoting automatic working has been removed. The associated telephone and AWS track equipment have been repositioned accordingly.

Existing signal D715R has been removed.

Tay Bridge South Down home/section signal has been altered to be capable of displaying a red, yellow or green aspect, location and application unaltered. This signal also acts as the distant signal for Dundee signal D715.

Existing signal D719R has been renewed at the same location, mounted on the bridge parapet, yellow aspect 5' 9" above rail level.

The above signalling arrangements are outlined on the sketch on page C3 of this Notice.

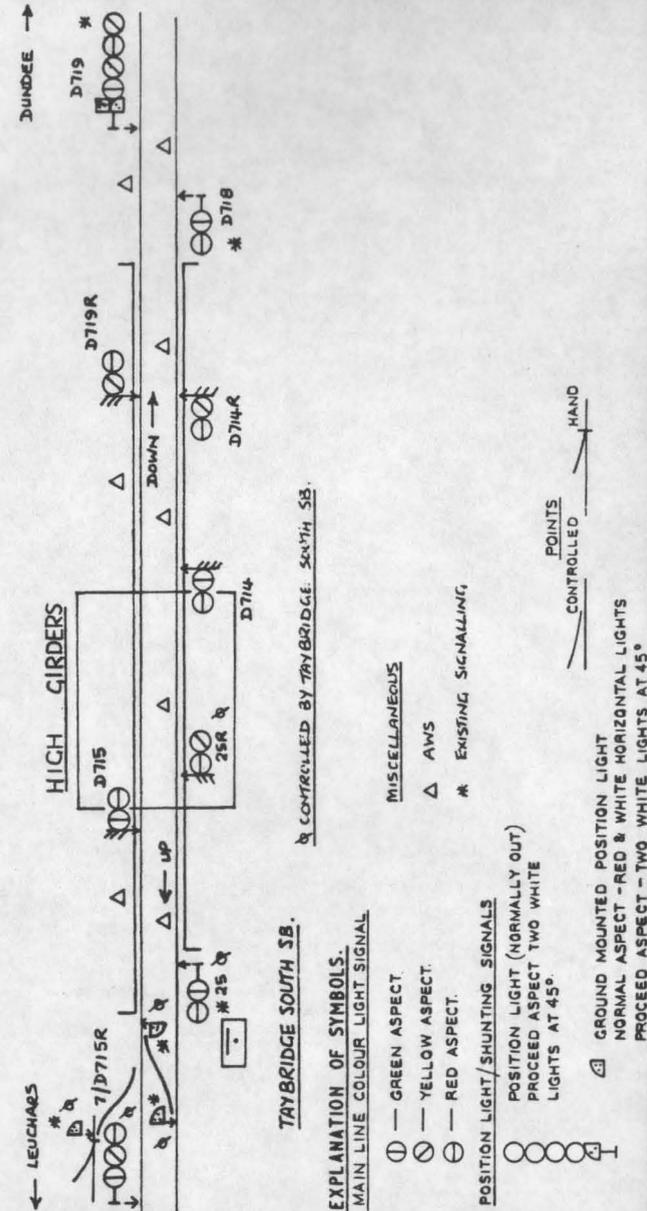
(7)

*** * GARVE STATION** - The duplicate driver's plunger, previously post mounted on the

*** Down platform**, has been repositioned and mounted on the footbridge at the Kyle end of the Down platform.

(7)

TAY BRIDGE - SIGNALLING ALTERATIONS - 19.04.92



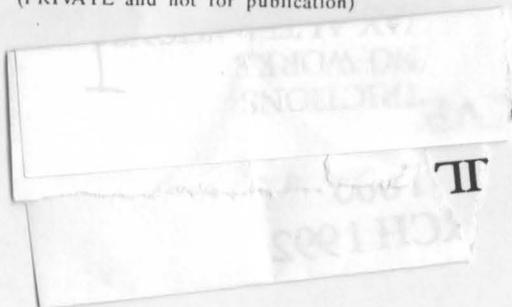
EXPLANATION OF SYMBOLS.
MAIN LINE COLOUR LIGHT SIGNAL
 ○ — GREEN ASPECT
 ○ — YELLOW ASPECT
 ○ — RED ASPECT.
POSITION LIGHT/SHUNTING SIGNALS
 ○ POSITION LIGHT (NORMALLY OUT)
 ○ PROCEED ASPECT TWO WHITE LIGHTS AT 45°.
 ○ GROUND MOUNTED POSITION LIGHT
 ○ NORMAL ASPECT - RED & WHITE HORIZONTAL LIGHTS
 ○ PROCEED ASPECT - TWO WHITE LIGHTS AT 45°

CONTROLLED BY TAY BRIDGE, SOUTH SB.

POINTS CONTROLLED HAND

(PRIVATE and not for publication)

BR31013



SCOTRAIL 

NO.8

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 16 MAY 1992

to

FRIDAY 22 MAY 1992

INCLUSIVE

WON8-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

STRATHCLYDE MANNING ARRANGEMENT

The Strathclyde Manning Arrangement has been extended to cover the following additional lines of route :-

Dalmuir-Finnieston via Yoker and Singer lines
Westerton Jn to Milngavie
Finnieston-Motherwell via Hamilton and Bellshill lines
Motherwell-Coatbridge (including Mossend North, East and West Curves)
Motherwell-Lanark and Carstairs (including Wishaw Connecting line)
Glasgow Central-Newton direct (WCML)
Uddingston Jn-Law Jn
Larkfield Jn/Muirhouse C Jn-Shields Jn (via Terminus Jn)

ALL INSTRUCTIONS ASSOCIATED WITH THE STRATHCLYDE MANNING ARRANGEMENT WILL APPLY ON THE ADDITIONAL LINES OF ROUTE CONCERNED

In this connection viewing aids in the form of mirrors and CCTV monitors will be provided on the platforms of certain stations on the above mentioned lines of route.

Where platforms are straight, or when a curve is advantageous to driver viewing, viewing aids are not provided.

Drivers should note that where necessary 3/6 car stop boards will be repositioned or removed.

(10)

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

* * BETWEEN SPRINGBURN STATION AND COWLAIRS WEST JN - A new trailing crossover has been installed between the Up and Down lines on the Cowlairs side of Springburn station, secured out of use until further notice.

(8)

BETWEEN THORNTON NORTH JN, THORNTON WEST JN AND THORNTON SOUTH JN - A new passenger station named "Glenrothes with Thornton" with two side platforms has been opened at 0m 1410 yards between Thornton West Jn and Thornton North Jn, and at 34m 1630 yards between Thornton South Jn and Thornton West Jn.

2 and 4 car stop markers have been provided on each platform for each direction.

(10)

SCOTRAIL 

NO.9

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 23 MAY 1992

to

FRIDAY 29 MAY 1992

INCLUSIVE

WON9-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

MIDCALDER JN - Down Midcalder line ground position light Signal EJ982 has been repositioned 10 yards farther from Midcalder Jn, application unaltered.

(12)

EDINBURGH WAVERLEY - PLATFORM 20 - Until further notice Platform 20 must only be used for services to and from North Berwick.

The operational length of this platform has been reduced to 100 yards and stop boards have been erected at either end of the length of operational platform as follows :-

East Bound Trains

A 2, 3 & 4 car stop board has been positioned on the wall to the left of the Driver in direction of travel, 245 yards on the approach side to Signal E448.

West Bound Trains

A 2, 3 & 4 car stop board has been positioned on the lamp standard on the platform to the left of the Driver in direction of travel, 51 yards on the approach side to Signal E465.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform, and must ensure that they bring their trains to a stand at the appropriate board.

(11)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 24 MAY - GARNQUEEN NORTH - The height of the signal arm of the Down main home signal will be lowered to be 18 feet above rail level.

(12)

FRIDAY 29 MAY - BETWEEN WISHAW CENTRAL JN AND HOLYTOWN JN - A new permanent speed restriction of 40 mph on the Up and Down lines, between 88m 250 yards and 88m 650 yards will be introduced.

(See Section D of this Notice)

The following permanent speed restriction warning indicators (Rule Book Appendix 2.2) associated with this new 40 mph speed restriction will be provided, together with AWS track equipment :-

Up direction

An indicator will be provided 300 yards before reaching signal M502.

Down direction

An indicator will be provided 300 yards before reaching signal M513.

(12)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTSTRATHCLYDE MANNING ARRANGEMENT

The Strathclyde Manning Arrangement has been extended to cover the following additional lines of route :-

Dalmuir-Finnieston via Yoker and Singer lines
Westerton Jn to Milngavie
Finnieston-Motherwell via Hamilton and Bellshill lines
Motherwell-Coatbridge (including Mossend North, East and West Curves)
Motherwell-Lanark and Carstairs (including Wishaw Connecting line)
Glasgow Central-Newton direct (WCML)
Uddingston Jn-Law Jn
Larkfield Jn/Muirhouse C Jn-Shields Jn (via Terminus Jn)

ALL INSTRUCTIONS ASSOCIATED WITH THE STRATHCLYDE MANNING
ARRANGEMENT APPLY ON THE ADDITIONAL LINES OF ROUTE CONCERNED

In this connection viewing aids in the form of mirrors and CCTV monitors have been provided on the platforms of certain stations on the above mentioned lines of route.

Where platforms are straight, or when a curve is advantageous to driver viewing, viewing aids are not provided.

Drivers should note that where necessary 3/6 car stop boards have been repositioned or removed.

(10)

BETWEEN THORNTON NORTH JN, THORNTON WEST JN AND THORNTON SOUTH JN - A new passenger station named "Glenrothes with Thornton" with two side platforms has been opened at 0m 1410 yards between Thornton West Jn and Thornton North Jn, and at 34m 1630 yards between Thornton South Jn and Thornton West Jn.

2 and 4 car stop markers have been provided on each platform for each direction.

(10)

SECTION DGENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

WORKING MANUAL FOR RAIL STAFFPART 2 (GREEN PAGES) (DATED AUG 1991)Page D12

Clause D2/3 - Amend the entry "Blackfriars to Farringdon"
to read:- "Canterbury Road Junction/Cambria Junction
to Farringdon"

(MOF/PG/49/2) (11/4/92)

PART 6 (WHITE PAGES) (DATED FEB 1991)Page C13, (11) Cripple Codes

Add the following :-

"O - 14 days overdue PPM, en route to or at Repair Point".
"U - "Green" carded wagon to go for VIBT".

(MOF/PG/49/6) (11/4/92)

Section F"PREPARATION AND WORKING OF FREIGHTLINER TRAINS""ADDITIONAL INSTRUCTIONS - "

"Commencing on June 1st 1992, Freightliner Trains will be provided with a Train List, see following example.

The Train List is very similar to those produced for conventional Freight Trains and unlike the present data available for Freightliner Trains will contain detailed information on the formation of the train.

The main changes which will apply from June 1st 1992 can be summarised as follows:-

- Brake force will be calculated in accordance with White Pages Table E1, therefore....
amend....

(PRIVATE and not for publication)

BR31015

SCOTRAIL

NO.10

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 30 MAY 1992

to

FRIDAY 5 JUNE 1992

INCLUSIVE

WON10-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

* * STRATHCLYDE MANNING ARRANGEMENT

The Strathclyde Manning Arrangement has been extended to cover the following additional lines of route :-

Dalmuir-Finnieston via Yoker and Singer lines
Westerton Jn to Milngavie
Finnieston-Motherwell via Hamilton and Bellshill lines
Motherwell-Coatbridge (including Mossend North, East and West Curves)
Motherwell-Lanark and Carstairs (including Wishaw Connecting line)
Glasgow Central Newton direct (WCML)
Uddingston Jn-Law Jn
Larkfield Jn/Muirhouse C Jn-Shields Jn (via Terminus Jn)

ALL INSTRUCTIONS ASSOCIATED WITH THE STRATHCLYDE MANNING ARRANGEMENT APPLY ON THE ADDITIONAL LINES OF ROUTE CONCERNED

In this connection viewing aids in the form of mirrors and CCTV monitors have been provided on the platforms of certain stations on the above mentioned lines of route.

Where platforms are straight, or when a curve is advantageous to driver viewing, viewing aids are not provided.

Drivers should note that where necessary 3/6 car stop boards have been repositioned or removed.

(10)

MIDCALDER JN - Down Midcalder line ground position light Signal EJ982 has been repositioned 10 yards farther from Midcalder Jn, application unaltered.

(12)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN WISHAW CENTRAL JN AND HOLYTOWN JN - A new permanent speed restriction of 40 mph on the Up and Down lines, between 88m 250 yards and 88m 650 yards has been introduced.

(See Section D of this Notice)

The following permanent speed restriction warning indicators (Rule Book Appendix 2.2) associated with this new 40 mph speed restriction have been provided, together with AWS track equipment :-

Up direction

An indicator has been provided 300 yards before reaching signal M502.

Down direction

An indicator has been provided 300 yards before reaching signal M513.

(12)

GARNQUEEN NORTH - The height of the signal arm of the Down main home signal has been lowered to be 18 feet above rail level.

(12)

EDINBURGH WAVERLEY - PLATFORM 20 - Until further notice Platform 20 must only be used for services to and from North Berwick.

The operational length of this platform has been reduced to 100 yards and stop boards have been erected at either end of the length of operational platform as follows :-

East Bound Trains

A 2, 3 & 4 car stop board has been positioned on the wall to the left of the Driver in direction of travel, 245 yards on the approach side to Signal E448.

West Bound Trains

A 2, 3 & 4 car stop board has been positioned on the lamp standard on the platform to the left of the Driver in direction of travel, 51 yards on the approach side to Signal E465.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform, and must ensure that they bring their trains to a stand at the appropriate board.

(11)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* *BETWEEN THORNTON NORTH JN, THORNTON WEST JN AND THORNTON SOUTH JN - A new passenger station named "Glenrothes with Thornton" with two side platforms has been opened at 0m 1410 yards between Thornton West Jn and Thornton North Jn, and at 34m 1630 yards between Thornton South Jn and Thornton West Jn.

2 and 4 car stop markers have been provided on each platform for each direction. (10)

=====

Room 523

(1)

SCOTRAIL[≠]

NO.11

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 6 JUNE 1992

to

FRIDAY 12 JUNE 1992

INCLUSIVE

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 8 JUNE - BETWEEN GIRVAN AND DUNRAGIT - The maximum permissible speeds of 55 mph BETWEEN 0¼ MP AT GIRVAN AND 8½ MP and of 60 mph BETWEEN 8½ MP AND 23½ MP will be Altered to become 55 mph BETWEEN 0¼ MP AT GIRVAN AND 8M 1250 YARDS and 60 mph BETWEEN 8M 1250 YARDS AND 23½ MP, all on the Up and Down lines.

The permanent speed restriction of 40 mph on the Up and Down lines between 7m 1630 yards and 8m 1250 yards will No Longer Apply.

(See Section D of this Notice)

(14)

DETAILS OF WORK ALREADY CARRIED OUT

MIDCALDER JN - Down Midcalder line ground position light Signal EJ982 has been repositioned 10 yards farther from Midcalder Jn, application unaltered.

(12)

BETWEEN WISHAW CENTRAL JN AND HOLYTOWN JN - A new permanent speed restriction of 40 mph on the Up and Down lines, between 88m 250 yards and 88m 650 yards has been introduced.

(See Section D of this Notice)

The following permanent speed restriction warning indicators (Rule Book Appendix 2.2) associated with this new 40 mph speed restriction have been provided, together with AWS track equipment :-

Up direction

An indicator has been provided 300 yards before reaching signal M502.

Down direction

An indicator has been provided 300 yards before reaching signal M513.

(12)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

GARNQUEEN NORTH - The height of the signal arm of the Down main home signal has been lowered to be 18 feet above rail level.

(12)

- ** EDINBURGH WAVERLEY - PLATFORM 20 - Until further notice Platform 20 must only
* be used for services to and from North Berwick.

The operational length of this platform has been reduced to 100 yards and stop boards have been erected at either end of the length of operational platform as follows :-

East Bound Trains

A 2, 3 & 4 car stop board has been positioned on the wall to the left of the Driver in direction of travel, 245 yards on the approach side to Signal E448.

West Bound Trains

A 2, 3 & 4 car stop board has been positioned on the lamp standard on the platform to the left of the Driver in direction of travel, 51 yards on the approach side to Signal E465.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform, and must ensure that they bring their trains to a stand at the appropriate board.

(11)

MOVEMENTS MGR

(1)

Room 323

SCOTRAIL[≠]

NO.12

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 13 JUNE 1992

to

FRIDAY 19 JUNE 1992

INCLUSIVE

WON12-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 14 JUNE - AYR HARBOUR - The spring points connection between the Harbour line and the Docks lines (Nos.1-4 loops) will become hand points and Nos.1-4 loops converted to two-way working. The ground frame controlled elevated position light signal controlling movements from Nos.1 and 2 loops will be repositioned 50 yards nearer Falkland Yard, at the connection between the Harbour line and the Docks lines and will control all movements from Nos.1-4 loops.

(15)

SUNDAY 14 JUNE - HOY LEVEL CROSSING (AOCL) - A driver's plunger will be provided in a lockfast cabinet (222 key) immediately on the approach side of the driver's white light, for both Up and Down directions.

(15)

FRIDAY 19 JUNE - AIRDRIE - The connection to the S&T siding, previously secured out of use, will be reinstated, controlled from a new 1 lever ground frame released by an Annett's Key kept in a lockfast cabinet adjacent to the ground frame.

(15)

DETAILS OF WORK ALREADY CARRIED OUT

- * * MIDCALDER JN - Down Midcalder line ground position light Signal EJ982 has been repositioned 10 yards farther from Midcalder Jn, application unaltered.

(12)

- * * BETWEEN WISHAW CENTRAL JN AND HOLYTOWN JN - A new permanent speed restriction of 40 mph on the Up and Down lines, between 8m 250 yards and 8m 650 yards has been introduced.

(See Section D of this Notice)

The following permanent speed restriction warning indicators (Rule Book Appendix 2.2) associated with this new 40 mph speed restriction have been provided, together with AWS track equipment :-

Up direction

An indicator has been provided 300 yards before reaching signal M502.

Down direction

An indicator has been provided 300 yards before reaching signal M513.

(12)

WON12-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN GIRVAN AND DUNRAGIT - The maximum permissible speeds of 55 mph BETWEEN 0% MP AT GIRVAN AND 8% MP and of 60 mph BETWEEN 8% MP AND 23% MP have been Altered to become 55 mph BETWEEN 0% MP AT GIRVAN AND 8m 1250 YARDS and 60 mph BETWEEN 8m 1250 YARDS AND 23% MP, all on the Up and Down lines.

The permanent speed restriction of 40 mph on the Up and Down lines between 7m 1630 yards and 8m 1250 yards No Longer Applies.

(See Section D of this Notice)

(14)

- * * GARNQUEEN NORTH - The height of the signal arm of the Down main home signal has been lowered to be 18 feet above rail level.

(12)

G. WALLACE

(PRIVATE and not for publication)

MOVEMENTS MGR
Room 323

BR31015

(1)

A

SCOTRAIL[≠]

NO.13

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 20 JUNE 1992

to

FRIDAY 26 JUNE 1992

INCLUSIVE

WON13-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 21 JUNE - WATTEN LEVEL CROSSING (AOCL) - A driver's plunger will be provided in a lockfast cabinet (222 key) immediately on the approach side of the driver's white light, for both Up and Down directions.

(16)

MONDAY 22 JUNE - GRANGEMOUTH JUNCTION - The existing 50 mph permanent speed restriction on the Up and Down main lines, between 23 miles 1340 yards and 23 miles 1600 yards will be altered to be 30 mph.

The existing 10 mph permanent speed restriction indicator for the Down main line restriction 10 mph, Through Jn to Grangemouth will be located on the same post as the Down main line 30 mph permanent speed restriction indicator.

(See Section D of this Notice)

Associated permanent speed restriction warning indicators (Rule Book, Appendix 2, page 2.2) for the above 30 mph restriction will be provided as follows :-

Up main line - at Grangemouth Jn Up main distant signal
Down main line - 850 yards before reaching Down main section signal.

(16)

DETAILS OF WORK ALREADY CARRIED OUT

AYR HARBOUR - The spring points connection between the Harbour line and the Docks Lines (Nos.1-4 loops) has become hand points and Nos.1-4 loops converted to two-way working. The ground frame controlled elevated position light signal controlling movements from Nos.1 and 2 loops has been repositioned 50 yards nearer Falkland Yard, at the connection between the Harbour line and the Docks lines and controls all movements from Nos.1-4 loops.

(15)

BETWEEN GIRVAN AND DUNRAGIT - The maximum permissible speeds of 55 mph BETWEEN 0¼ MP AT GIRVAN AND 8½ MP and of 60 mph BETWEEN 8½ MP AND 23¾ MP have been Altered to become 55 mph BETWEEN 0¼ MP AT GIRVAN AND 8M 1250 YARDS and 60 mph BETWEEN 8M 1250 YARDS AND 23¾ MP, all on the Up and Down lines.

The permanent speed restriction of 40 mph on the Up and Down lines between 7m 1630 yards and 8m 1250 yards No Longer Applies.

(See Section D of this Notice)

(14)

WON13-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

AIRDRIE - The connection to the S&T siding, previously secured out of use, has been reinstated, controlled from a new 1 lever ground frame released by an Annett's Key kept in a lockfast cabinet adjacent to the ground frame.

(15)

HOY LEVEL CROSSING (AOCL) - A driver's plunger has been provided in a lockfast cabinet (222 key) immediately on the approach side of the driver's white light, for both Up and Down directions.

(15)

A.M.

Book 323

(1)

SCOTRAIL[®]

NO.14

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 27 JUNE 1992

to

FRIDAY 3 JULY 1992

INCLUSIVE

R, SCOTRAIL

WON14-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 28 JUNE - HALKIRK LEVEL CROSSING (AOCL) - A driver's plunger will be provided in a lockfast cabinet (222 key) immediately on the approach side to the driver's white light, for both Up and Down directions.

(17)

DETAILS OF WORK ALREADY CARRIED OUT

AYR HARBOUR - The spring points connection between the Harbour line and the Docks lines (Nos.1-4 loops) has become hand points and Nos.1-4 loops converted to two-way working. The ground frame controlled elevated position light signal controlling movements from Nos.1 and 2 loops has been repositioned 50 yards nearer Falkland Yard, at the connection between the Harbour line and the Docks lines and controls all movements from Nos.1-4 loops.

(15)

- * * BETWEEN GIRVAN AND DUNRAGIT - The maximum permissible speeds of 55 mph BETWEEN 0¼ MP AT GIRVAN AND 8½ MP and of 60 mph BETWEEN 8½ MP AND 23½ MP have been Altered to become 55 mph BETWEEN 0¼ MP AT GIRVAN AND 8M 1250 YARDS and 60 mph BETWEEN 8M 1250 YARDS AND 23½ MP, all on the Up and Down lines.

The permanent speed restriction of 40 mph on the Up and Down lines between 7m 1630 yards and 8m 1250 yards No Longer Applies.

(See Section D of this Notice)

(14)

GRANGEMOUTH JUNCTION - The existing 50 mph permanent speed restriction on the Up and Down main lines, between 23 miles 1340 yards and 23 miles 1600 yards has been altered to be 30 mph.

The existing 10 mph permanent speed restriction indicator for the Down main line restriction 10 mph, Through Jn to Grangemouth has been located on the same post as the Down main line 30 mph permanent speed restriction indicator.

(See Section D of this Notice)

Associated permanent speed restriction warning indicators (Rule Book, Appendix 2, page 2.2) for the above 30 mph restriction have been provided as follows :-

Up main line - at Grangemouth Jn Up main distant signal
Down main line - 850 yards before reaching Down main section signal.

(16)

WON14-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

AIRDRIE - The connection to the S&T siding, previously secured out of use, has been reinstated, controlled from a new 1 lever ground frame released by an Annett's Key kept in a lockfast cabinet adjacent to the ground frame.

(15)

HOY LEVEL CROSSING (AOCL) - A driver's plunger has been provided in a lockfast cabinet (222 key) immediately on the approach side to the driver's white light, for both Up and Down directions.

(15)

WATTEN LEVEL CROSSING (AOCL) - A driver's plunger has been provided in a lockfast cabinet (222 key) immediately on the approach side to the driver's white light, for both Up and Down directions.

(16)

(PRIVATE and not for publication)

BR31015



SCOTRAIL 

NO.15

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 4 JULY 1992

to

FRIDAY 10 JULY 1992

INCLUSIVE

WON15-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 6 JULY - BETWEEN WHIFFLET NORTH JN AND ROSEHALL JN - Additional permanent speed restrictions of 20mph on the Down line between 0m 550 yards and 0m 750 yards and 20mph on the Up line between 0m 750 yards and 0m 100 yards will be provided.

(See Section D of this Notice)

(18)

DETAILS OF WORK ALREADY CARRIED OUT

** AYR HARBOUR - The spring points connection between the Harbour line and the Docks lines (Nos.1-4 loops) has become hand points and Nos.1-4 loops converted to two-way working. The ground frame controlled elevated position light signal controlling movements from Nos.1 and 2 loops has been repositioned 50 yards nearer Falkland Yard, at the connection between the Harbour line and the Docks lines and controls all movements from Nos.1-4 loops.

(15)

GRANGEMOUTH JUNCTION - The existing 50 mph permanent speed restriction on the Up and Down main lines, between 23 miles 1340 yards and 23 miles 1600 yards has been altered to be 30 mph.

The existing 10 mph permanent speed restriction indicator for the Down main line restriction 10 mph, Through Jn to Grangemouth has been located on the same post as the Down main line 30 mph permanent speed restriction indicator.

(See Section D of this Notice)

Associated permanent speed restriction warning indicators (Rule Book, Appendix 2, page 2.2) for the above 30 mph restriction have been provided as follows :-

Up main line - at Grangemouth Jn Up main distant signal
Down main line - 850 yards before reaching Down main section signal.

(16)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

* * AIRDRIE - The connection to the S&T siding, previously secured out of use, has been reinstated, controlled from a new 1 lever ground frame released by an Annett's Key kept in a lockfast cabinet adjacent to the ground frame. (15)

HALKIRK LEVEL CROSSING (AOCL) - A driver's plunger has been provided in a lockfast cabinet (222 key) immediately on the approach side to the driver's white light, for both Up and Down directions. (17)

* * HOY LEVEL CROSSING (AOCL) - A driver's plunger has been provided in a lockfast cabinet (222 key) immediately on the approach side to the driver's white light, for both Up and Down directions. (15)

WATTEN LEVEL CROSSING (AOCL) - A driver's plunger has been provided in a lockfast cabinet (222 key) immediately on the approach side to the driver's white light, for both Up and Down directions. (16)

SECTION DGENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

WORKING MANUAL FOR RAIL STAFFPART 6 (WHITE PAGES)SECTION D

Page D21

Clause D9/8

(PON11D, page 21 refers)

Amend wagon numbers as follows:-

605001 - 605027
 606001 - 606018
 607001 - 607140
 608001 - 608560
 910067
 910077
 910305
 910434
 901460
 910533
 910540
 910564
 910574
 910578

(MT28/100D) Amended (13/6/92)

SECTION H/1 (DATED FEB 1991)FREIGHTLINER TRAINS

H109 - H111 4S81 SUN Pengam-Coatbridge -

Amend train title.

4S81 SUN Pengam-Mossend NY.

(Further amendment to that dated 11 5 92)
PON 11D, page 31 refers

4S59 SUN Southampton-Coatbridge

(TFG/1/907) (6/7/92)

(PRIVATE and not for publication)

MOVEMENTS MGR

BR31015

(1)

Route 323

SCOTRAIL[≠]

NO.16

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 11 JULY 1992

to

FRIDAY 17 JULY 1992

INCLUSIVE

WON16-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN GIRVAN AND BARRHILL - The trainmen's emergency telephone, provided at 8m 620 yards, at the location of the former Pinwherry box, has been repositioned to be on left of drivers of Down direction trains, mileage unaltered.

(18)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 12 JULY - KINBRACE LEVEL CROSSING (AOCL) - A driver's plunger will be provided in a lockfast cabinet (222 key), positioned as follows :-

Up direction - immediately on the approach side to the driver's white light.

Down direction - at the Forsinard end of the station platform.

(19)

MONDAY 13 JULY - TWEEDMOUTH GOODS YARD - The connection leading to the goods yard sidings at approximately 65m 45ch, will be clamped out of use pending recovery of the track.

The siding adjacent to No. 3 Reception Line will be retained for Departmental use.

(19)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN WHIFFLET NORTH JN AND ROSEHALL JN - Additional permanent speed restrictions of 20mph on the Down line between 0m 550 yards and 0m 750 yards and 20mph on the Up line between 0m 750 yards and 0m 100 yards have been provided.

(See Section D of this Notice)

(18)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

- * * GRANGEMOUTH JUNCTION - The existing 50 mph permanent speed restriction on the Up and Down main lines, between 23 miles 1340 yards and 23 miles 1600 yards has been altered to be 30 mph.

The existing 10 mph permanent speed restriction indicator for the Down main line restriction 10 mph, Through Jn to Grangemouth has been located on the same post as the Down main line 30 mph permanent speed restriction indicator.

(See Section D of this Notice)

Associated permanent speed restriction warning indicators (Rule Book, Appendix 2, page 2.2) for the above 30 mph restriction have been provided as follows :-

Up main line - at Grangemouth Jn Up main distant signal
Down main line - 850 yards before reaching Down main section signal. (16)

HALKIRK LEVEL CROSSING (AOCL) - A driver's plunger has been provided in a lockfast cabinet (222 key) immediately on the approach side to the driver's white light, for both Up and Down directions. (17)

* * WATTEN LEVEL CROSSING (AOCL) - A driver's plunger has been provided in a lockfast cabinet (222 key) immediately on the approach side to the driver's white light, for both Up and Down directions. (16)

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NOTICE

TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 18 JULY 1992

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SCOTRAIL

NO.17

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 18 JULY 1992

to

FRIDAY 24 JULY 1992

INCLUSIVE

WON17-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN GIRVAN AND BARRHILL - The trainmen's emergency telephone, provided at 8m 620 yards, at the location of the former Pinwherry box, has been repositioned to be on left of drivers of Down direction trains, mileage unaltered.

(18)

BETWEEN WHIFFLET NORTH JN AND ROSEHALL JN - Additional permanent speed restrictions of 20mph on the Down line between 0m 550 yards and 0m 750 yards and 20mph on the Up line between 0m 750 yards and 0m 100 yards have been provided.

(See Section D of this Notice)

(18)

** HALKIRK LEVEL CROSSING (AOCL) - A driver's plunger has been provided in a lockfast cabinet (222 key) immediately on the approach side to the driver's white light, for both Up and Down directions.

(17)

KINBRACE LEVEL CROSSING (AOCL) - A driver's plunger has been provided in a lockfast cabinet (222 key), positioned as follows :-

Up direction - immediately on the approach side to the driver's white light.

Down direction - at the Forsnard end of the station platform.

(19)

TWEEDMOUTH GOODS YARD - The connection leading to the goods yard sidings at approximately 65m 45ch, has been clamped out of use pending recovery of the track.

The siding adjacent to No. 3 Reception Line has been retained for Departmental use.

(19)

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Regulations
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and Driven
or run at to
exhibited

GENERAL INSTRUCTIONS

SIGNALLING AND PERMANENT WAY ALTERATIONS

TEMPORARY ENGINEERING WORKS

TEMPORARY SPEED RESTRICTIONS

NOTICE

SCOTRAIL

NO.18

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 25 JULY 1992
to
FRIDAY 31 JULY 1992
INCLUSIVE

WON18-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

** BETWEEN GIRVAN AND BARRHILL - The trainmen's emergency telephone, provided at 8m 620 yards, at the location of the former Pinwherry box, has been repositioned to be on left of drivers of Down direction trains, mileage unaltered. (18)

** BETWEEN WHIFFLET NORTH JN AND ROSEHALL JN - Additional permanent speed restrictions of 20mph on the Down line between 0m 550 yards and 0m 750 yards and 20mph on the Up line between 0m 750 yards and 0m 100 yards have been provided. (See Section D of this Notice) (18)

KINBRACE LEVEL CROSSING (AOCL) - A driver's plunger has been provided in a lockfast cabinet (222 key), positioned as follows :-

Up direction - immediately on the approach side to the driver's white light.

Down direction - at the Forsinard end of the station platform. (19)

TWEEDMOUTH GOODS YARD - The connection leading to the goods yard sidings at approximately 65m 45ch, has been clamped out of use pending recovery of the track.

The siding adjacent to No. 3 Reception Line has been retained for Departmental use. (19)

(PRIVATE and not for publication)

MOVEMENTS MGR
Room 313

BR31015

(1)

All.

SCOTRAIL \neq

NO.19

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 1 AUGUST 1992

to

FRIDAY 7 AUGUST 1992

INCLUSIVE

WON19-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 2 AUGUST - BETWEEN CROOKSTON AND MOSSPARK - A new connection, facing to drivers of Up direction trains, will be installed at 4 miles 700 yards, secured out of use until further notice.

(22)

SUNDAY 2 AUGUST - COWLAIRS - Numbers 3, 5, 6 and 7 Down sidings will be secured out of use leaving number 4 siding as the only siding available. A buffer stop will be erected on the rounding loop 110 yards before reaching signal C348 to prevent train movements, which may enter the rounding loop from either end, conflicting with each other. All connections on the rounding loop and the carriage headshunt will be secured for movements along the rounding loop and carriage headshunt.

Should trains require to stable in either part of the rounding loop or in number 4 siding this must be confined to daylight hours and stabled trains must remain manned at all times.

(22)

MONDAY 3 AUGUST - POLMONT STATION - The Up platform will be temporarily shortened by 19 yards at the Glasgow end.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

NOTE : In the event of a Class 15X Series DMU booked to call at Polmont Up platform exceeding the available platform length the provisions of the instruction 'CLASS 15X SERIES DMU's - TRAINS EXCEEDING PLATFORM LENGTH' in PON 190, (page 111) apply.

(22)

MONDAY 3 AUGUST - NRN DRIVER/SHORE RADIO SYSTEM - From 00 01 hours, that portion of the radio system previously advised as unavailable will be recommissioned. A new radio zone, 094, will be introduced covering an area comprising, roughly, the east and north of Scotland.

As a result, the undernoted additional channel change boards will be brought into use :

WON19-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 3 AUGUST - NRN DRIVER/SHORE RADIO SYSTEM - continued

<u>Line</u>		<u>Board Identity</u>	<u>Location</u>
Perth-Dundee	(Up)	092	former Errol station, bottom of ramp, Perth end.
	(Down)	094	former Errol station, bottom of ramp, Dundee end.
Perth-Inverness	(Up)	092	between Stanley Jn and Perth, 207 yards after passing O/B 119, at 154½ mp.
	(Down)	094	between Perth and Stanley Jn 207 yards before reaching O/B 119, at 154½ mp.
Ladybank Jn-Hilton Jn	(Up)	094	½ mile on Perth side of junction with main line.
	(Down)	092	" "
Edinburgh (Waverley)-Glasgow Queen St (via Falkirk High)	(Up)	094	Polmont station, bottom of ramp, Edinburgh end.
	(Down)	092	Polmont station bottom of ramp, Glasgow end.
Midcalder Jn-Holytown Jn	(Up)	094	Fauldhouse North station, bottom of ramp, Edinburgh end.
	(Down)	092	Fauldhouse North station, bottom of ramp, Glasgow end.
Carstairs South Jn-Haymarket East Jn	(Up)	092	170 yards on Edinburgh side of 81½ mp at OHL structure GE 12/20 (Cobbinshaw).
	(Down)	094	170 yards on Edinburgh side of 81½ mp at OHL structure GE 12/19 (Cobbinshaw).
Tweedmouth-Edinburgh Waverley	(Down)	094	the existing 092 channel change board will be altered at the same location (vicinity of Berwick).

(22)

WON19-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continued

TUESDAY 4 AUGUST-HEATON TRAIN CARE DEPOT - The Route Indicators associated with CT17 signal will be renewed with a Fibre-Optic Route Indicator.

(22)

DETAILS OF WORK ALREADY CARRIED OUT

* * KINBRACE LEVEL CROSSING (AOCL) - A driver's plunger has been provided in a lockfast cabinet (222 key), positioned as follows :-

Up direction - immediately on the approach side to the driver's white light.

Down direction - at the Forsinard end of the station platform.

(19)

* * TWEEDMOUTH GOODS YARD - The connection leading to the goods yard sidings at approximately 65m 45ch, has been clamped out of use pending recovery of the track.

The siding adjacent to No. 3 Reception Line has been retained for Departmental use.

(19)

2V10KDAV 28 WVI

Regulations
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and Driven
or run at to
exhibited

GENERAL INSTRUCTIONS

SIGNALLING AND PERMANENT WAY ALTERATIONS

TEMPORARY ENGINEERING WORKS

TEMPORARY SPEED RESTRICTIONS

NOTICE

SCOTRAIL

NO.18

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 25 JULY 1992
to
FRIDAY 31 JULY 1992
INCLUSIVE

WON18-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

** BETWEEN GIRVAN AND BARRHILL - The trainmen's emergency telephone, provided at 8m 620 yards, at the location of the former Pinwherry box, has been repositioned to be on left of drivers of Down direction trains, mileage unaltered. (18)

** BETWEEN WHIFFLET NORTH JN AND ROSEHALL JN - Additional permanent speed restrictions of 20mph on the Down line between 0m 550 yards and 0m 750 yards and 20mph on the Up line between 0m 750 yards and 0m 100 yards have been provided. (See Section D of this Notice) (18)

KINBRACE LEVEL CROSSING (AOCL) - A driver's plunger has been provided in a lockfast cabinet (222 key), positioned as follows :-

Up direction - immediately on the approach side to the driver's white light.

Down direction - at the Forsinard end of the station platform. (19)

TWEEDMOUTH GOODS YARD - The connection leading to the goods yard sidings at approximately 65m 45ch, has been clamped out of use pending recovery of the track. The siding adjacent to No. 3 Reception Line has been retained for Departmental use. (19)

(PRIVATE and not for publication)

MOVEMENTS MGR
Room 313

BR31015

(1)

All.

SCOTRAIL \neq

NO.19

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 1 AUGUST 1992

to

FRIDAY 7 AUGUST 1992

INCLUSIVE

WON19-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 2 AUGUST - BETWEEN CROOKSTON AND MOSSPARK - A new connection, facing to drivers of Up direction trains, will be installed at 4 miles 700 yards, secured out of use until further notice.

(22)

SUNDAY 2 AUGUST - COWLAIRS - Numbers 3, 5, 6 and 7 Down sidings will be secured out of use leaving number 4 siding as the only siding available. A buffer stop will be erected on the rounding loop 110 yards before reaching signal C348 to prevent train movements, which may enter the rounding loop from either end, conflicting with each other. All connections on the rounding loop and the carriage headshunt will be secured for movements along the rounding loop and carriage headshunt.

Should trains require to stable in either part of the rounding loop or in number 4 siding this must be confined to daylight hours and stabled trains must remain manned at all times.

(22)

MONDAY 3 AUGUST - POLMONT STATION - The Up platform will be temporarily shortened by 19 yards at the Glasgow end.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

NOTE : In the event of a Class 15X Series DMU booked to call at Polmont Up platform exceeding the available platform length the provisions of the instruction 'CLASS 15X SERIES DMU's - TRAINS EXCEEDING PLATFORM LENGTH' in PON 190, (page 111) apply.

(22)

MONDAY 3 AUGUST - NRN DRIVER/SHORE RADIO SYSTEM - From 00 01 hours, that portion of the radio system previously advised as unavailable will be recommissioned. A new radio zone, 094, will be introduced covering an area comprising, roughly, the east and north of Scotland.

As a result, the undernoted additional channel change boards will be brought into use :

WON19-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 3 AUGUST - NRN DRIVER/SHORE RADIO SYSTEM - continued

<u>Line</u>		<u>Board Identity</u>	<u>Location</u>
Perth-Dundee	(Up)	092	former Errol station, bottom of ramp, Perth end.
	(Down)	094	former Errol station, bottom of ramp, Dundee end.
Perth-Inverness	(Up)	092	between Stanley Jn and Perth, 207 yards after passing O/B 119, at 154½ mp.
	(Down)	094	between Perth and Stanley Jn 207 yards before reaching O/B 119, at 154½ mp.
Ladybank Jn-Hilton Jn	(Up)	094	½ mile on Perth side of junction with main line.
	(Down)	092	" "
Edinburgh (Waverley)-Glasgow Queen St (via Falkirk High)	(Up)	094	Polmont station, bottom of ramp, Edinburgh end.
	(Down)	092	Polmont station bottom of ramp, Glasgow end.
Midcalder Jn-Holytown Jn	(Up)	094	Fauldhouse North station, bottom of ramp, Edinburgh end.
	(Down)	092	Fauldhouse North station, bottom of ramp, Glasgow end.
Carstairs South Jn-Haymarket East Jn	(Up)	092	170 yards on Edinburgh side of 81½ mp at OHL structure GE 12/20 (Cobbinshaw).
	(Down)	094	170 yards on Edinburgh side of 81½ mp at OHL structure GE 12/19 (Cobbinshaw).
Tweedmouth-Edinburgh Waverley	(Down)	094	the existing 092 channel change board will be altered at the same location (vicinity of Berwick).

(22)

WON19-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continued

TUESDAY 4 AUGUST-HEATON TRAIN CARE DEPOT - The Route Indicators associated with CT17 signal will be renewed with a Fibre-Optic Route Indicator.

(22)

DETAILS OF WORK ALREADY CARRIED OUT

* * KINBRACE LEVEL CROSSING (AOCL) - A driver's plunger has been provided in a lockfast cabinet (222 key), positioned as follows :-

Up direction - immediately on the approach side to the driver's white light.

Down direction - at the Forsinard end of the station platform.

(19)

* * TWEEDMOUTH GOODS YARD - The connection leading to the goods yard sidings at approximately 65m 45ch, has been clamped out of use pending recovery of the track.

The siding adjacent to No. 3 Reception Line has been retained for Departmental use.

(19)

(PRIVATE and not for publication)

MOVEMENTS MGR
Room 323
BR31015 (1)

SCOTRAIL

NO.20

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 8 AUGUST 1992

to

FRIDAY 14 AUGUST 1992

INCLUSIVE

WON20-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BEAL

Connections from the Down Main to the Down Sidings at Beal (5188 points at 59m 37ch) have been secured out of use pending replacement.

(22)

BETWEEN BARTON & BROUGHTON NORTH AND BROOK LC (R/G) (FOOTPATH)

Whistle boards have been provided in both directions 540 yards before reaching St Heller's Place Footpath Level Crossing (5 miles 36 chains).

(21)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 8 AUGUST - POLMONT STATION - The portion of the Up platform previously put out of use at the Glasgow end will be reinstated.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

(23)

SUNDAY 9 AUGUST - BETWEEN MOSSPARK AND CROOKSTON - A new connection, facing to drivers of Down direction trains, will be installed at 3 miles 1630 yards, secured out of use until further notice.

(23)

SUNDAY 9 AUGUST - CARNFORTH SOUTH JN - The ground-mounted search-light type main signals with position-light signals beneath (PN.278 and PN.277) situated at the south end of the "Up & Down" goods No.1 and "Up & Down" goods No.2 loops respectively will be renewed in the same position as ground-mounted short-range 3-aspect main signals with adjacent position-light signals. The top (red) main aspect will be approximately 2 feet above rail level.

(23)

(PRIVATE and not for publication)

MOVEMENTS MGR
Room 323
BR31015 (1)

SCOTRAIL

NO.20

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 8 AUGUST 1992

to

FRIDAY 14 AUGUST 1992

INCLUSIVE

WON20-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BEAL

Connections from the Down Main to the Down Sidings at Beal (5188 points at 59m 37ch) have been secured out of use pending replacement.

(22)

BETWEEN BARTON & BROUGHTON NORTH AND BROOK LC (R/G) (FOOTPATH)

Whistle boards have been provided in both directions 540 yards before reaching St Heller's Place Footpath Level Crossing (5 miles 36 chains).

(21)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 8 AUGUST - POLMONT STATION - The portion of the Up platform previously put out of use at the Glasgow end will be reinstated.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

(23)

SUNDAY 9 AUGUST - BETWEEN MOSSPARK AND CROOKSTON - A new connection, facing to drivers of Down direction trains, will be installed at 3 miles 1630 yards, secured out of use until further notice.

(23)

SUNDAY 9 AUGUST - CARNFORTH SOUTH JN - The ground-mounted search-light type main signals with position-light signals beneath (PN.278 and PN.277) situated at the south end of the "Up & Down" goods No.1 and "Up & Down" goods No.2 loops respectively will be renewed in the same position as ground-mounted short-range 3-aspect main signals with adjacent position-light signals. The top (red) main aspect will be approximately 2 feet above rail level.

(23)

WON20-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CROOKSTON AND MOSSPARK - A new connection, facing to drivers of Up direction trains, has been installed at 4 miles 700 yards, secured out of use until further notice.

(22)

COWLAIRS - Numbers 3, 5, 6 and 7 Down sidings have been secured out of use leaving number 4 siding as the only siding available. A buffer stop has been erected on the rounding loop 110 yards before reaching signal C34B to prevent train movements, which may enter the rounding loop from either end, conflicting with each other. All connections on the rounding loop and the carriage headshunt have been secured for movements along the rounding loop and carriage headshunt.

Should trains require to stable in either part of the rounding loop or in number 4 siding this must be confined to daylight hours and stabled trains must remain manned at all times.

(22)

* * POLMONT STATION - UNTIL SATURDAY 8 AUGUST - The Up platform has been temporarily shortened by 19 yards at the Glasgow end.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

NOTE : In the event of a Class 15X Series DMU booked to call at Polmont Up platform exceeding the available platform length the provisions of the instruction 'CLASS 15X SERIES DMU'S - TRAINS EXCEEDING PLATFORM LENGTH' in POM 19D, (page 111) apply.

(Amended)(20)

NRN DRIVER/ShORE RADIO SYSTEM - A new radio zone, 094, has been introduced covering an area comprising, roughly, the east and north of Scotland.

As a result, the undernoted additional channel change boards have been brought into use :

WON20-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedNRN DRIVER/ShORE RADIO SYSTEM - continued

<u>Line</u>		<u>Board Identity</u>	<u>Location</u>
Perth-Dundee	(Up)	092	former Errol station, bottom of ramp, Perth end.
	(Down)	094	former Errol station, bottom of ramp, Dundee end.
Perth-Inverness	(Up)	092	between Stanley Jn and Perth, 207 yards after passing O/B 119, at 154½ mp.
	(Down)	094	between Perth and Stanley Jn 207 yards before reaching O/B 119, at 154½ mp.
Ladybank Jn-Hilton Jn	(Up)	094	½ mile on Perth side of junction with main line.
	(Down)	092	" "
Edinburgh (Waverley)-Glasgow Queen St (via Falkirk High)	(Up)	094	Polmont station, bottom of ramp, Edinburgh end.
	(Down)	092	Polmont station bottom of ramp, Glasgow end.
Midcalder Jn-Holytown Jn	(Up)	094	Fauldhouse North station, bottom of ramp, Edinburgh end.
	(Down)	092	Fauldhouse North station, bottom of ramp, Glasgow end.
Carstairs South Jn-Haymarket East Jn	(Up)	092	170 yards on Edinburgh side of 81½ mp at OHL structure GE 12/20 (Cobbinshaw).
	(Down)	094	170 yards on Edinburgh side of 81½ mp at OHL structure GE 12/19 (Cobbinshaw).
Tweedmouth-Edinburgh Waverley	(Down)	094	the existing 092 channel change board will be altered at the same location (vicinity of Berwick).

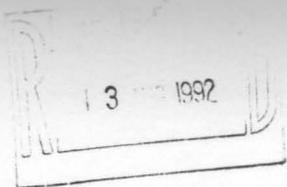
(22)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

HEATON TRAIN CARE DEPOT - The Route Indicators associated with CT17 signal have been renewed with a Fibre-Optic Route Indicator.

(22)



SCOTRAIL[≠]

NO.21

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 15 AUGUST 1992

to

FRIDAY 21 AUGUST 1992

INCLUSIVE

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN MOSSPARK AND CROOKSTON - A new connection, facing to drivers of Down direction trains, has been installed at 3 miles 1630 yards, secured out of use until further notice.

(23)

BETWEEN CROOKSTON AND MOSSPARK - A new connection, facing to drivers of Up direction trains, has been installed at 4 miles 700 yards, secured out of use until further notice.

(22)

POLMONT STATION - The portion of the Up platform previously put out of use at the Glasgow end has been reinstated.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

(23)

COWLAIRS - Numbers 3, 5, 6 and 7 Down sidings have been secured out of use leaving number 4 siding as the only siding available. A buffer stop has been erected on the rounding loop 110 yards before reaching signal C34B to prevent train movements, which may enter the rounding loop from either end, conflicting with each other. All connections on the rounding loop and the carriage headshunt have been secured for movements along the rounding loop and carriage headshunt.

Should trains require to stable in either part of the rounding loop or in number 4 siding this must be confined to daylight hours and stabled trains must remain manned at all times.

(22)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

NRN DRIVER/ShORE RADIO SYSTEM - A new radio zone, 094, has been introduced covering an area comprising, roughly, the east and north of Scotland.

As a result, the undernoted additional channel change boards have been brought into use :

Line		Board Identity	Location
Perth-Dundee	(Up)	092	former Errol station, bottom of ramp, Perth end.
	(Down)	094	former Errol station, bottom of ramp, Dundee end.
Perth-Inverness	(Up)	092	between Stanley Jn and Perth, 207 yards after passing O/B 119, at 154½ mp.
	(Down)	094	between Perth and Stanley Jn 207 yards before reaching O/B 119, at 154½ mp.
Ladybank Jn-Hilton Jn	(Up)	094	½ mile on Perth side of junction with main line.
	(Down)	092	" "
Edinburgh (Waverley)-Glasgow Queen St (via Falkirk High)	(Up)	094	Polmont station, bottom of ramp, Edinburgh end.
	(Down)	092	Polmont station bottom of ramp, Glasgow end.
Midcalder Jn-Holytown Jn	(Up)	094	Fauldhouse North station, bottom of ramp, Edinburgh end.
	(Down)	092	Fauldhouse North station, bottom of ramp, Glasgow end.
Carstairs South Jn-Haymarket East Jn	(Up)	092	170 yards on Edinburgh side of 81½ mp at OHL structure GE 12/20 (Cobbinshaw).
	(Down)	094	170 yards on Edinburgh side of 81½ mp at OHL structure GE 12/19 (Cobbinshaw).

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedNRN DRIVER/ShORE RADIO SYSTEM - continued

<u>Line</u>		<u>Board Identity</u>	<u>Location</u>
Tweedmouth-Edinburgh Waverley	(Down)	094	the existing 092 channel change board will be altered at the same location (vicinity of Berwick).

(22)

HEATON TRAIN CARE DEPOT - The Route Indicators associated with CT17 signal have been renewed with a Fibre-Optic Route Indicator.

(22)

BEAL

Connections from the Down Main to the Down Sidings at Beal (5188 points at 59m 37ch) have been secured out of use pending replacement.

(22)

* * BETWEEN BARTON & BROUGHTON NORTH AND BROOK LC (R/G) (FOOTPATH)

*

Whistle boards have been provided in both directions 540 yards before reaching St Heller's Place Footpath Level Crossing (5 miles 36 chains).

(21)

CARNFORTH SOUTH JN - The ground-mounted search-light type main signals with position-light signals beneath (PN.278 and PN.277) situated at the south end of the "Up & Down" goods No.1 and "Up & Down" goods No.2 loops respectively have been renewed in the same position as ground-mounted short-range 3-aspect main signals with adjacent position-light signals. The top (red) main aspect is approximately 2 feet above rail level.

(23)

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NO.22

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 22 AUGUST 1992
to
FRIDAY 28 AUGUST 1992
INCLUSIVE

WON22-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DALZELL STEELWORKS YARD : PROVISION OF SLAB BAY

The arrangements shown on the sketch on page C6 of this notice have been reinstated and are now operational at Dalzell Yard.

The application of position light signals is as shown below.

SIGNAL NO.	ROUTE INDICATION	APPLICATION TO/TOWARDS
M 428	-	Dalzell Yard
M 429	-	Up Goods Loop LOS
M 432	Y	Dalzell Yard
M 432	L	M 442
M 434	-	M 442
M 435	X	Up Goods Loop LOS
M 435	S	Hamilton Sidings
M 437	L	M 429
M 437	Y	Dalzell Yard
M 445	L	M 437

(See Section D of this Notice)

(25)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 23 AUGUST - BETWEEN MOY LOOP AND CULLODEN - An additional differential permanent speed restriction of 20/40 mph in the Up and Down directions will be provided on the single line over UB 289, 103m 890 yards and 103m 970 yards.

(See Section D of this Notice)

In association with this additional speed restriction, a permanent speed restriction warning indicator (Rule Book Appendix 2.2) will be provided for each direction, together with AWS track equipment, as follows :-

WON22-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 23 AUGUST - BETWEEN MOY LOOP AND CULLODEN - continued

Up direction

An indicator will be provided, on left of drivers, 336 yards before reaching Up direction signal AM366R. An AWS Cancelling Indicator will be provided for movements in the Down direction.

Down direction

An indicator will be provided, on right of drivers, 306 yards before reaching Down direction Signal AM363. An AWS Cancelling Indicator will be provided for movements in the Up direction.

(25)

TUESDAY 25TH AUGUST - BETWEEN THORNTONHALL AND BUSBY - The permanent speed restriction of 25 mph in the Up and Down direction on the single line between 4mp and 3m 840 yards will be Altered to be between 4m 200 yards and 3m 840 yards.

(See Section D of this Notice)

(25)

TUESDAY 25 AUGUST - CARDONALD JN - The permanent speed restriction Through Jn and from Deanside of 25 mph on the Up line and 20 mph on the Down line will be Altered to be 20 mph on the Up and Down lines.

(See Section D of this Notice)

(25)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN MOSSPARK AND CROOKSTON - A new connection, facing to drivers of Down direction trains, has been installed at 3 miles 1630 yards, secured out of use until further notice.

(23)

WON22-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN CROOKSTON AND MOSSPARK - A new connection, facing to drivers of Up direction trains, has been installed at 4 miles 700 yards, secured out of use until further notice.

(22)

POLMONT STATION - The portion of the Up platform previously put out of use at the Glasgow end has been reinstated.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

(23)

* * COWLAIRS - Numbers 3, 5, 6 and 7 Down sidings have been secured out of use * leaving number 4 siding as the only siding available. A buffer stop has been erected on the rounding loop 110 yards before reaching signal C34B to prevent train movements, which may enter the rounding loop from either end, conflicting with each other. All connections on the rounding loop and the carriage headshunt have been secured for movements along the rounding loop and carriage headshunt.

Should trains require to stable in either part of the rounding loop or in number 4 siding this must be confined to daylight hours and stabled trains must remain manned at all times.

(22)

* * NRN DRIVER/ShORE RADIO SYSTEM - A new radio zone, 094, has been introduced * covering an area comprising, roughly, the east and north of Scotland.

As a result, the undernoted additional channel change boards have been brought into use :

<u>Line</u>		<u>Board Identity</u>	<u>Location</u>
Perth-Dundee	(Up)	092	former Errol station, bottom of ramp, Perth end.
	(Down)	094	former Errol station, bottom of ramp, Dundee end.
Perth-Inverness	(Up)	092	between Stanley Jn and Perth, 207 yards after passing O/B 119, at 154½ mp.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * NRN DRIVER/SHORE RADIO SYSTEM - continued

<u>Line</u>		<u>Board Identity</u>	<u>Location</u>
	(Down)	094	between Perth and Stanley Jn 207 yards before reaching O/B 119, at 154½ mp.
Ladybank Jn-Hilton Jn	(Up)	094	½ mile on Perth side of junction with main line.
	(Down)	092	" "
Edinburgh (Waverley)- Glasgow Queen St (via Falkirk High)	(Up)	094	Polmont station, bottom of ramp, Edinburgh end.
	(Down)	092	Polmont station bottom of ramp, Glasgow end.
Midcalder Jn-Holytown Jn	(Up)	094	Fauldhouse North station, bottom of ramp, Edinburgh end.
	(Down)	092	Fauldhouse North station, bottom of ramp, Glasgow end.
Carstairs South Jn- Haymarket East Jn	(Up)	092	170 yards on Edinburgh side of 81½ mp at OHL structure GE 12/20 (Cobbinshaw).
	(Down)	094	170 yards on Edinburgh side of 81½ mp at OHL structure GE 12/19 (Cobbinshaw).
Tweedmouth-Edinburgh Waverley	(Down)	094	the existing 092 channel change board will be altered at the same location (vicinity of Berwick).

(22)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

- * * HEATON TRAIN CARE DEPOT - The Route Indicators associated with CT17
* signal have been renewed with a Fibre-Optic Route Indicator.

(22)

* * BEAL

- * Connections from the Down Main to the Down Sidings at Beal (5188 points at 59m 37ch)
have been secured out of use pending replacement.

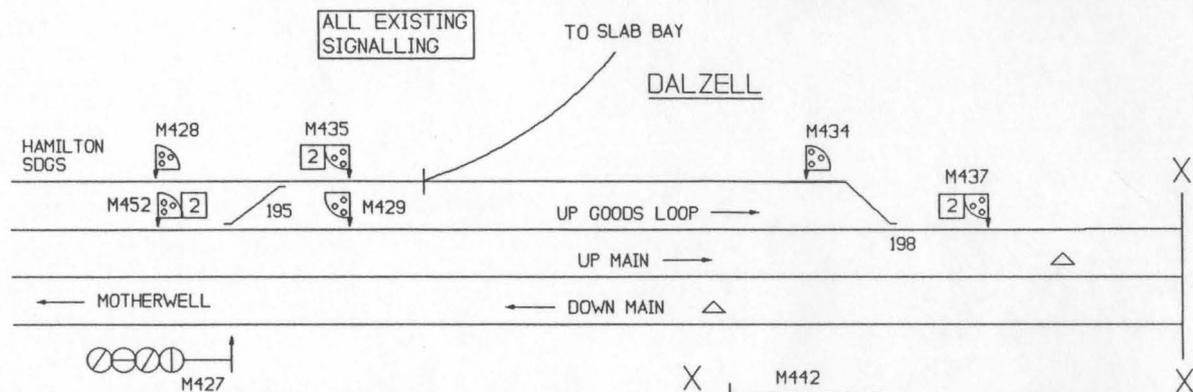
(22)

CARNFORTH SOUTH JN - The ground-mounted search-light type main signals with
position-light signals beneath (PN.278 and PN.277) situated at the south end of
the "Up & Down" goods No.1 and "Up & Down" goods No.2 loops respectively have been
renewed in the same position as ground-mounted short-range 3-aspect main signals
with adjacent position-light signals. The top (red) main aspect is approximately
2 feet above rail level.

(23)

=====

RE-INSTALLMENT OF SIGNAL ROUTES DALZELL - PROVISION OF SLAB BAY



EXPLANATION OF SYMBOLS

MAIN LINE COLOUR LIGHT SIGNALS

- ⊙ Green Aspect
- ⊖ Yellow Aspect
- ⊕ Red Aspect

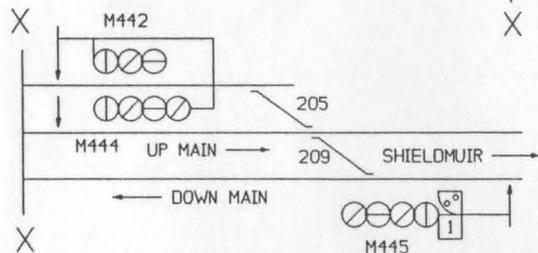
ROUTE INDICATORS

- Stencil Type
- 2 Number Indicates Number of Routes Which Can Be Displayed

POSITION LIGHT SIGNALS

- ⊙ Position Light (Normally Out)
- ⊖ Proceed Aspect
- 2 White Lights at 45°

- ⊖ Ground Mounted Position Light



POINTS

Controlled

Hand

MISCELLANEOUS

△ AWS

Am 323

SCOTRAIL 

NO.23

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 29 AUGUST 1992

to

FRIDAY 4 SEPTEMBER 1992

INCLUSIVE

WON23-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

RAVENS CRAIG NO.4 NEW TIPPLER SIDINGS - All points and signals controlled by BSC, including the Tippler building, have been put out of use. No.1 Arrival line, Nos.5 and 6 Ore lines and the Engine Release road have been secured out of use. All former BSC controlled points have been secured for movements via No.2 Engine Release road, Nos 3 and 4 Flux lines and the Discharge line (via the crossover).

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 31 AUGUST - BETWEEN INSCH AND ALLANFEARN LC (AOCL) - The following Additional permanent speed restrictions will be provided in association with various existing accommodation/occupation level crossings where a telephone is not provided for the user. These restrictions will be specially indicated in Table 'A' of the Sectional Appendix, and Drivers may accelerate as soon as the front of the train is on the crossing concerned.

Between Insch and Kennethmont (Shevock Farm - Dunnydeer - Crossing)

Up line
10 mph between 28m 1500 yards and 28m 1420 yards

Down line
40 mph between 28m 1020 yards and 28m 1420 yards

Between Kennethmont and Gartly LC AHB (Candy Farm Crossing)

Up line
40 mph between 34m 1280 yards and 34m 880 yards

Down line
5 mph between 34m 820 yards and 34m 880 yards

Between Brodie LC (AHB) and Nairn (Easterton Crossing)

Down line
10 mph between 125m 390 yards and 125m 500 yards

Between Nairn and Dalcross LC (AHB) (Easter Glackton No.2 Crossing)

Up line
30 mph between 132m 1750 yards and 132m 1450 yards

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 31 AUGUST - BETWEEN INSCH AND ALLANFEARN LC (AOCL) - continued

Between Dalcross LC (AHB abd Allanfearn LC (AOCL) (Lower Cullernie Crossing)

Up line
30 mph between 140m 300 yards and 140mp

See Section D (Sectional Appendix Table 'A', and introduction to Table 'A') of this Notice

(26)

TUESDAY 1 SEPTEMBER - BETWEEN ULGHAM GRANGE LC AND WIDDRINGTON LC

(Level Crossing No 140 (Private Footpath) at 22m 65ch

The telephones at the above Level Crossing will be taken out of use.

(26)

DETAILS OF WORK ALREADY CARRIED OUTDALZELL STEELWORKS YARD : PROVISION OF SLAB BAY

The arrangements shown on the sketch on page C5 of this notice have been reinstated and are now operational at Dalzell Yard.

The application of position light signals is as shown below.

<u>SIGNAL NO.</u>	<u>ROUTE INDICATION</u>	<u>APPLICATION TO/TOWARDS</u>
M 428	-	Dalzell Yard
M 429	-	Up Goods Loop LOS
M 432	Y	Dalzell Yard
M 432	L	M 442
M 434	-	M 442
M 435	X	Up Goods Loop LOS
M 435	S	Hamilton Sidings

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedDALZELL STEELWORKS YARD : PROVISION OF SLAB BAY - continued

<u>SIGNAL NO.</u>	<u>ROUTE INDICATION</u>	<u>APPLICATION TO/TOWARDS</u>
M 437	L	M 429
M 437	Y	Dalzell Yard
M 445	L	M 437

(See Section D of this Notice)

(25)

BETWEEN THORNTONHALL AND BUSBY - The permanent speed restriction of 25 mph in the Up and Down direction on the single line between 4mp and 3m 840 yards has been Altered to be between 4m 200 yards and 3m 840 yards.

(See Section D of this Notice)

(25)

CARDONALD JN - The permanent speed restriction Through Jn and from Deanside of 25 mph on the Up line and 20 mph on the Down line has been Altered to be 20 mph on the Up and Down lines.

(See Section D of this Notice)

(25)

* * BETWEEN MOSSPARK AND CROOKSTON - A new connection, facing to drivers * of Down direction trains, has been installed at 3 miles 1630 yards, secured out of use until further notice.

(23)

* * POLMONT STATION - The portion of the Up platform previously put out of use at the Glasgow end has been reinstated.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

(23)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN MOY LOOP AND CULLODEN - An additional differential permanent speed restriction of 20/40 mph in the Up and Down directions has been provided on the single line over UB 289, 103m 890 yards and 103m 970 yards.

(See Section D of this Notice)

In association with this additional speed restriction, a permanent speed restriction warning indicator (Rule Book Appendix 2.2) has been provided for each direction, together with AWS track equipment, as follows :-

Up direction

An indicator has been provided, on left of drivers, 336 yards before reaching Up direction signal AM366R. An AWS Cancelling Indicator has been provided for movements in the Down direction.

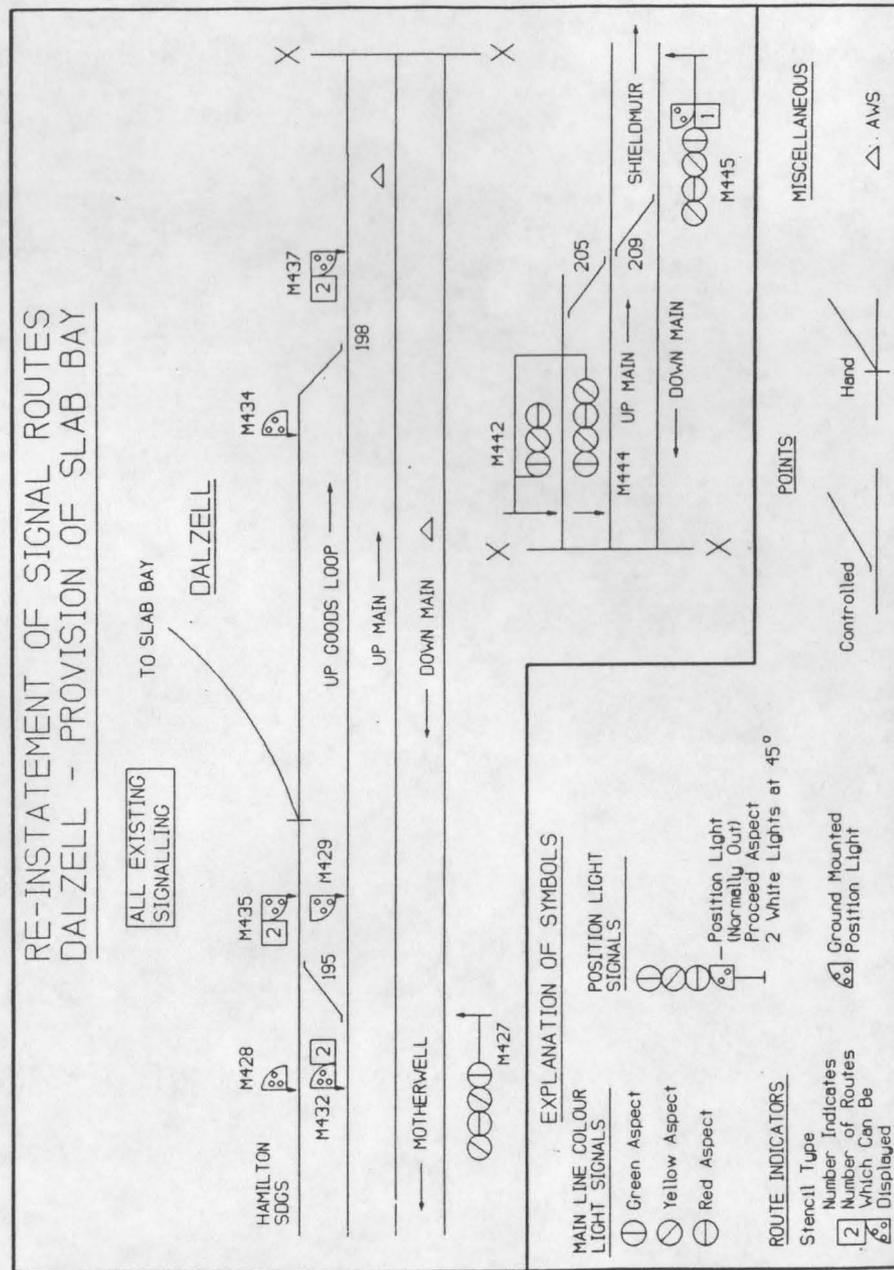
Down direction

An indicator has been provided, on right of drivers, 306 yards before reaching Down direction Signal AM363. An AWS Cancelling Indicator has been provided for movements in the Up direction.

- ** CARNFORTH SOUTH JN - The ground-mounted search-light type main signals
- * with position-light signals beneath (PN.278 and PN.277) situated at the south end of the "Up & Down" goods No.1 and "Up & Down" goods No.2 loops respectively have been renewed in the same position as ground-mounted short-range 3-aspect main signals with adjacent position-light signals. The top (red) main aspect is approximately 2 feet above rail level.

(25)

(23)



(1)
(PRIVATE and not for publication)

Movements Manager

Ln 323

BR31015

SCOTRAIL 

NO.24

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 5 SEPTEMBER 1992

to

FRIDAY 12 SEPTEMBER 1992

INCLUSIVE

WON24-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 6 SEPTEMBER - BETWEEN SHIELDS JN AND DUMBRECK - The existing connection No.1 line (from Shields ETD) to Down Corkerhill line will become double ended with the provision of new trap points on No.1 line, facing to Down direction trains. These trap points will be secured out of use until further notice, set for movements from No.1 line.

Elevated position light signal, G591, at the exit from No.1 line will be repositioned, together with the associated telephone, 4 yards nearer shields Jn, on left of drivers, application unaltered.

(27)

SUNDAY 6 SEPTEMBER - BETWEEN DUMBRECK AND CORKERHILL CSMD - A new Corkerhill lines facing crossover will be provided at 2m 500 yards and secured out of use until further notice.

New trap points, facing to trains in the Up direction, will be provided on the Down Corkerhill line at 2m 600 yards, on the CSMD side of the new crossover, and secured out of use until further notice, set for movements along the Down Corkerhill line.

(27)

MONDAY 7 SEPTEMBER - BETWEEN GLENFINNAN AND LOCHAILORT - An Additional permanent speed restriction of 30 mph in the Up and Down directions applying to Class 15X Series DMUs only will be provided between 17m 1500 yards and 18m 1400 yards.

(See Section D of this Notice)

(27)

SIGNALLING AND PERMANENT WAY ALTERATIONS - conitnuedDETAILS OF WORK ALREADY CARRIED OUTDALZELL STEELWORKS YARD : PROVISION OF SLAB BAY

The arrangements shown on the sketch on page C5 of this notice have been reinstated and are now operational at Dalzell Yard.

The application of position light signals is as shown below.

<u>SIGNAL NO.</u>	<u>ROUTE INDICATION</u>	<u>APPLICATION TO/TOWARDS</u>
M 428	-	Dalzell Yard
M 429	-	Up Goods Loop LOS
M 432	Y	Dalzell Yard
M 432	L	M 442
M 434	-	M 442
M 435	X	Up Goods Loop LOS
M 435	S	Hamilton Sidings
M 437	L	M 429
M 437	Y	Dalzell Yard
M 445	L	M 437

(See Section D of this Notice)

(25)

RAVENS CRAIG NO.4 NEW TIPPLER SIDINGS - All points and signals controlled by BSC, including the Tippler building, have been put out of use. No.1 Arrival line, Nos.5 and 6 Ore lines and the Engine Release road have been secured out of use. All former BSC controlled points have been secured for movements via No.2 Engine Release road, Nos 3 and 4 Flux lines and the Discharge line (via the crossover).

BETWEEN THORNTONHALL AND BUSBY - The permanent speed restriction of 25 mph in the Up and Down direction on the single line between 4m and 3m 840 yards has been Altered to be between 4m 200 yards and 3m 840 yards.

(See Section D of this Notice)

(25)

SIGNALLING AND PERMANENT WAY ALTERATIONS - conitnuedDETAILS OF WORK ALREADY CARRIED OUT - continued

CARDONALD JN - The permanent speed restriction Through Jn and from Deanside of 25 mph on the Up line and 20 mph on the Down line has been Altered to be 20 mph on the Up and Down lines.

(See Section D of this Notice)

(25)

BETWEEN MOY LOOP AND CULLODEN - An additional differential permanent speed restriction of 20/40 mph in the Up and Down directions has been provided on the single line over UB 289, 103m 890 yards and 103m 970 yards.

(See Section D of this Notice)

In association with this additional speed restriction, a permanent speed restriction warning indicator (Rule Book Appendix 2.2) has been provided for each direction, together with AWS track equipment, as follows :-

Up direction

An indicator has been provided, on left of drivers, 336 yards before reaching Up direction signal AM366R. An AWS Cancelling Indicator has been provided for movements in the Down direction.

Down direction

An indicator has been provided, on right of drivers, 306 yards before reaching Down direction Signal AM363. An AWS Cancelling Indicator has been provided for movements in the Up direction.

(25)

BETWEEN INSCH AND ALLANFEARN LC (AOCL) - The following Additional permanent speed restrictions have been provided in association with various existing accommodation/occupation level crossings where a telephone is not provided for the user. These restrictions are specially indicated in Table 'A' of the Sectional Appendix, and Drivers may accelerate as soon as the front of the train is on the crossing concerned.

Between Inch and Kennethmont (Shevock Farm - Dunnydeer - Crossing)

Up line
10 mph between 28m 1500 yards and 28m 1420 yards

Down line
40 mph between 28m 1020 yards and 28m 1420 yards

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN INSCH AND ALLANFEARN LC (AOCL) - continued

Between Kennethmont and Gartly LC AHB (Candy Farm Crossing)

Up line
40mph between 34m 1280 yards and 34m 880 yards

Down line
5 mph between 34m 820 yards and 34m 880 yards

Between Brodie LC (AHB) and Nairn (Easterton Crossing)

Down line
10 mph between 125m 390 yards and 125m 500 yards

Between Nairn and Dalcross LC (AHB) (Easter Glackton No.2 Crossing)

Up line
30 mph between 132m 1750 yards and 132m 1450 yards

Between Dalcross LC (AHB) and Allanfearn LC (AOCL) (Lower Cullernie Crossing)

Up line
30 mph between 140m 300 yards and 140m

See Section D (Sectional Appendix Table 'A', and Introduction to Table 'A') of this Notice

(26)

BETWEEN ULGHAM GRANGE LC AND WIDDRINGTON LC

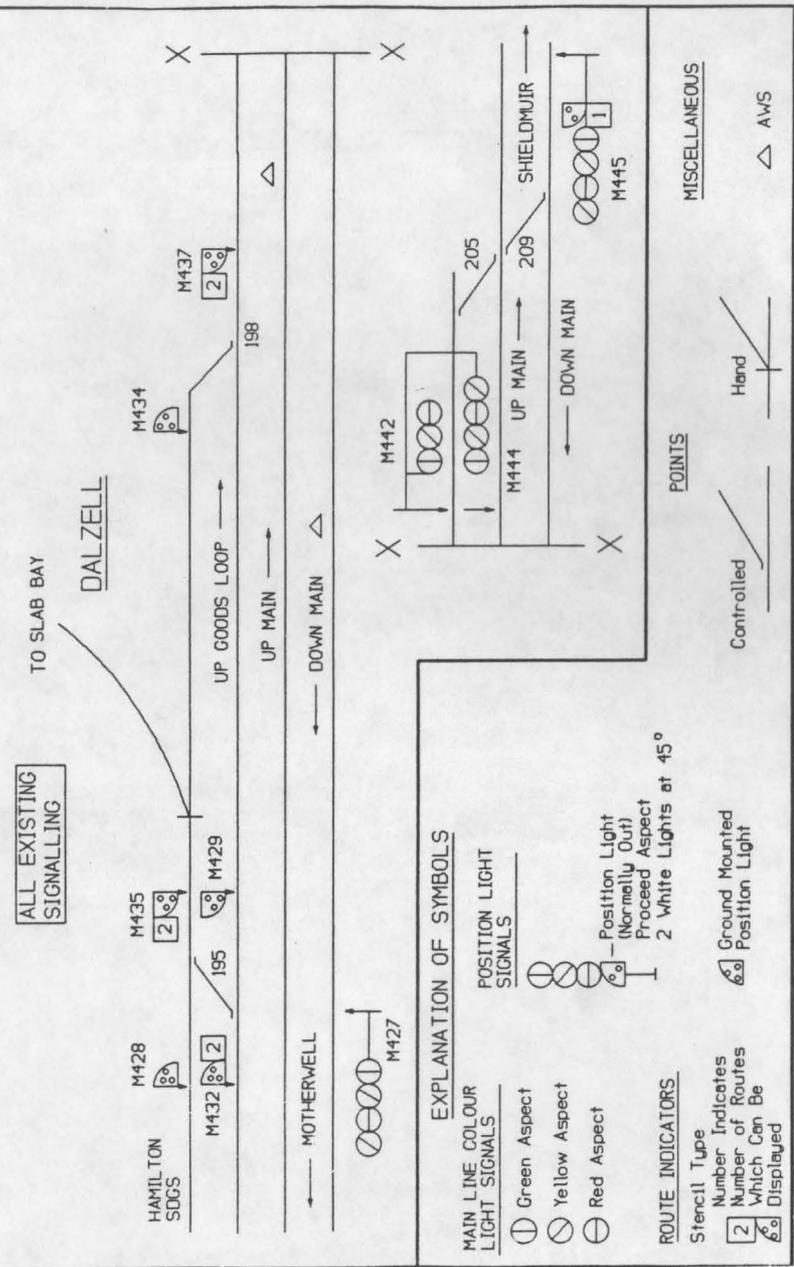
(Level Crossing No 140 (Private Footpath) at 22m 65ch

The telephones at the above Level Crossing have been taken out of use.

(26)

D

**RE-INSTATEMENT OF SIGNAL ROUTES
DALZELL - PROVISION OF SLAB BAY**



SCOTRAIL[≠]

NO.25

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 12 SEPTEMBER 1992

to

FRIDAY 18 SEPTEMBER 1992

INCLUSIVE

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN GIRVAN AND PINMORE TUNNEL - The permanent speed restriction of 45mph, 2 miles 1700 yards and 3½mp, on the single line in both directions, has been removed.

(See Section D of this Notice).

(28)

BETWEEN MUIR OF ORD AND DINGWALL - A telephone has been provided for trainmen at Maryburgh Level Crossing (17m 340y).

(28)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 13 SEPTEMBER - BETWEEN SHIELDS JN AND DUMBRECK - The existing connection No.1 line (from Shields ETD) to Down Corkerhill line will become double ended with the provision of new trap points on No.1 line, facing to Down direction trains. These trap points will be secured out of use until further notice, set for movements from No.1 line.

Elevated position light signal, G591, at the exit from No.1 line will be repositioned, together with the associated telephone, 4 yards nearer shields Jn, on left of drivers, application unaltered.

(27)

SUNDAY 13 SEPTEMBER - BETWEEN DUMBRECK AND CORKERHILL CSMD - In preparation for future signalling and permanent way alterations, the existing 2 aspect signal heads associated with signals G595 (Down Corkerhill), G599R (Up Corkerhill, Down direction) and G599 (Up Corkerhill, Down direction) will be renewed as 3 aspect signal heads at the same location.

ALL CONCERNED TO NOTE THAT THERE WILL BE NO ALTERATION TO THE APPLICATION OR EXISTING ASPECT SEQUENCE OF THE SIGNALS CONCERNED.

(28)

MONDAY 14 SEPTEMBER - BETWEEN NEWCASTLE AND BERWICK

WHISTLE BOARDS WILL COME INTO USE AT THE FOLLOWING LOCATIONS :-

Plessey Footpath Crossing (at 11m 39ch)

Down Main Line	440 yards before reaching the crossing
Down Main Line (Up direction)	243 yards before reaching the crossing

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 14 SEPTEMBER - BETWEEN NEWCASTLE AND BERWICK - continuedStannington Footpath Crossing (at 12m 63ch)

Down Main Line 440 yards before reaching the crossing

Down Main Line (Up direction) 243 yards before reaching the crossing

Cock Law Footpath Crossing (at 42m 25ch)

Up Main Line 440 yards before reaching the crossing

Up Main Line (Down direction) 243 yards before reaching the crossing

Tughall Covert Footpath Crossing (at 45m 32ch)

Up Main Line 440 yards before reaching the crossing

Up Main Line (Down direction) 243 yards before reaching the crossing

Down Main Line 440 yards before reaching the crossing

Down Main Line (Up direction) 243 yards before reaching the crossing

Fenham Hill Footpath Crossing (at 57m 37ch)

Up Main Line 440 yards before reaching the crossing

Up Main Line (Down direction) 243 yards before reaching the crossing

Cheswick Shiel Footpath Crossing (at 61m 13ch)

Down Main Line 440 yards before reaching the crossing

Down Main Line (Up direction) 243 yards before reaching the crossing

(28)

DETAILS OF WORK ALREADY CARRIED OUT* * DALZELL STEELWORKS YARD : PROVISION OF SLAB BAY

*

The arrangements shown on the sketch on page C6 of this notice have been reinstated and are now operational at Dalzell Yard.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * DALZELL STEELWORKS YARD : PROVISION OF SLAB BAY - continued

The application of position light signals is as shown below.

<u>SIGNAL NO.</u>	<u>ROUTE INDICATION</u>	<u>APPLICATION TO/TOWARDS</u>
M 428	-	Dalzell Yard
M 429	-	Up Goods Loop LOS
M 432	Y	Dalzell Yard
M 432	L	M 442
M 434	-	M 442
M 435	X	Up Goods Loop LOS
M 435	S	Hamilton Sidings
M 437	L	M 429
M 437	Y	Dalzell Yard
M 445	L	M 437

(See Section D of this Notice)

(25)

* * CARDONALD JN - The permanent speed restriction Through Jn and from Deanside of 25 mph on the Up line and 20 mph on the Down line has been Altered to be 20 mph on the Up and Down lines.

(See Section D of this Notice)

(25)

BETWEEN DUMBRECK AND CORKERHILL CSMD - A new Corkerhill lines facing crossover has been provided at 2m 500 yards and secured out of use until further notice.

New trap points, facing to trains in the Up direction, have been provided on the Down Corkerhill line at 2m 600 yards, on the CSMD side of the new crossover, and secured out of use until further notice, set for movements along the Down Corkerhill line.

(27)

RAVENS CRAIG NO.4 NEW TIPPLER SIDINGS - All points and signals controlled by BSC, including the Tippler building, have been put out of use. No.1 Arrival line, Nos.5 and 6 Ore lines and the Engine Release road have been secured out of use. All former BSC controlled points have been secured for movements via No.2 Engine Release road, Nos 3 and 4 Flux lines and the Discharge line (via the crossover).

(26)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

- * * BETWEEN THORNTONHALL AND BUSBY - The permanent speed restriction of 25 mph
 * in the Up and Down direction on the single line between 4m 400 yards and 3m 840 yards has been
 Altered to be between 4m 200 yards and 3m 840 yards.

(See Section D of this Notice)

(25)

- * * BETWEEN MOY LOOP AND CULLODEN - An additional differential permanent speed
 * restriction of 20/40 mph in the Up and Down directions has been provided on the single
 line over UB 289, 103m 890 yards and 103m 970 yards.

(See Section D of this Notice)

In association with this additional speed restriction, a permanent speed restriction
 warning indicator (Rule Book Appendix 2.2) has been provided for each direction,
 together with AWS track equipment, as follows :-

Up direction

An indicator has been provided, on left of drivers, 336 yards
 before reaching Up direction signal AM366R. An AWS Cancelling
 Indicator has been provided for movements in the Down direction.

Down direction

An Indicator has been provided, on right of drivers, 306 yards before
 reaching Down direction Signal AM363. An AWS Cancelling Indicator has
 been provided for movements in the Up direction.

(25)

BETWEEN INSCH AND ALLANFEARN LC (AOCL) - The following Additional permanent
 speed restrictions have been provided in association with various existing
 accommodation/occupation level crossings where a telephone is not provided for
 the user. These restrictions are specially indicated in Table 'A' of the Sectional
 Appendix, and Drivers may accelerate as soon as the front of the train is on the crossing
 concerned.

Between Inch and Kennethmont (Shevock Farm - Dunnydeer - Crossing)

Up line

10 mph between 28m 1500 yards and 28m 1420 yards

Down line

40 mph between 28m 1020 yards and 28m 1420 yards

Between Kennethmont and Gartly LC AHB (Candy Farm Crossing)

Up line

40mph between 34m 1280 yards and 34m 880 yards

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN INSCH AND ALLANFEARN LC (AOCL) - continued

Between Kennethmont and Gartly LC AHB (Candy Farm Crossing) - continued

Down line
5 mph between 34m 820 yards and 34m 880 yards

Between Brodie LC (AHB) and Nairn (Easterton Crossing)

Down line
10 mph between 125m 390 yards and 125m 500yards

Between Nairn and Dalcross LC (AHB) (Easter Glackton No.2 Crossing)

Up line
30 mph between 132m 1750 yards and 132m 1450 yards

Between Dalcross LC (AHB) and Allanfearn LC (AOCL) (Lower Cullernie Crossing)

Up line
30 mph between 140m 300 yards and 140mp

See Section D (Sectional Appendix Table 'A', and introduction to Table 'A') of this Notice (26)

BETWEEN GLENFINNAN AND LOCHAILORT - An Additional permanent speed restriction of 30 mph in the Up and Down directions applying to Class 15X Series DMUs only has been provided between 17m 1500 yards and 18m 1400 yards.

(See Section D of this Notice) (27)

BETWEEN ULGHAM GRANGE LC AND WIDDRINGTON LC

(Level Crossing No 140 (Private Footpath) at 22m 65ch

The telephones at the above level crossing have been taken out of use.

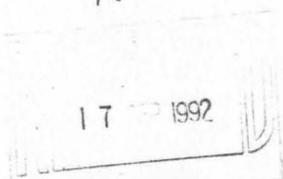
(26)

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(PRIVATE and not for publication)

BR31015

MOVEMENTS MGR
R0004 323



SCOTRAIL[®]

NO.26

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 19 SEPTEMBER 1992

to

FRIDAY 25 SEPTEMBER 1992

INCLUSIVE

WON26-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 20 SEPTEMBER - BETWEEN SHIELDS JN AND DUMBRECK - The trap points on No.1 line, previously installed and secured out of use, will be brought into use. (29)

TUESDAY 22 SEPTEMBER - DUMBARTON CENTRAL - The telephone associated with Down RCE line signal YD624 will be repositioned to the opposite (cess) side of the Down RCE line. (29)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN GIRVAN AND PINMORE TUNNEL - The permanent speed restriction of 45mph, 2 miles 1700 yards and 3 $\frac{1}{2}$ mp, on the single line in both directions, has been removed. (28)

(See Section D of this Notice).

BETWEEN SHIELDS JN AND DUMBRECK - The existing connection No.1 line (from Shields ETD) to Down Corkerhill line has become double ended with the provision of new trap points on No.1 line, facing to Down direction trains. These trap points have been secured out of use until further notice, set for movements from No.1 line. (This item is effective until 20.9.92).

Elevated position light signal, G591, at the exit from No.1 line has been repositioned, together with the associated telephone, 4 yards nearer Shields Jn, on left of drivers, application unaltered. (27)

BETWEEN DUMBRECK AND CORKERHILL CSMD - In preparation for future signalling and permanent way alterations, the existing 2 aspect signal heads associated with signals G595 (Down Corkerhill), G599R (Up Corkerhill, Down direction) and G599 (Up Corkerhill, Down direction) have been renewed as 3 aspect signal heads at the same location.

ALL CONCERNED TO NOTE THAT THERE IS NO ALTERATION TO THE APPLICATION OR EXISTING ASPECT SEQUENCE OF THE SIGNALS CONCERNED. (28)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN DUMBRECK AND CORKERHILL CSMD - A new Corkerhill lines facing crossover has been provided at 2m 500 yards and secured out of use until further notice.

New trap points, facing to trains in the Up direction, have been provided on the Down Corkerhill line at 2m 600 yards, on the CSMD side of the new crossover, and secured out of use until further notice, set for movements along the Down Corkerhill line.

(27)

* * RAVENS CRAIG NO.4 NEW TIPPLER SIDINGS - All points and signals controlled by BSC, including the Tippler building, have been put out of use. No.1 Arrival line, Nos.5 and 6 Ore lines and the Engine Release road have been secured out of use. All former BSC controlled points have been secured for movements via No.2 Engine Release road, Nos 3 and 4 Flux lines and the Discharge line (via the crossover).

(26)

* * BETWEEN INSCH AND ALLANFEARN LC (AOCL) - The following Additional permanent speed restrictions have been provided in association with various existing accommodation/occupation level crossings where a telephone is not provided for the user. These restrictions are specially indicated in Table 'A' of the Sectional Appendix, and Drivers may accelerate as soon as the front of the train is on the crossing concerned.

Between Insch and Kennethmont (Shevock Farm - Dunnydeer - Crossing)

Up line
10mph between 28m 1500 yards and 28m 1420 yards

Down line
40mph between 28m 1020 yards and 28m 1420 yards

Between Kennethmont and Gartly LC AHB (Candy Farm Crossing)

Up line
40mph between 34m 1280 yards and 34m 880 yards

Down line
5 mph between 34m 820 yards and 34m 880 yards

Between Brodie LC (AHB) and Nairn (Easterton Crossing)

Down line
10 mph between 125m 390 yards and 125m 500yards

Between Nairn and Dalcross LC (AHB) (Easter Glackton No.2 Crossing)

Up line
30 mph between 132m 1750 yards and 132m 1450 yards

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN INSCH AND ALLANFEARN LC (AOCL) continued

*

Between Dalcross LC (AHB) and Allanfearn LC (AOCL) (Lower Cullernie Crossing)

Up line
30 mph between 140m 300 yards and 140mp

See Section D (Sectional Appendix Table 'A', and introduction to Table 'A') of this Notice

(26)

BETWEEN NEWCASTLE AND BERWICK

WHISTLE BOARDS HAVE COME INTO USE AT THE FOLLOWING LOCATIONS :-

Plessey Footpath Crossing (at 11m 39ch)

Down Main Line 440 yards before reaching the crossing

Down Main Line (Up direction) 243 yards before reaching the crossing

Stannington Footpath Crossing (at 12m 63ch)

Down Main Line 440 yards before reaching the crossing

Down Main Line (Up direction) 243 yards before reaching the crossing

Cock Law Footpath Crossing (at 42m 25ch)

Up Main Line 440 yards before reaching the crossing

Up Main Line (Down direction) 243 yards before reaching the crossing

Tughall Covert Footpath Crossing (at 45m 32ch)

Up Main Line 440 yards before reaching the crossing

Up Main Line (Down direction) 243 yards before reaching the crossing

Down Main Line 440 yards before reaching the crossing

Down Main Line (Up direction) 243 yards before reaching the crossing

Fenham Hill Footpath Crossing (at 57m 37ch)

Up Main Line 440 yards before reaching the crossing

Up Main Line (Down direction) 243 yards before reaching the crossing

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN NEWCASTLE AND BERWICK - continuedCheswick Shiel Footpath Crossing (at 61m 13ch)

Down Main Line 440 yards before reaching the crossing

Down Main Line (Up direction) 243 yards before reaching the crossing

(28)

BETWEEN MUIR OF ORD AND DINGWALL - A telephone has been provided for trainmen at Maryburgh Level Crossing (17m 340y).

(28)

BETWEEN GLENFINNAN AND LOCHAILORT - An Additional permanent speed restriction of 30 mph in the Up and Down directions applying to Class 15X Series DMUs only has been provided between 17m 1500 yards and 18m 1400 yards.(See Section D of this Notice)

(27)

** BETWEEN ULGHAM GRANGE LC AND WIDDRINGTON LC

*

(Level Crossing No 140 (Private Footpath) at 22m 65ch

The telephones at the above level crossing have been taken out of use.

(26)

SECTION DGENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

* * Indicates item which will not appear in future issues
* and which must be notedWORKING MANUAL FOR RAIL STAFF : BR30054SECTION H (DATED FEBRUARY 1991)Page H4Item 2.5 (Locomotives Banned) Amend Maxwelltown (ICI) entry to read -
All except 08, 20, 26 and Class 37/0 to Class 37/5 inclusive.

(TFG/1/907) (22/8/92)

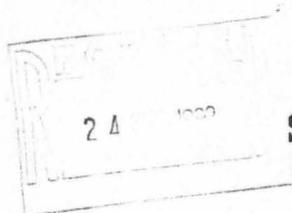
SECTIONAL APPENDIX - TABLE APage 12

(Paragraph 9)

Amend explanatory note concerning the Permanent Speed Restrictions column to read:-The Permanent Speed Restrictions column shows all permanent speed restrictions other than the standard restrictions.Permanent speed restrictions marked with a Ø sign are associated with accommodation/ occupation level crossings which are not provided with a telephone for users. For such restrictions the Driver may accelerate as soon as the front of the train is on the crossing concerned. Rule Book Appendix 2, PERMANENT SPEED RESTRICTIONS, page 2.2, Observance of restrictions, clause 1.1 is amended accordingly.

(31/8/92)

WACKLE



SCOTRAIL [≠]

NO.27

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 26 SEPTEMBER 1992

to

FRIDAY 2 OCTOBER 1992

INCLUSIVE

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 27 SEPTEMBER - HALKIRK LC (AOCL) - A red flashing light, as described in the Rule Book, Appendix 9, page 9.4, clause 1.3, will be provided on the existing drivers flashing light unit for both Up and Down directions.

(30)

SUNDAY 27 SEPTEMBER - HOY LC (AOCL) - A red flashing light, as described in the Rule Book, Appendix 9, page 9.4, clause 1.3, will be provided on the existing drivers flashing light unit for both Up and Down directions.

(30)

SUNDAY 27 SEPTEMBER - BETWEEN DALRYMPLE JN AND CHARLMERSTON - Laithe Bing level crossing (TMO), on the single line at 54 miles 30 yards, will be eliminated and the associated stop boards and reflectorised distant boards on each rail approach removed.

(30)

MONDAY 28 SEPTEMBER - WATTEN LC (AOCL) - A red flashing light, as described in the Rule Book, Appendix 9, page 9.4, clause 1.3, will be provided on the existing drivers flashing light unit for both Up and Down directions.

(30)

MONDAY 28 SEPTEMBER - COWLAIRS - The east and west end connections from Eastfield Passenger loop to No.2 Goods loop will be temporarily secured out of use, set for movements along Eastfield Passenger loop.

(30)

TUESDAY 29 SEPTEMBER - KINBRACE LC (AOCL) - A red flashing light, as described in the Rule Book, Appendix 9, page 9.4, clause 1.3, will be provided on the existing drivers flashing light unit for both Up and Down directions.

(30)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT

BETWEEN GIRVAN AND PINMORE TUNNEL - The permanent speed restriction of 45mph, 2 miles 1700 yards and 3½mp, on the single line in both directions, has been removed.

(See Section D of this Notice).

(28)

* * BETWEEN SHIELDS JN AND DUMBRECK - Elevated position light signal, G591, at the exit from No.1 line has been repositioned, together with the associated telephone, 4 yards nearer Shields Jn, on left of drivers, application unaltered.

(27)

BETWEEN SHIELDS JN AND DUMBRECK - The trap points on No.1 line, previously installed and secured out of use, have been brought into use.

(29)

* * BETWEEN DUMBRECK AND CORKERHILL CSMD - A new Corkerhill lines facing crossover has been provided at 2m 500 yards and secured out of use until further notice.

New trap points, facing to trains in the Up direction, have been provided on the Down Corkerhill line at 2m 600 yards, on the CSMD side of the new crossover, and secured out of use until further notice, set for movements along the Down Corkerhill line.

(27)

BETWEEN DUMBRECK AND CORKERHILL CSMD - In preparation for future signalling and permanent way alterations, the existing 2 aspect signal heads associated with signals G595 (Down Corkerhill), G599R (Up Corkerhill, Down direction) and G599 (Up Corkerhill, Down direction) have been renewed as 3 aspect signal heads at the same location.

ALL CONCERNED TO NOTE THAT THERE IS NO ALTERATION TO THE APPLICATION OR EXISTING ASPECT SEQUENCE OF THE SIGNALS CONCERNED.

(28)

DUMBARTON CENTRAL - The telephone associated with Down RCE line signal YD624 has been repositioned to the opposite (cess) side of the Down RCE line.

(29)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN NEWCASTLE AND BERWICK

WHISTLE BOARDS HAVE COME INTO USE AT THE FOLLOWING LOCATIONS :-

Plessey Footpath Crossing (at 11m 39ch)

Down Main Line 440 yards before reaching the crossing

Down Main Line (Up direction) 243 yards before reaching the crossing

Stannington Footpath Crossing (at 12m 63ch)

Down Main Line 440 yards before reaching the crossing

Down Main Line (Up direction) 243 yards before reaching the crossing

Cock Law Footpath Crossing (at 42m 25ch)

Up Main Line 440 yards before reaching the crossing

Up Main Line (Down direction) 243 yards before reaching the crossing

Tughall Covert Footpath Crossing (at 45m 32ch)

Up Main Line 440 yards before reaching the crossing

Up Main Line (Down direction) 243 yards before reaching the crossing

Down Main Line 440 yards before reaching the crossing

Down Main Line (Up direction) 243 yards before reaching the crossing

Fenham Hill Footpath Crossing (at 57m 37ch)

Up Main Line 440 yards before reaching the crossing

Up Main Line (Down direction) 243 yards before reaching the crossing

Cheswick Shiel Footpath Crossing (at 61m 13ch)

Down Main Line 440 yards before reaching the crossing

Down Main Line (Up direction) 243 yards before reaching the crossing

(28)

BETWEEN MUIR OF ORD AND DINGWALL - A telephone has been provided for trainmen at Maryburgh Level Crossing (17m 340y).

(28)

WON27-C4

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

- * * BETWEEN GLENFINNAN AND LOCHAILORT - An Additional permanent speed restriction
- * of 30 mph in the Up and Down directions applying to Class 15X Series DMUs only has been provided between 17m 1500 yards and 18m 1400 yards.

(See Section D of this Notice)

(27)

Movements MGR

Room 323



SCOTRAIL

NO.28

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 3 OCTOBER 1992

to

FRIDAY 9 OCTOBER 1992

INCLUSIVE

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

** BETWEEN GIRVAN AND PINMORE TUNNEL - The permanent speed restriction of
* 45mph, 2 miles 1700 yards and 3 $\frac{1}{2}$ mp, on the single line in both directions, has
been removed.

(See Section D of this Notice). (28)

BETWEEN SHIELDS JN AND DUMBRECK - The trap points on No.1 line, previously
installed and secured out of use, have been brought into use.

(29)

** BETWEEN DUMBRECK AND CORKERHILL CSMD - In preparation for future signalling
* and permanent way alterations, the existing 2 aspect signal heads associated with
signals G595 (Down Corkerhill), G599R (Up Corkerhill, Down direction) and G599 (Up
Corkerhill, Down direction) have been renewed as 3 aspect signal heads at the same
location.

ALL CONCERNED TO NOTE THAT THERE IS NO ALTERATION TO THE APPLICATION OR EXISTING
ASPECT SEQUENCE OF THE SIGNALS CONCERNED.

(28)

BETWEEN DALRYMPLE JN AND CHARLMERSTON - Lught Bing level crossing (TMO), on the
single line at 54 miles 30 yards, has been eliminated and the associated stop boards and
reflectorised distant boards on each rail approach removed.

(30)

GNALLING AND PERMANENT WAY ALTERATIONS - continuedTAILS OF WORK ALREADY CARRIED OUT - continued

WLAIRS - The east and west end connections from Eastfield Passenger loop to No.2
ods loop have been temporarily secured out of use, set for movements along Eastfield
ssenger loop. (30)

JMBARTON CENTRAL - The telephone associated with Down RCE line signal YD624
s been repositioned to the opposite (cess) side of the Down RCE line. (29)

* BETWEEN MUIR OF ORD AND DINGWALL - A telephone has been provided for trainmen
at Maryburgh Level Crossing (17m 340y). (28)

INBRACE LC (AOCL) - A red flashing light, as described in the Rule Book,
pendix 9, page 9.4, clause 1.3, has been provided on the existing drivers flashing
light unit for both Up and Down directions. (30)

ALKIRK LC (AOCL) - A red flashing light, as described in the Rule Book,
pendix 9, page 9.4, clause 1.3, has been provided on the existing drivers flashing
light unit for both Up and Down directions. (30)

ATTEN LC (AOCL) - A red flashing light, as described in the Rule Book,
pendix 9, page 9.4, clause 1.3, has been provided on the existing drivers flashing
light unit for both Up and Down directions. (30)

ROY LC (AOCL) - A red flashing light, as described in the Rule Book,
pendix 9, page 9.4, clause 1.3, has been provided on the existing drivers flashing
light unit for both Up and Down directions. (30)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN NEWCASTLE AND BERWICK

* WHISTLE BOARDS HAVE COME INTO USE AT THE FOLLOWING LOCATIONS :-

Plessey Footpath Crossing (at 11m 39ch)

Down Main Line 440 yards before reaching the crossing

Down Main Line (Up direction) 243 yards before reaching the crossing

Stannington Footpath Crossing (at 12m 63ch)

Down Main Line 440 yards before reaching the crossing

Down Main Line (Up direction) 243 yards before reaching the crossing

Cock Law Footpath Crossing (at 42m 25ch)

Up Main Line 440 yards before reaching the crossing

Up Main Line (Down direction) 243 yards before reaching the crossing

Tughall Covert Footpath Crossing (at 45m 32ch)

Up Main Line 440 yards before reaching the crossing

Up Main Line (Down direction) 243 yards before reaching the crossing

Down Main Line 440 yards before reaching the crossing

Down Main Line (Up direction) 243 yards before reaching the crossing

Fenham Hill Footpath Crossing (at 57m 37ch)

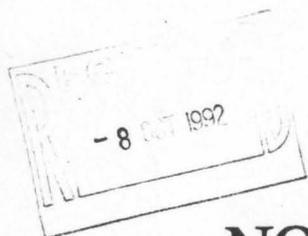
Up Main Line 440 yards before reaching the crossing

Up Main Line (Down direction) 243 yards before reaching the crossing

Cheswick Shield Footpath Crossing (at 61m 13ch)

Down Main Line 440 yards before reaching the crossing

Down Main Line (Up direction) 243 yards before reaching the crossing (28)



SCOTRAIL [≠]

NO.29

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 10 OCTOBER 1992

to

FRIDAY 16 OCTOBER 1992

INCLUSIVE

WON29-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

GARTCOSH JN - Until further notice the main lines facing crossover has been temporarily secured out of use, set for movements along the main lines.

(31)

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

* * BETWEEN SHIELDS JN AND DUMBRECK - The trap points on No.1 line, previously
* installed and secured out of use, have been brought into use.

(29)

BETWEEN DALRYMPLE JN AND CHARLMERSTON - Laight Bing level crossing (TMO), on the single line at 54 miles 30 yards, has been eliminated and the associated stop boards and reflectorised distant boards on each rail approach removed.

(30)

* * DUMBARTON CENTRAL - The telephone associated with Down RCE line signal YD624
* has been repositioned to the opposite (cess) side of the Down RCE line.

(29)

KINBRACE LC (AOCL) - A red flashing light, as described in the Rule Book, Appendix 9, page 9.4, clause 1.3, has been provided on the existing drivers flashing light unit for both Up and Down directions.

(30)

HALKIRK LC (AOCL) - A red flashing light, as described in the Rule Book, Appendix 9, page 9.4, clause 1.3, has been provided on the existing drivers flashing light unit for both Up and Down directions.

(30)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

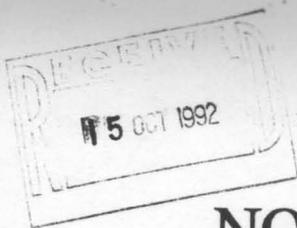
DETAILS OF WORK ALREADY CARRIED OUT - continued

WATTEN LC (AOCL) - A red flashing light, as described in the Rule Book, Appendix 9, page 9.4, clause 1.3, has been provided on the existing drivers flashing light unit for both Up and Down directions.

(30)

HOY LC (AOCL) - A red flashing light, as described in the Rule Book, Appendix 9, page 9.4, clause 1.3, has been provided on the existing drivers flashing light unit for both Up and Down directions.

(30)



SCOTRAIL[≠]

NO.30

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 17 OCTOBER 1992

to

FRIDAY 23 OCTOBER 1992

INCLUSIVE

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

PRESTON STATION

A board bearing the legend "H.S.T. STOP", and applying to up trains, has been provided at the south end of Platform No.4 approximately 10 yards on the approach side of signal PN.112.

(0014/92/35) (32)

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 19 OCTOBER - WCML : FIDDLERS GILL PUBLIC FOOTPATH LEVEL CROSSING AT 80M 310Y - From 10 00 hours, whistle boards will be provided at the above location as follows :-

Down Main Line - 440 yards before reaching the crossing.
Up Main Line - 440 yards before reaching the crossing.

(33)

MONDAY 19 OCTOBER - BETWEEN TAIN AND GOLSPIE - The following Additional permanent speed restrictions will be provided in association with various existing accommodation/occupation level crossings where a telephone is not provided for the user. These restrictions will be specially indicated in Table 'A' of the Sectional Appendix, and Drivers may accelerate as soon as the front of the train is on the crossing concerned.

Between Tain and Ardgay (Ardvannie No.2 Crossing)

Up line 5 mph between 51m 930 yards and 51m 880 yards

Down line 5 mph between 51m 830 yards and 51m 880 yards

Between Lairg and Rogart (Rhionbreck Crossing)

Up line 5 mph between 68m 470 yards and 68m 420 yards

Down line 30 mph between 68m 720 yards and 68m 420 yards

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continued

MONDAY 19 OCTOBER - BETWEEN TAIN AND GOLSPIE - continued

Between Lairg and Rogart (Achallich No.2 Crossing)

Up line 5 mph between 72m 1440 yards and 72m 1390 yards

Down line 15 mph between 72m 1240 yards and 72m 1390 yards

Between Lairg and Rogart (Rovie Crossing)

Down line 10 mph between 76m 680 yards and 76m 780 yards

Between Rogart and Golspie (Morvich No.5 Crossing)

Up line 40 mph between 79m 220 yards and 79m 1580 yards

Down line 35 mph between 78m 1230 yards and 78m 1580 yards

See Section D (Sectional Appendix Table 'A')

(33)

DETAILS OF WORK ALREADY CARRIED OUT

** BETWEEN DALRYMPLE JN AND CHALMERSTON - Light 8mg level crossing (TKO), on the single line at 54 miles 30 yards, has been eliminated and the associated stop boards and reflectorised distant boards on each rail approach removed.

(30)

** HALKIRK LC (AOCL) - A red flashing light, as described in the Rule Book, Appendix 9, page 9.4, clause 1.3, has been provided on the existing drivers flashing light unit for both up and down directions.

(30)

** HOY LC (AOCL) - A red flashing light, as described in the Rule Book, Appendix 9, page 9.4, clause 1.3, has been provided on the existing drivers flashing light unit for both up and down directions.

(30)

(PRIVATE and not for publication)

Movements Mgr
Km 323

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SCOTRAIL[≠]

NO.31

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 24 OCTOBER 1992

to

FRIDAY 30 OCTOBER 1992

INCLUSIVE

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN TAIN AND GOLSPIE - continued

Between Lairg and Rogart (Rhian Breck Crossing)

Up line
5 mph between 68m 470 yards and 68m 420 yards

Down line
30 mph between 68m 120 yards and 68m 420 yards

Between Lairg and Rogart (Acheilidh No.2 Crossing)

Up line
5 mph between 72m 1440 yards and 72m 1390 yards

Down line
15 mph between 72m 1240 yards and 72m 1390 yards

Between Lairg and Rogart (Rovie Crossing)

Down line
10 mph between 76m 680 yards and 76m 780 yards

Between Rogart and Golspie (Morvich No.5 Crossing)

Up line
40 mph between 79m 220 yards and 78m 1580 yards

Down line
35 mph between 78m 1230 yards and 78m 1580 yards

See Section D (Sectional Appendix Table 'A')

(33)

PRESTON STATION

A board bearing the legend "H.S.T. STOP", and applying to up trains, has been provided at the south end of Platform No.4 approximately 10 yards on the approach side of signal PN.112.

(OD14/92/35) (32)

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 2 NOVEMBER - BETWEEN DUMBRECK AND CORKERHILL SHUNTING FRAME

From 05 00 hours, additional overhead line equipment associated with the Corkerhill lines facing crossover, which remains secured out of use, will be made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

IT IS EMPHASIZED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE.

(35)

MONDAY 2 NOVEMBER - BETWEEN DALMENY AND NORTH QUEENSFERRY

An Additional differential permanent speed restriction of 20/40 mph will be provided Over Forth Bridge, 9m 950 yards and 11m 450 yards applying in the Up and Down directions on both the Up and the Down line for ALL traffic (including HSTs).

As a result, the following existing permanent speed restrictions applying to the Up and Down lines will No Longer Apply :-

<u>50 mph</u>	-	<u>DMU's over Forth Bridge, 9m 950y and 11m 450y</u>
<u>40 mph</u>	-	<u>Passenger trains other than DMU's over Forth Bridge, 9m 950y and 11m 450y</u>
<u>30 mph</u>	-	<u>Freight trains over Forth Bridge, 9m 950y and 11m 450y</u>

See Section D of this Notice

In association with this Additional speed restriction the existing Warning Indicator boards (Rule Book Appendix 2.2) of 30/40 mph and 50 mph (on the same post) on the Dalmeny side of the Forth Bridge will be removed, and a new 20/40 Warning Indicator provided on the existing post at the same location. The existing AWS track equipment will continue to apply.

(35)

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(PRIVATE and not for publication)

MOVEMENTS MGR

BR31015

Room 323

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SCOTRAIL [≠]

NO.33

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 7 NOVEMBER 1992

to

FRIDAY 13 NOVEMBER 1992

INCLUSIVE

WON33-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 9 NOVEMBER - The arrangements described in the Special Notice entitled "INVERNESS NORTH LINES RETB - TEMPORARY WORKING ARRANGEMENTS" dated November, 1992, will be introduced: Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52716).

(36)

DETAILS OF WORK ALREADY CARRIED OUT

* * FIDDLERSGILL PUBLIC FOOTPATH LEVEL CROSSING AT 80M 310Y - Whistle boards
* have been provided at the above location as follows :-

Down Main Line - 440 yards before reaching the crossing.
Up Main Line - 440 yards before reaching the crossing.

(33)

BETWEEN DUMBRECK AND CORKERHILL SHUNTING FRAME

Additional overhead line equipment associated with the Corkerhill lines facing crossover, which remains secured out of use, has been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

IT IS EMPHASIZED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE.

(35)

BETWEEN DALMENY AND NORTH QUEENSFERRY

An Additional differential permanent speed restriction of 20/40 mph has been provided Over Forth Bridge, 9m 950 yards and 11m 450 yards applying in the Up and Down directions on both the Up and the Down line for ALL traffic (including HSTs).

As a result, the following existing permanent speed restrictions applying to the Up and Down lines No Longer Apply :-

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN DALMENY AND NORTH QUEENSFERRY - continued

<u>50 mph</u>	-	<u>DMU's over Forth Bridge, 9m 950y and 11m 450y</u>
<u>40 mph</u>	-	<u>Passenger trains other than DMU's over Forth Bridge, 9m 950y and 11m 450y</u>
<u>30 mph</u>	-	<u>Freight trains over Forth Bridge, 9m 950y and 11m 450y</u>

(See Section D of this Notice)

In association with this Additional speed restriction the existing Warning Indicator boards (Rule Book Appendix 2.2) of 30/40 mph and 50 mph (on the same post) on the Dalmeny side of the Forth Bridge have been removed, and a new 20/40 Warning Indicator provided on the existing post at the same location. The existing AWS track equipment is unaltered.

(35)

**** BETWEEN TAIN AND GOLSPIE** - The following Additional permanent speed restrictions have been provided in association with various existing accommodation/occupation level crossings where a telephone is not provided for the user. These restrictions are specially indicated in Table 'A' of the Sectional Appendix, and Drivers may accelerate as soon as the front of the train is on the crossing concerned.

Between Tain and Ardgay (Ardvannie No.2 Crossing)

Up line
5 mph between 51m 930 yards and 51m 880 yards

Down line
5 mph between 51m 830 yards and 51m 880 yards

Between Lairg and Rogart (Rhian Breck Crossing)

Up line
5 mph between 68m 470 yards and 68m 420 yards

Down line
30 mph between 68m 120 yards and 68m 420 yards

Between Lairg and Rogart (Acheilidh No.2 Crossing)

Up line
5 mph between 72m 1440 yards and 72m 1390 yards

Down line
15 mph between 72m 1240 yards and 72m 1390 yards

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SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**BETWEEN TAIN AND GOLSPIE - continued

*

Between Lairg and Rogart (Rovie Crossing)

Down line

10 mph

between 76m 680 yards and 76m 780 yards

Between Rogart and Golspie (Morvich No.5 Crossing)

Up line

40 mph

between 79m 220 yards and 78m 1580 yards

Down line

35 mph

between 78m 1230 yards and 78m 1580 yards

See Section D (Sectional Appendix Table 'A')

(33)

BETWEEN LOW FELL JN AND KING EDWARD BRIDGE SOUTH JN

The Route Signing has been altered to agree with the line speed shown on the Down Main of the ECML on pages 175 and 176 of Table A of the Sectional Appendix.

The reflectorised signs for the Permanent Speed Restriction of 50mph which applies on the Down Main in the Down direction between 79m 26ch and 79m 34ch have been removed.

The reflectorised Speed Restriction Warning Indicator sign on the Down Main at 77m 64ch has been changed to read 30mph and will give warning of the 30mph Permanent Speed Restriction that applies between 79m 34ch and 79m 70ch.

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SCOTRAIL[≠]

NO.34

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 14 NOVEMBER 1992

to

FRIDAY 20 NOVEMBER 1992

INCLUSIVE

WON34-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 15 NOVEMBER - PAISLEY CANAL - The work described and illustrated in the Special Notice entitled "PAISLEY CANAL - RE-OPENING OF LINE (FINAL ARRANGEMENTS)" dated November 1992, will be introduced for the arrangements headed "Sunday 15 November - Between Shields Jn and Corkerhill CSMD".

Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52603).

NOTE - The alteration to the Strathclyde Manning Arrangement Area Code Channel 11 (page 4 of the Special Notice refers) will now be carried out on Saturday 21 November.

(37)

MONDAY 16 NOVEMBER - BETWEEN KIRKCONNEL AND NEW CUMNOCK - The existing permanent speed restriction of 40 mph on the Up and Down lines Over U/B 192, 58m 100y and 58m 70y will No Longer Apply.

(See Section D of this Notice)

The associated Warning Indicators (Rule Book Appendix 2.2) - one on the Up line and one on the Down - will be removed.

(37)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN DUMBRECK AND CORKERHILL SHUNTING FRAME

Additional overhead line equipment associated with the Corkerhill lines facing crossover, which remains secured out of use, has been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

IT IS EMPHASIZED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE.

(35)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN DALMENY AND NORTH QUEENSFERRY

An Additional differential permanent speed restriction of 20/40 mph has been provided Over Forth Bridge, 9m 950 yards and 11m 450 yards applying in the Up and Down directions on both the Up and the Down line for ALL traffic (including HSTs).

As a result, the following existing permanent speed restrictions applying to the Up and Down lines No Longer Apply :-

- 50 mph - DMU's over Forth Bridge, 9m 950y and 11m 450y
- 40 mph - Passenger trains other than DMU's over Forth Bridge, 9m 950y and 11m 450y
- 30 mph - Freight trains over Forth Bridge, 9m 950y and 11m 450y

(See Section D of this Notice)

In association with this Additional speed restriction the existing Warning Indicator boards (Rule Book Appendix 2.2) of 30/40 mph and 50 mph (on the same post) on the Dalmeny side of the Forth Bridge have been removed, and a new 20/40 Warning Indicator provided on the existing post at the same location. The existing AWS track equipment is unaltered. (35)

BETWEEN INVERNESS AND WICK/THURSO/KYLE OF LOCHALSH

The arrangements described in the Special Notice entitled "INVERNESS NORTH LINES RETB - TEMPORARY WORKING ARRANGEMENTS" dated November, 1992, have been introduced. Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52716). (36)

** BETWEEN LOW FELL JN AND KING EDWARD BRIDGE SOUTH JN
*

The Route Signing has been altered to agree with the line speed shown on the Down Main of the ECML on pages 175 and 176 of Table A of the Sectional Appendix.

The reflectorised signs for the Permanent Speed Restriction of 50mph which applies on the Down Main in the Down direction between 79m 26ch and 79m 34ch have been removed.

The reflectorised Speed Restriction Warning Indicator sign on the Down Main at 77m 64ch has been changed to read 30mph and will give warning of the 30mph Permanent Speed Restriction that applies between 79m 34ch and 79m 70ch.

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WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 21 NOVEMBER 1992

to

FRIDAY 27 NOVEMBER 1992

INCLUSIVE

WON35-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 21 NOVEMBER - GLASGOW CENTRAL (CLYDE BRIDGE) - From 02 00 hours the two existing Channel Change Boards located on the South end of the Clyde Bridge (Gantry E), facing to drivers of Down trains, and relating to train/signal box radio communication (Strathclyde Manning Arrangement) will be altered from displaying radio channel number '11' to display radio channel number '61'.

NOTE : The existing board at present fixed to an upright of this gantry will not be moved, but the other board, at present at a higher level and on a horizontal spar of the gantry, will be moved down to the level of the first board and fixed to another upright of the gantry.

(38)

(See Section D, Miscellaneous Instructions, of this Notice)

Trackwork and

SATURDAY 21 NOVEMBER - MALLAIG - The 4 lever elevated ground frame, located in the former signal box, will be taken out of use and the points controlled therefrom temporarily secured out of use, pending demolition of the former box structure.

(38)

THURSDAY 26 NOVEMBER - MALLAIG - A new 5 lever ground frame, located on the site of the former signal box, will be brought into use controlling the connections from the single line to the goods sidings and loading bank which will be reinstated.

(38)

FRIDAY 27 NOVEMBER - BETWEEN KENNETHMONT AND GARTLY LC AHB (CANDY FARM CROSSING) - The permanent speed restrictions on the single line of 40mph, 34m 1280y and 34m 880y (Up) and 5mph, 34m 820y and 34m 880y (Down) will be Removed.

A telephone will be provided at the crossing for the use of Trainmen.

(See Section D of this Notice).

(38)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

FRIDAY 27 NOVEMBER - BETWEEN HUNTLY AND KEITH

(LITTLE MILL CROSSING, 46 MILES 910 YARDS) - A telephone will be provided at the crossing for the use of Trainmen.

(See Section D of this Notice).

(38)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN KIRKCONNEL AND NEW CUMNOCK - The existing permanent speed restriction of 40 mph on the Up and Down lines Over U/B 192, 58m 100y and 58m 70y No Longer Applies.

(See Section D of this Notice)

The associated Warning Indicators (Rule Book Appendix 2.2) - one on the Up line and one on the Down - have been removed.

(37)

** BETWEEN DUMBRECK AND CORKERHILL CSMD

Additional overhead line equipment associated with the Corkerhill lines facing crossover, has been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

IT IS EMPHASIZED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE.

(35)

PAISLEY CANAL - The work described and illustrated in the Special Notice entitled "PAISLEY CANAL - RE-OPENING OF LINE (FINAL ARRANGEMENTS)" dated November 1992, has been introduced for the arrangements headed "Sunday 15 November - Between Shields Jn and Corkerhill CSMD".

Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52603).

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SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** BETWEEN DALMENY AND NORTH QUEENSFERRY

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An Additional differential permanent speed restriction of 20/40 mph has been provided Over Forth Bridge, 9m 950 yards and 11m 450 yards applying in the Up and Down directions on both the Up and the Down line for ALL traffic (including HSTs).

As a result, the following existing permanent speed restrictions applying to the Up and Down lines No Longer Apply :-

- | | | |
|---------------|---|--|
| <u>50 mph</u> | - | <u>DMU's over Forth Bridge, 9m 950y and 11m 450y</u> |
| <u>40 mph</u> | - | <u>Passenger trains other than DMU's over Forth Bridge, 9m 950y and 11m 450y</u> |
| <u>30 mph</u> | - | <u>Freight trains over Forth Bridge, 9m 950y and 11m 450y</u> |

(See Section D of this Notice)

In association with this Additional speed restriction the existing Warning Indicator boards (Rule Book Appendix 2.2) of 30/40 mph and 50 mph (on the same post) on the Dalmeny side of the Forth Bridge have been removed, and a new 20/40 Warning Indicator provided on the existing post at the same location. The existing AWS track equipment is unaltered.

(35)

BETWEEN INVERNESS AND WICK/THURSO/KYLE OF LOCHALSH

The arrangements described in the Special Notice entitled "INVERNESS NORTH LINES RETB - TEMPORARY WORKING ARRANGEMENTS" dated November, 1992, have been introduced. Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52716).

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SCOTRAIL[≠]

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NO.36

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 28 NOVEMBER 1992

to

FRIDAY 4 DECEMBER 1992

INCLUSIVE

WON36-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

CORROUR - RETB radio channel 103 has been discontinued and associated channel change boards removed.

(39)

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

GLASGOW CENTRAL (CLYDE BRIDGE) - The two existing Channel Change Boards located on the South end of the Clyde Bridge (Gantry E), facing to drivers of Down trains, and relating to train/signal box radio communication (Strathclyde Manning Arrangement) have been altered from displaying radio channel number '11' to display radio channel number '61'.

NOTE : The existing board at present fixed to an upright of this gantry has not been moved, but the other board, at present at a higher level and on a horizontal spar of the gantry, has been moved down to the level of the first board and fixed to another upright of the gantry.

(38)

(See Section D, Miscellaneous Instructions, of this Notice)

BETWEEN KIRKCONNEL AND NEW CUMNOCK - The existing permanent speed restriction of 40 mph on the Up and Down lines Over U/B 192, 58m 100y and 58m 70y No Longer Applies.

(See Section D of this Notice)

The associated Warning Indicators (Rule Book Appendix 2.2) - one on the Up line and one on the Down - have been removed.

(37)

PAISLEY CANAL - The work described and illustrated in the Special Notice entitled "PAISLEY CANAL - RE-OPENING OF LINE (FINAL ARRANGEMENTS)" dated November 1992, has been introduced for the arrangements headed "Sunday 15 November - Between Shields Jn and Corkerhill CSMD".

Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52603).

(37)

MALLAIG - The 4 lever elevated ground frame, located in the former signal box, has been removed and the box structure demolished.

The connections from the single line to the goods sidings and the loading bank, previously controlled from the former 4 lever ground frame, are now controlled from a new 5 lever ground frame located on the site of the former signal box.

(38)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN KENNETHMONT AND GARTLY LC AHB

(CANDY FARM CROSSING) - The permanent speed restrictions on the single line of 40mph, 34m 1280y and 34m 880y (Up) and 5mph, 34m 820y and 34m 880y (Down) have been Removed.

A telephone has been provided at the crossing for the use of Trainmen.

(See Section D of this Notice).

(38)

BETWEEN HUNTLY AND KEITH

(LITTLE MILL CROSSING, 46 MILES 910 YARDS) - A telephone has been provided at the crossing for the use of Trainmen.

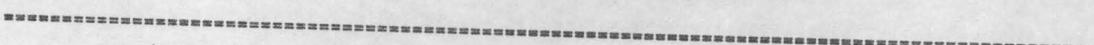
(See Section D of this Notice).

(38)

* * BETWEEN INVERNESS AND WICK/THURSO/KYLE OF LOCHALSH
*

The arrangements described in the Special Notice entitled "INVERNESS NORTH LINES RETB - TEMPORARY WORKING ARRANGEMENTS" dated November, 1992, have been introduced. Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52716).

(36)



MOVEMENTS MANAGER
(PRIVATE and not for publication) LM 323 AM

BR31015

4

SCOTRAIL [≠]

NO.37

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 5 DECEMBER 1992

to

FRIDAY 11 DECEMBER 1992

INCLUSIVE

WON37-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

PAISLEY CANAL - The work described and illustrated in the Special Notice titled "PAISLEY CANAL - RE-OPENING OF LINE (FINAL ARRANGEMENTS)" (dated November 1992), in respect of all arrangements headed "Sunday 29 November - Between Corkerhill CSMD and Paisley Canal Station", has been CANCELLED UNTIL FURTHER NOTICE.

NOTE :

(The arrangements headed "Sunday 15 November - Between Shields Jn and Corkerhill CSMD" have already been introduced and remain as described and illustrated in the Special Notice.)

STAFF ALREADY ISSUED WITH THIS SPECIAL NOTICE MUST RETAIN IT UNTIL FURTHER NOTICE.

(40)

DETAILS OF WORK REFERRED TO IN SECTION B

FROM 05 00 HOURS MONDAY 7 DECEMBER - BETWEEN INVERNESS AND WICK; DINGWALL AND KYLE OF LOCHALSH ; GEORGEMAS JN AND THURSO - The One Train Working arrangements between Inverness and Lairg and Lairg and Wick will be withdrawn and Radio Electronic Token Block working re-instated together with all stop boards and reflectorised distant boards previously covered over.

The Dingwall to Kyle of Lochalsh and Georgemas Jn to Thurso lines will be brought back into use.

The Special Notice titled "INVERNESS NORTH LINES RETB - TEMPORARY WORKING ARRANGEMENTS", dated November 1992, will be withdrawn together with all temporary arrangements therein.

Concurrent with the reinstatement of RETB working, the undernoted adjustments to radio channels will be introduced :-

Between Inverness and Wick

Existing radio channel 111 (between 70mp and Rogart) will be altered to be radio channel 126 with same area of coverage.

WON37-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

FROM 05 00 HOURS MONDAY 7 DECEMBER - BETWEEN INVERNESS AND WICK;
DINGWALL AND KYLE OF LOCHALSH ; GEORGEMAS JN AND THURSO - continued

Between Dingwall and Kyle of Lochalsh

Existing radio channel 109 (between 2mp and Achnasheen) will be altered to be radio channel 105 with same area of coverage.

A new radio channel 104 will be brought into use covering the area between Achnasheen and 39mp.

Existing channel 108 (between Achnasheen and Kyle of Lochalsh) will be altered to cover the area between 39mp and Kyle of Lochalsh.

Existing channel change boards will be altered to reflect the above alterations.

New channel change boards will be provided in the vicinity of 39mp to reflect the altered arrangements between Achnasheen and Kyle of Lochalsh.

(40)

MONDAY 7 DECEMBER - BETWEEN DINGWALL AND FOULIS LC (DINGWALL CANAL NORTH CROSSING, 19 MILES 70 YARDS) - A telephone will be provided at the crossing for the use of trainmen.

(See Section D of this Notice)

(40)

MONDAY 7 DECEMBER - BETWEEN GOLSPIE AND BRORA (DUNROBIN CROSSING, 86 MILES 420 YARDS) - A telephone will be provided at the crossing for the use of trainmen.

(See Section D of this Notice)

(40)

DETAILS OF WORK ALREADY CARRIED OUT

GLASGOW CENTRAL (CLYDE BRIDGE) - The two existing Channel Change Boards located on the South end of the Clyde Bridge (Gantry E), facing to drivers of Down trains, and relating to train/signal box radio communication (Strathclyde Manning Arrangement) have been altered from displaying radio channel number '11' to display radio channel number '61'.

NOTE : The existing board at present fixed to an upright of this gantry has not been moved, but the other board, at present at a higher level and on a horizontal spar of the gantry, has been moved down to the level of the first board and fixed to another upright of the gantry.

(See Section D, Miscellaneous Instructions, of this Notice)

(38)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

- * * BETWEEN KIRKCONNEL AND NEW CUMNOCK - The existing permanent speed restriction of
- * 40 mph on the Up and Down lines Over U/B 192, 58m 100y and 58m 70y
No Longer Applies.

(See Section D of this Notice)

The associated Warning Indicators (Rule Book Appendix 2.2) - one on the Up line and one on the Down - have been removed.

(37)

- * * PAISLEY CANAL - The work described and illustrated in the Special Notice entitled
- * "PAISLEY CANAL - RE-OPENING OF LINE (FINAL ARRANGEMENTS)" dated November 1992, has been introduced for the arrangements headed "Sunday 15 November - Between Shields Jn and Corkerhill CSMD".

Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52603).

(37)

CORROUR - RETB radio channel 103 has been discontinued and associated channel change boards removed.

(39)

MALLAIG - The 4 lever elevated ground frame, located in the former signal box, has been removed and the box structure demolished.

The connections from the single line to the goods sidings and the loading bank, previously controlled from the former 4 lever ground frame, are now controlled from a new 5 lever ground frame located on the site of the former signal box.

(38)

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(38)

Movements Mr
Rm 323

SCOTRAIL 

NO.38

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 12 DECEMBER 1992

to

FRIDAY 18 DECEMBER 1992

INCLUSIVE

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

FROM 12 00 HOURS WEDNESDAY 16 DECEMBER - BETWEEN GIRVAN AND BARRHILL - the existing permanent speed restriction on the single line of 20mph, over Laggansarroch Viaduct, 7m 510y and 7m 570y, in both directions, will be altered to be 20mph, over Laggansarroch Viaduct, 7m 510y and 7m 570y (applies to all trains except Class 15X Series DMU's) and 30mph, over Laggansarroch Viaduct, 7m 510y and 7m 570y (applies to Class 15X Series DMU's only), each restriction applying in both directions.

The existing permanent speed restriction on the single line of 40mph, Bridge No.48, 11m 730y and 11m 790y, in both directions, will be altered to be 40mph, Bridge No.48, 11m 730y and 11m 790y (applies to all trains except Class 15X Series DMU's). (The permanent speed restriction at this location will not apply to Class 15X Series DMU's. Maximum permissible speed will apply to Class 15X Series DMU's only).

The Sectional Appendix, Section 3 instructions on page 52 headed "CLASS 15X SERIES DMU's - PERMITTED SPEEDS" will apply in respect of the MU marker signs at the above locations.

(See Section D of this Notice)

(41)

WEDNESDAY 16 DECEMBER - BETWEEN MOSSEND AND WHIFFLET NORTH JN - The existing permanent speed restriction warning indicator (Rule Book, Appendix 2, page 2.2) associated with the Down Coatbridge permanent speed restriction of 40mph, Coatbridge Jn and 94 miles 1540 yards will be repositioned to be 320 yards on the Motherwell side of Down Coatbridge Signal M285 (Whifflet South Jn), fixed to electrification structure GD/7/04, on left of drivers. The associated AWS track equipment will be repositioned accordingly.

(The permanent speed restriction will be unaltered)

(41)

DETAILS OF WORK ALREADY CARRIED OUT

* * GLASGOW CENTRAL (CLYDE BRIDGE) - The two existing Channel Change Boards located on * the South end of the Clyde Bridge (Gantry E), facing to drivers of Down trains, and relating to train/signal box radio communication (Strathclyde Manning Arrangement) have been altered from displaying radio channel number '11' to display radio channel number '61'.

NOTE :

The existing board at present fixed to an upright of this gantry has not been moved, but the other board, at present at a higher level and on a horizontal spar of the gantry, has been moved down to the level of the first board and fixed to another upright of the gantry.

(See Section D, Miscellaneous Instructions, of this Notice)

(38)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

PAISLEY CANAL - The work described and illustrated in the Special Notice titled "PAISLEY CANAL - RE-OPENING OF LINE (FINAL ARRANGEMENTS)" (dated November 1992), in respect of all arrangements headed "Sunday 29 November - Between Corkerhill CSMD and Paisley Canal Station", has been CANCELLED UNTIL FURTHER NOTICE.

NOTE :

(The arrangements headed "Sunday 15 November - Between Shields Jn and Corkerhill CSMD" have already been introduced and remain as described and illustrated in the Special Notice.)

STAFF ALREADY ISSUED WITH THIS SPECIAL NOTICE MUST RETAIN IT UNTIL FURTHER NOTICE.

(40)

CORROUR - RETB radio channel 103 has been discontinued and associated channel change boards removed.

(39)

* * MALLAIG - The 4 lever elevated ground frame, located in the former signal box, has
* been removed and the box structure demolished.

The connections from the single line to the goods sidings and the loading bank, previously controlled from the former 4 lever ground frame, are now controlled from a new 5 lever ground frame located on the site of the former signal box.

(38)

BETWEEN INVERNESS AND WICK; DINGWALL AND KYLE OF LOCHALSH; GEORGEMAS JN AND THURSO - The One Train Working arrangements between Inverness and Lairg and Lairg and Wick have been withdrawn and Radio Electronic Token Block working re-instated together with all stop boards and reflectorised distant boards previously covered over.

The Dingwall to Kyle of Lochalsh and Georgemas Jn to Thurso lines have been brought back into use.

The Special Notice titled "INVERNESS NORTH LINES RETB - TEMPORARY WORKING ARRANGEMENTS", dated November 1992, has been withdrawn together with all temporary arrangements therein.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN INVERNESS AND WICK; DINGWALL AND KYLE OF LOCHALSH; GEORGEMAS JN AND THURSO - continued

Concurrent with the reinstatement of RETB working, the undernoted adjustments to radio channels have been introduced :-

Between Inverness and Wick

Existing radio channel 111 (between 70mp and Rogart) has been altered to be radio channel 126 with same area of coverage.

Between Dingwall and Kyle of Lochalsh

Existing radio channel 109 (between 2mp and Achnasheen) has been altered to be radio channel 105 with same area of coverage.

A new radio channel 104 has been brought into use covering the area between Achnasheen and 39mp.

Existing channel 108 (between Achnasheen and Kyle of Lochalsh) has been altered to cover the area between 39mp and Kyle of Lochalsh.

Existing channel change boards have been altered to reflect the above alterations.

New channel change boards have been provided in the vicinity of 39mp to reflect the altered arrangements between Achnasheen and Kyle of Lochalsh.

(40)

BETWEEN DINGWALL AND FOULIS LC (DINGWALL CANAL NORTH CROSSING, 19 MILES 70 YARDS) - A telephone has been provided at the crossing for the use of trainmen.

(See Section D of this Notice)

(40)

BETWEEN GOLSPIE AND BRORA (DUNROBIN CROSSING, 86 MILES 420 YARDS) - A telephone has been provided at the crossing for the use of trainmen.

(See Section D of this Notice)

(40)

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NO.39/40

WEEKLY OPERATING NOTICE

CONTAINING
 TEMPORARY SPEED RESTRICTIONS
 TEMPORARY ENGINEERING WORKS
 SIGNALLING AND PERMANENT WAY ALTERATIONS
 GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 19 DECEMBER 1992

to

FRIDAY 1 JANUARY 1993

INCLUSIVE

THIS BOOK CONTAINS NOTICES FOR TWO WEEKS

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 21 DECEMBER - BETWEEN WHIFFLET SOUTH JN AND WHIFFLET NORTH JN - A new station, designated WHIFFLET, will be opened with side platforms on the Up and Down Coatbridge lines at 94 miles 40 yards, platforms 145 yards long. Stop car markers will not be provided.

(See Section D of this notice).

(42)

MONDAY 21 DECEMBER - BETWEEN CHEVINGTON CCTV LC AND WIDDRINGTON ON THE UP MAIN LINE

From 10 00 hrs on Monday 21 December, the Temporary Speed Restriction of 100mph from 24m 75ch to 24m 68ch will become permanent.

The 100mph Permanent Speed Restriction sign presently located at 24m 68ch will be moved northwards to 24m 75ch.

The 100mph triangular Advance Speed Warning Indicator presently located at 25m 28ch will be moved northwards to 25m 35ch.

(See Section 'D')

(42)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN GIRVAN AND BARRHILL - The existing permanent speed restriction on the single line of 20mph, over Laggansarroch Viaduct, 7m 510y and 7m 570y, in both directions, has been altered to be 20mph, over Laggansarroch Viaduct, 7m 510y and 7m 570y (applies to all trains except Class 15X Series DMU's) and 30mph, over Laggansarroch Viaduct, 7m 510y and 7m 570y (applies to Class 15X Series DMU's only), each restriction applying in both directions.

The existing permanent speed restriction on the single line of 40mph, Bridge No.48, 11m 730y and 11m 790y, in both directions, has been altered to be 40mph, Bridge No.48, 11m 730y and 11m 790y (applies to all trains except Class 15X Series DMU's). (The permanent speed restriction at this location will not apply to Class 15X Series DMU's. Maximum permissible speed will apply to Class 15X Series DMU's only).

The Sectional Appendix, Section 3 instructions on page 52 headed "CLASS 15X SERIES DMU's - PERMITTED SPEEDS" will apply in respect of the MU marker signs at the above locations.

(See Section D of this Notice)

(41)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

- * * PAISLEY CANAL - The work described and illustrated in the Special Notice titled "PAISLEY CANAL - RE-OPENING OF LINE (FINAL ARRANGEMENTS)" (dated November 1992), in respect of all arrangements headed "Sunday 29 November - Between Corkerhill CSMD and Paisley Canal Station", has been CANCELLED UNTIL FURTHER NOTICE.

NOTE :

(The arrangements headed "Sunday 15 November - Between Shields Jn and Corkerhill CSMD" have already been introduced and remain as described and illustrated in the Special Notice.)

STAFF ALREADY ISSUED WITH THIS SPECIAL NOTICE MUST NOW DESTROY IT.

(See Section D of this Notice)

Amended (40)

BETWEEN MOSSEND AND WHIFFLET NORTH JN - The existing permanent speed restriction warning indicator (Rule Book, Appendix 2, page 2.2) associated with the Down Coatbridge permanent speed restriction of 40mph, Coatbridge Jn and 94 miles 1540 yards has been repositioned to be 320 yards on the Motherwell side of Down Coatbridge Signal M285 (Whifflet South Jn), fixed to electrification structure GD/7/04, on left of drivers. The associated AWS track equipment has been repositioned accordingly.

(The permanent speed restriction is unaltered)

(41)

- * * CORROUR - RETB radio channel 103 has been discontinued and associated channel change boards removed.

(39)

- * * BETWEEN INVERNESS AND WICK; DINGWALL AND KYLE OF LOCHALSH;
- * GEORGEMAS JN AND THURSO - The One Train Working arrangements between Inverness and Lairg and Lairg and Wick have been withdrawn and Radio Electronic Token Block working re-instated together with all stop boards and reflectorised distant boards previously covered over.

The Dingwall to Kyle of Lochalsh and Georgemas Jn to Thurso lines have been brought back into use.

The Special Notice titled "INVERNESS NORTH LINES RETB - TEMPORARY WORKING ARRANGEMENTS", dated November 1992, has been withdrawn together with all temporary arrangements therein.

Concurrent with the reinstatement of RETB working, the undernoted adjustments to radio channels have been introduced :-

Between Inverness and Wick

Existing radio channel 111 (between 70mp and Rogart) has been altered to be radio channel 126 with same area of coverage.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

- * * BETWEEN INVERNESS AND WICK; DINGWALL AND KYLE OF LOCHALSH;
- * GEORGEMAS JN AND THURSO - continued

Between Dingwall and Kyle of Lochalsh

Existing radio channel 109 (between 2mp and Achnasheen) has been altered to be radio channel 105 with same area of coverage.

A new radio channel 104 has been brought into use covering the area between Achnasheen and 39mp.

Existing channel 108 (between Achnasheen and Kyle of Lochalsh) has been altered to cover the area between 39mp and Kyle of Lochalsh.

Existing channel change boards have been altered to reflect the above alterations.

New channel change boards have been provided in the vicinity of 39mp to reflect the altered arrangements between Achnasheen and Kyle of Lochalsh.

(40)

- * * BETWEEN DINGWALL AND FOULIS LC (DINGWALL CANAL NORTH CROSSING,
- * 19 MILES 70 YARDS) - A telephone has been provided at the crossing for the use of trainmen.

(See Section D of this Notice)

(40)

- * * BETWEEN GOLSPIE AND BRORA (DUNROBIN CROSSING, 86 MILES 420 YARDS) - A
- * telephone has been provided at the crossing for the use of trainmen.

(See Section D of this Notice)

(40)

SCOTRAIL[≠]

NO.41

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 2 JANUARY 1993

to

FRIDAY 8 JANUARY 1993

INCLUSIVE

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

TWEEDMOUTH TO EDINBURGH WAVERLEYBETWEEN GRANTSHOUSE (41M 310Y) AND INNERWICK (34M 880Y)

UNTIL FURTHER NOTICE - the Train Operated Warning System between Grantshouse and Innerwick has been put out of use.

(43)

BETWEEN DINGWALL AND FOULIS LC (DINGWALL CANAL NORTH CROSSING 19 MILES 70 YARDS)

This crossing spans the branch line as well as the main line and the following is Additional to the heading of this item :-

"AND BETWEEN DINGWALL JUNCTION POINTS AND DINGWALL NO.1 LC (AOCL) (DINGWALL CANAL NORTH CROSSING 0 MILES 550 YARDS)".

NOTE : The telephones for this crossing have already been provided and remain unaltered.

(43)

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

- * * BETWEEN GIRVAN AND BARRHILL - The existing permanent speed restriction on the single line of 20mph, over Laggansarroch Viaduct, 7m 510y and 7m 570y, in both directions, has been altered to be 20mph, over Laggansarroch Viaduct, 7m 510y and 7m 570y (applies to all trains except Class 15X Series DMU's) and 30mph, over Laggansarroch Viaduct, 7m 510y and 7m 570y (applies to Class 15X Series DMU's only), each restriction applying in both directions.

The existing permanent speed restriction on the single line of 40mph, Bridge No.48, 11m 730y and 11m 790y, in both directions, has been altered to be 40mph, Bridge No.48, 11m 730y and 11m 790y (applies to all trains except Class 15X Series DMU's). (The permanent speed restriction at this location will not apply to Class 15X Series DMU's. Maximum permissible speed will apply to Class 15X Series DMU's only).

The Sectional Appendix, Section 3 instructions on page 52 headed "CLASS 15X SERIES DMU's - PERMITTED SPEEDS" will apply in respect of the MU marker signs at the above locations.

(See Section D of this Notice)

(41)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

- * * BETWEEN MOSSEND AND WHIFFLET NORTH JN - The existing permanent speed restriction warning indicator (Rule Book, Appendix 2, page 2.2) associated with the Down Coatbridge permanent speed restriction of 40mph, Coatbridge Jn and 94 miles 1540 yards has been repositioned to be 320 yards on the Motherwell side of Down Coatbridge Signal M285 (Whifflet South Jn), fixed to electrification structure GD/7/04, on left of drivers. The associated AWS track equipment has been repositioned accordingly.

(The permanent speed restriction is unaltered)

(41)

BETWEEN WHIFFLET SOUTH JN AND WHIFFLET NORTH JN - A new station, designated WHIFFLET, has been opened with side platforms on the Up and Down Coatbridge lines at 94 miles 40 yards, platforms 145 yards long. Stop car markers have not been provided.

(See Section D of this notice).

(42)

BETWEEN CHEVINGTON CCTV LC AND WIDDRINGTON ON THE UP MAIN LINE

The Temporary Speed Restriction of 100mph from 24m 75ch to 24m 68ch has become permanent.

The 100mph Permanent Speed Restriction sign which was located at 24m 68ch has been moved northwards to 24m 75ch.

The 100mph triangular Advance Speed Warning Indicator which was located at 25m 28ch has been moved northwards to 25m 35ch.

(See Section 'D')

(42)

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52807.

SCOTRAIL[®]

NO.42

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 9 JANUARY 1993

to

FRIDAY 15 JANUARY 1993

INCLUSIVE

J. M. H. 1993

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL.

DETAILS OF WORK ALREADY CARRIED OUT

* * BETWEEN WHIFFLET SOUTH JN AND WHIFFLET NORTH JN - A new station, designated
* WHIFFLET, has been opened with side platforms on the Up and Down Coatbridge lines at
94 miles 40 yards, platforms 145 yards long. Stop car markers have not been provided.

(See Section D of this notice).

(42)

TWEEDMOUTH TO EDINBURGH WAVERLEY

BETWEEN GRANTSHOUSE (41M 310Y) AND INNERWICK (34M 880Y)

UNTIL FURTHER NOTICE - the Train Operated Warning System between Grantshouse
and Innerwick has been put out of use.

(43)

BETWEEN DINGWALL AND FOULIS LC (DINGWALL CANAL NORTH CROSSING
19 MILES 70 YARDS)

This crossing spans the branch line as well as the main line and the following is
Additional to the heading of this item :-

"AND BETWEEN DINGWALL JUNCTION POINTS AND DINGWALL NO.1 LC (AOCL) (DINGWALL CANAL NORTH
CROSSING 0 MILES 550 YARDS)".

NOTE : The telephones for this crossing have already been provided and remain
unaltered.

(43)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN CHEVINGTON CCTV LC AND WIDDRINGTON ON THE UP MAIN LINE

*

The Temporary Speed Restriction of 100mph from 24m 75ch to 24m 68ch has become permanent.

The 100mph Permanent Speed Restriction sign which was located at 24m 68ch has been moved northwards to 24m 75ch.

The 100mph triangular Advance Speed Warning Indicator which was located at 25m 28ch has been moved northwards to 25m 35ch.

(See Section 'D')

(42)

CHATHILL - The Civil Engineer's siding, connection from the Up main line at 45 miles 65 chains, has been clamped out of use until further notice.

(45)

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Movements MGR

R.N 323

BR31015

(PRIVATE and not for publication)

SCOTRAIL

NO.43

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 16 JANUARY 1993

to

FRIDAY 22 JANUARY 1993

INCLUSIVE

WON43-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 18 JANUARY - WHITELAW PUBLIC FOOTPATH LEVEL CROSSING
AT 96M 480Y (BETWEEN CURRIEHILL AND WESTER HAILES) - From 10 00 hours, new
Whistle Boards will be provided as follows :-

Down Main Line - 440 yards before reaching the crossing.

Up Main Line - 440 yards before reaching the crossing.

These new Whistle Boards will replace the old Boards, currently located
331 yards from the crossing on the Down Line and 527 yards from the crossing
on the Up Line, which will be removed.

(46)

DETAILS OF WORK ALREADY CARRIED OUT

* * TWEEDMOUTH TO EDINBURGH WAVERLEY

*

BETWEEN GRANTSHOUSE (41M 310Y) AND INNERWICK (34M 880Y)

UNTIL FURTHER NOTICE - the Train Operated Warning System between Grantshouse
and Innerwick has been put out of use.

(43)

* * BETWEEN DINGWALL AND FOULIS LC (DINGWALL CANAL NORTH CROSSING
* 19 MILES 70 YARDS)

This crossing spans the branch line as well as the main line and the following
is Additional to the heading of this item :-

"AND BETWEEN DINGWALL JUNCTION POINTS AND DINGWALL NO.1 LC (AOCL) (DINGWALL CANAL
NORTH CROSSING 0 MILES 550 YARDS)".

NOTE : The telephones for this crossing have already been provided and remain
unaltered.

(43)

CHATHILL - The Civil Engineer's siding, connection from the Up main line at
45 miles 65 chains, has been clamped out of use until further notice.

(45)

Movements MGR

(PRIVATE and not for publication)

Ln 323

BR31015 / 1

SCOTRAIL[≠]

NO.44

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 23 JANUARY 1993

to

FRIDAY 29 JANUARY 1993

INCLUSIVE

WON44-C1-

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

STOBSWOOD LEVEL CROSSING AT 23M 75CH (BETWEEN MORPETH AND ALNMOUTH) - The above level crossing has been removed along with all signs and telephones.

(47)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 24 JANUARY - PAISLEY CANAL - The work described and illustrated in the Special Notice entitled "PAISLEY CANAL - RE-OPENING OF LINE (FINAL ARRANGEMENTS)" dated January 1993 will be introduced.

Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52603).

(47)

SUNDAY 24 JANUARY - HAWKHEAD OIL TERMINAL - The ground frame controlled connection single Canal line to Hawkhead Oil Terminal will be secured out of use, set for movements along the single Canal line, until further notice.

(47)

SUNDAY 24 JANUARY - CANDY FARM CROSSING AT 34 MILES 880 YARDS (BETWEEN KENNETHMONT AND GARTLY LC) - A telephone for the use of the public will be provided at the crossing and this will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(47)

MONDAY 25 JANUARY - LANGHILL PRIVATE FOOTPATH LEVEL CROSSING AT 24M 50CH (1100 YARDS) AND BLACKFORD OCCUPATION LEVEL CROSSING AT 24M 77CH (1690 YARDS) (BETWEEN GREYNA JN AND LOCKERBIE) - From 10 00 hours, new Whistle Boards will be provided at both the above crossings as follows :-

Down Main Line - 440 yards before reaching the crossings.

Up Main Line - 440 yards before reaching the crossings.

(47)

WON44-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

MONDAY 25 JANUARY - BLAWEARIE OCCUPATION LEVEL CROSSING AT 13M 71CH (BETWEEN DREM AND LONGNIDDRY)

From 10 00 hours, Whistle Boards will be provided as follows :-

Down Main Line - 440 yards before reaching the crossing.

Up Main Line - 440 yards before reaching the crossing.

(47)

DETAILS OF WORK ALREADY CARRIED OUT

WHITELAW PUBLIC FOOTPATH LEVEL CROSSING AT 96M 480Y (BETWEEN CURRIEHILL AND WESTER HAILES) - New Whistle Boards have been provided as follows :-

Down Main Line - 440 yards before reaching the crossing.

Up Main Line - 440 yards before reaching the crossing.

These new Whistle Boards have replaced the old Boards, formerly located 331 yards from the crossing on the Down Line and 527 yards from the crossing on the Up Line, which have been removed.

(46)

CHATHILL - The Civil Engineer's siding, connection from the Up main line at 45 miles 65 chains, has been clamped out of use until further notice.

(45)

MOVMTS MGR

Rm 323

①

SCOTRAIL[®]

NO.45

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 30 JANUARY 1993

to

FRIDAY 5 FEBRUARY 1993

INCLUSIVE

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 30 JANUARY - MILNTHORPE - The emergency facing and trailing crossovers worked from Milnthorpe No. 1 and No. 2 ground frames will be temporarily taken out of use.

(48)

MONDAY 1 FEBRUARY - TORPHIN OCCUPATION LEVEL CROSSING AT 85M 40 YARDS - (BETWEEN CARSTAIRS EAST JN AND MIDCALDER JN) - From 10 00 hours, a Whistle Board will be provided on the Up main line, 440 yards before reaching the crossing.

(48)

DETAILS OF WORK ALREADY CARRIED OUT

LANGHILL PRIVATE FOOTPATH LEVEL CROSSING AT 24M 1100 YARDS AND BLACKFORD OCCUPATION LEVEL CROSSING AT 24M 1690 YARDS (BETWEEN GRETNA JN AND LOCKERBIE) - New Whistle Boards have been provided at both the above crossings as follows :-

Down Main Line - 440 yards before reaching the crossings.

Up Main Line - 440 yards before reaching the crossings.

(47)

WHITELAW PUBLIC FOOTPATH LEVEL CROSSING AT 96M 480Y (BETWEEN CURRIEHILL AND WESTER HAILES) - New Whistle Boards have been provided as follows :-

Down Main Line - 440 yards before reaching the crossing.

Up Main Line - 440 yards before reaching the crossing.

These new Whistle Boards have replaced the old Boards, formerly located 331 yards from the crossing on the Down Line and 527 yards from the crossing on the Up Line, which have been removed.

(46)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

PAISLEY CANAL - The work described and illustrated in the Special Notice entitled "PAISLEY CANAL - RE-OPENING OF LINE (FINAL ARRANGEMENTS)" dated January 1993 has been introduced.

Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52603).

(47)

BLAWEARIE OCCUPATION LEVEL CROSSING AT 13M 1560 YARDS (BETWEEN DREM AND LONGNIDDRY)

New Whistle Boards have been provided as follows :-

Down Main Line - 440 yards before reaching the crossing.

Up Main Line - 440 yards before reaching the crossing.

(47)

CANDY FARM CROSSING AT 34 MILES 880 YARDS (BETWEEN KENNETHMONT AND GARTLY LC) - A telephone for the use of the public has been provided at the crossing and this is also available for the use of trainmen in an emergency.

(See Section D of this Notice)

(47)

* * CHATHILL - The Civil Engineer's siding, connection from the Up main line at 45 miles 65 chains, has been clamped out of use until further notice.

(45)

STOBSWOOD LEVEL CROSSING AT 23M 75CH (BETWEEN MORPETH AND ALNMOUTH) - The above level crossing has been removed along with all signs and telephones.

(47)

MOVEMENTS MGR

Rm 323

①

SCOTRAIL[≠]

NO.46

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 6 FEBRUARY 1993

to

FRIDAY 12 FEBRUARY 1993

INCLUSIVE

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 7 FEBRUARY - TOWNHILL JN - The Oakley branch will be closed and all associated signals/signal routes disconnected. The connection from the Oakley branch to the CE siding will be secured out of use, set for movements to or from the CE siding, pending removal.

Ground position light signal E0905, Oakley branch to Down sidings or No. 1 or No. 2 Goods Loops, will be covered over.

Down Oakley branch signal E0721 and the adjacent double-sided notice board will be removed.

(49)

MONDAY 8 FEBRUARY - HYNDLAND - A new permanent speed restriction of 25mph, between 3 miles 1310 yards and Hyndland East Jn, will be brought into use on the Down line only.

(See Section D of this Notice).

(49)

DETAILS OF WORK ALREADY CARRIED OUT

TORPHIN OCCUPATION LEVEL CROSSING AT 85M 40 YARDS - (BETWEEN CARSTAIRS EAST JN AND MIDCALDER JN) - A Whistle Board has been provided on the Up main line, 440 yards before reaching the crossing.

(48)

- * * WHITELAW PUBLIC FOOTPATH LEVEL CROSSING AT 96M 480Y
* (BETWEEN CURRIEHILL AND WESTER HAILES) - New Whistle Boards have been provided as follows :-

Down Main Line - 440 yards before reaching the crossing.

Up Main Line - 440 yards before reaching the crossing.

These new Whistle Boards have replaced the old Boards, formerly located 331 yards from the crossing on the Down Line and 527 yards from the crossing on the Up Line, which have been removed.

(46)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

PAISLEY CANAL - The work described and illustrated in the Special Notice entitled "PAISLEY CANAL - RE-OPENING OF LINE (FINAL ARRANGEMENTS)" dated January 1993 has been introduced.

Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52603).

(47)

LANGHILL PRIVATE FOOTPATH LEVEL CROSSING AT 24M 1100 YARDS AND BLACKFORD OCCUPATION LEVEL CROSSING AT 24M 1690 YARDS (BETWEEN GRETNA JN AND LOCKERBIE) - New Whistle Boards have been provided at both the above crossings as follows :-

Down Main Line - 440 yards before reaching the crossings.

Up Main Line - 440 yards before reaching the crossings.

(47)

BLAWEARIE OCCUPATION LEVEL CROSSING AT 13M 1560 YARDS (BETWEEN DREM AND LONGNIDDRY)

New Whistle Boards have been provided as follows :-

Down Main Line - 440 yards before reaching the crossing.

Up Main Line - 440 yards before reaching the crossing.

(47)

CANDY FARM CROSSING AT 34 MILES 880 YARDS (BETWEEN KENNETHMONT AND GARTLY LC) - A telephone for the use of the public has been provided at the crossing and this is also available for the use of trainmen in an emergency.

(Refer PON46D, Page 71)

(47)

STOBWOOD LEVEL CROSSING AT 23M 1650Y (BETWEEN MORPETH AND ALNMOUTH) - The above level crossing has been removed along with all signs and telephones.

(47)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

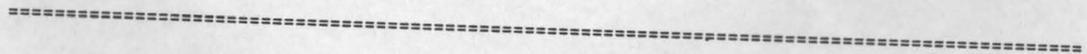
DETAILS OF WORK ALREADY CARRIED OUT - continued

MIDDLETON PRIVATE FOOTPATH LEVEL CROSSING NO. 177 AT 53M 1740 YARDS
(BETWEEN CRAIGMILL AND SMEAFIELD CCTV LC'S) - The telephones have been
removed at the above crossing.

(49)

MILNTHORPE - The emergency facing and trailing crossovers worked from Milnethorpe
No.1 and No.2 ground frames have been temporarily taken out of use.

(48)



No Section "C"
for Wk 47

3RD FLOOR

OPERATIONS MNGR

MOVEMENTS MNGR

①

SCOTRAIL[≠]

NO.47

WEEKLY OPERATING NOTICE

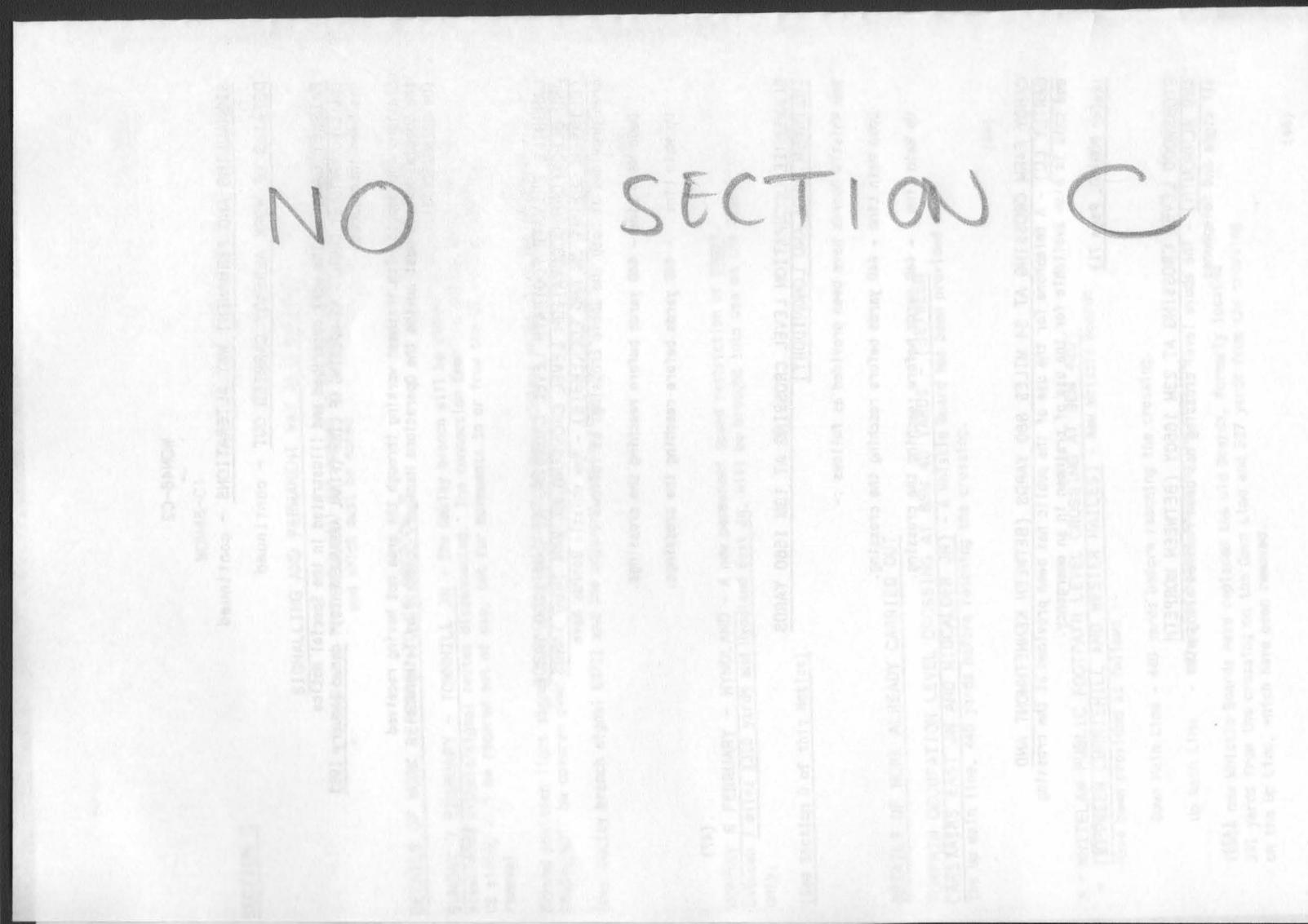
CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 13 FEBRUARY 1993

to

FRIDAY 19 FEBRUARY 1993

INCLUSIVE



SCOTRAIL[≠]

NO.48

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 20 FEBRUARY 1993

to

FRIDAY 26 FEBRUARY 1993

INCLUSIVE

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL.

DETAILS OF WORK ALREADY CARRIED OUT

* * TORPHIN OCCUPATION LEVEL CROSSING AT 85M 40 YARDS - (BETWEEN
* CARSTAIRS EAST JN AND MIDCALDER JN) - A Whistle Board has been provided on
the Up main line, 440 yards before reaching the crossing.

(48)

HYNDLAND - A new permanent speed restriction of 25mph, between 3 miles 1310 yards
and Hyndland East Jn, has been brought into use on the Down line only.

(See Section D of this Notice).

(49)

BETWEEN GRANTSHOUSE (34M 310Y) AND INNERWICK (41M 880Y)

The Train Operated Warning System, previously put out of use, has now been re-instated.

(51)

TOWNHILL JN - The Oakley branch has been closed and all associated signals/signal
routes disconnected. The connection from the Oakley branch to the CE siding has been secured
out of use, set for movements to or from the CE siding, pending removal.

Ground position light signal E0905, Oakley branch to Down sidings or No. 1 or No. 2 Goods
Loops, has been covered over.

Down Oakley branch signal E0721 and the adjacent double-sided notice board have been removed.

(49)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

MIDDLETON PRIVATE FOOTPATH LEVEL CROSSING NO. 177 AT 53M 1740 YARDS
(BETWEEN CRAG MILL AND SMEAFIELD CCTV LC'S) - The telephones have been
removed at the above crossing.

(49)

* * MILNTHORPE - The emergency facing and trailing crossovers worked from Milnthorpe
* No.1 and No.2 ground frames have been temporarily taken out of use.

(48)

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SCOTRAIL[≠]

NO.49

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 27 FEBRUARY 1993

to

FRIDAY 5 MARCH 1993

INCLUSIVE

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 28 FEBRUARY - HILLFOOT STATION - The Down platform will be shortened by 39 yards at the Milngavie end and the 6 car stop marker will be repositioned accordingly.

The Up platform will be shortened by 49 yards at the Milngavie end.

Drivers of stopping trains must exercise care when bringing their trains to a stand at this station.

(52)

MONDAY 1 MARCH - BETWEEN NEILSTON AND PATTERTON - A new permanent speed restriction of 20 mph will be brought into operation on the Down line, between 107 mp and 106½ mp.

A new permanent speed restriction of 20 mph will be brought into operation on the Up line, between 106½ mp and 107¼ mp.

(See Section D of this Notice).

(52)

DETAILS OF WORK ALREADY CARRIED OUT

- * * HYNDLAND - A new permanent speed restriction of 25mph, between
* 3 miles 1310 yards and Hyndland East Jn, has been brought into use on the Down line only.

(See Section D of this Notice).

(49)

BETWEEN GRANTSHOUSE (34M 310Y) AND INNERWICK (41M 880Y)

The Train Operated Warning System, previously put out of use, has now been re-instated.

(51)

- * * TOWNHILL JN - The Oakley branch has been closed and all associated
* signals/signal routes disconnected. The connection from the Oakley branch to the CE siding has been secured out of use, set for movements to or from the CE siding, pending removal.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * TOWNHILL JN - continued

*

Ground position light signal E0905, Oakley branch to Down sidings or No.1 or No.2 Goods Loops, has been covered over.

Down Oakley branch signal E0721 and the adjacent double-sided notice board have been removed.

(49)

- * * MIDDLETON PRIVATE FOOTPATH LEVEL CROSSING NO.177 AT 53M 1740 YARDS
* (BETWEEN CRAG MILL AND SMEAFIELD CCTV LC'S) - The telephones have been removed at the above crossing.

(49)

Movements MG 12

(PRIVATE and not for publication) Rn 323

BR31015

SCOTRAIL 

NO.50

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 6 MARCH 1993

to

FRIDAY 12 MARCH 1993

INCLUSIVE

WON50-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

WEMYSS BAY - No.1 platform line has been temporarily put out of use with the points giving access thereto set and secured for movements to or from No.2 platform line.

(52)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 7 MARCH - MILNTHORPE

The emergency facing and trailing crossovers worked from Milnthorpe No.1 and No.2 ground frames will be brought back into use.

(53)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN NEILSTON AND PATTERTON - A new permanent speed restriction of 20 mph has been brought into operation on the Down line, between 107 mp and 106½ mp.

A new permanent speed restriction of 20 mph has been brought into operation on the Up line, between 106½ mp and 107¼ mp.

(See Section D of this Notice).

(52)

HILLFOOT STATION - The Down platform has been shortened by 39 yards at the Milngavie end and the 6 car stop marker has been repositioned accordingly.

The Up platform has been shortened by 49 yards at the Milngavie end.

Drivers of stopping trains must exercise care when bringing their trains to a stand at this station.

(52)

BETWEEN GRANTSHOUSE (34M 310Y) AND INNERWICK (41M 880Y)

The Train Operated Warning System, previously put out of use, has now been re-instated.

(51)

SCOTRAIL[≠]

NO.51

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 13 MARCH 1993

to

FRIDAY 19 MARCH 1993

INCLUSIVE

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 13 MARCH - BETWEEN THORNTON NORTH JN AND METHIL WEST - A single-sided, reflectorised notice board will be provided at Cameron Bridge, on the single line immediately on the Thornton side of the ground frame operated points giving access to the sidings, facing to drivers of Down direction trains, worded "STOP - CHECK POSITION OF GROUND FRAME POINTS BEFORE PROCEEDING".

(2)

SUNDAY 14 MARCH - LITTLEMILL CROSSING AT 46 MILES 910 YARDS (BETWEEN HUNTLY AND KEITH) - Telephones for the use of the public will be provided at this crossing and these will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(2)

SUNDAY 14 MARCH - EASTERTON CROSSING AT 125 MILES 500 YARDS (BETWEEN FORRES AND NAIRN) - Telephones for the use of the public will be provided at this crossing and these will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(2)

MONDAY 15 MARCH - BETWEEN CARMUIRS EAST JN AND CARMUIRS WEST JN - A new permanent speed restriction of 20 mph will be brought into operation on the Up and Down lines between 0 miles 350 yards and 0 miles 250 yards, underbrige No.1 (applies to all trains except DMU's).

(See Section D of this Notice)

(2)

D PERMANENT WAY ALTERATIONS - continued

WORK REFERRED TO IN SECTION B - continued

CH - WALNUT GROVE CROSSING AT 18 MILES 1120 YARDS;
SING AT 18 MILES 200 YARDS (BETWEEN BARNHILL AND
ones for the use of the public will be provided at each of these
se will also be available for the use of trainmen in an emergency.

this Notice)

(2)

H - KINGSTON FARM CROSSING AT 7 MILES 460 YARDS
AND LONGFORGAN) - Telephones for the use of the public will
is crossing and these will also be available for the use of
ergency.

this Notice)

(2)

WORK ALREADY CARRIED OUT

ON AND PATTERTON - A new permanent speed restriction of
brought into operation on the Down line, between 107 mp and 106½ mp.

ed restriction of 20 mph has been brought into operation on
n 106½ mp and 107¼ mp.

this Notice)

(52)

. platform line has been temporarily put out of use with the
s thereto set and secured for movements to or from No.2 platform

(52)

- The Down platform has been shortened by 39 yards at the
e 6 car stop marker has been repositioned accordingly.

been shortened by 49 yards at the Milngavie end.

trains must exercise care when bringing their trains to a stand

(52)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** BETWEEN GRANTSHOUSE (34M 310Y) AND INNERWICK (41M 880Y)

*

The Train Operated Warning System, previously put out of use, has now been re-instated.

(51)

MILNTHORPE

The emergency facing and trailing crossovers worked from Milnthorpe No.1 and No.2 ground frames have been brought back into use.

(53)

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(PRIVATE and not for publication)

MOVEMENTS MGR
Room 323 BR31015

SCOTRAIL

NO.52

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 20 MARCH 1993

to

FRIDAY 26 MARCH 1993

INCLUSIVE

WON52-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

TWEEDMOUTH UP YARD - No.3 Siding has been brought back into use.

(3)

DETAILS OF WORK REFERRED TO IN SECTION B

BETWEEN GRETNA JN AND LOCKERBIE

SUNDAY 21 MARCH - COVE AHB LEVEL CROSSING AT 13M 950YDS - The above level crossing will be equipped to work automatically when approached in the wrong direction, and for this purpose "X40" mph speed restriction warning boards will be provided 762 yards either side of the crossing.

The existing Whistle Boards, located 342 yards on both approaches to the crossing, will be removed.

The 90 mph speed restrictions between 14m 830y and 13m 950y on the Up Main Line, and between 12m 1070y and 13m 950y on the Down Main Line, will be removed and the lines returned to 100 mph running.

(See Section D of this Notice)

(3)

SUNDAY 21 MARCH - BALAVIL BURN CROSSING AT 73 MILES 1580 YARDS
(BETWEEN KINGUSSIE AND KINCRAIG) - Telephones for the use of the public will be provided at this crossing and these will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(3)

MONDAY 22 MARCH - BETWEEN SPEAN BRIDGE AND FORT WILLIAM JN - A new permanent speed restriction of 50 mph will be brought into operation on the single line, in both directions, between 94 miles 740 yards and 94 miles 1020 yards, applying to all trains.

(See Section D of this Notice)

(3)

WON52-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

- * * BETWEEN NEILSTON AND PATTERTON - A new permanent speed restriction of 20 mph has been brought into operation on the Down line, between 107 mp and 106½ mp.

A new permanent speed restriction of 20 mph has been brought into operation on the Up line, between 106½ mp and 107¼ mp.

(See Section D of this Notice)

(52)

- * * WEMYSS BAY - No.1 platform line has been temporarily put out of use with the points giving access thereto set and secured for movements to or from No.2 platform line.

(52)

- * * HILLFOOT STATION - The Down platform has been shortened by 39 yards at the Milngavie end and the 6 car stop marker has been repositioned accordingly.

The Up platform has been shortened by 49 yards at the Milngavie end.

Drivers of stopping trains must exercise care when bringing their trains to a stand at this station.

(52)

BETWEEN CARMUIRS EAST JN AND CARMUIRS WEST JN - A new permanent speed restriction of 20 mph has been brought into operation on the Up and Down lines between 0 miles 350 yards and 0 miles 250 yards, Underbrige No.1 (applies to all trains except DMU's).

(See Section D of this Notice)

(2)

BETWEEN THORNTON NORTH JN AND METHIL WEST - A single-sided, reflectorised notice board has been provided at Cameron Bridge, on the single line immediately on the Thornton side of the ground frame operated points giving access to the sidings, facing to drivers of Down direction trains, worded "STOP - CHECK POSITION OF GROUND FRAME POINTS BEFORE PROCEEDING".

(2)

WON52-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WALNUT GROVE CROSSING AT 18 MILES 1120 YARDS; PYE ROAD CROSSING AT 18 MILES 200 YARDS (BETWEEN BARNHILL AND ERROL) - Telephones for the use of the public have been provided at each of these crossings and these will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(2)

KINGSTON FARM CROSSING AT 7 MILES 460 YARDS (BETWEEN ERROL AND LONGFORGAN) - Telephones for the use of the public have been provided at this crossing and these will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(2)

LITTLEMILL CROSSING AT 46 MILES 910 YARDS (BETWEEN HUNTLY AND KEITH) - Telephones for the use of the public have been provided at this crossing and these will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(2)

EASTERTON CROSSING AT 125 MILES 500 YARDS (BETWEEN FORRES AND NAIRN) - Telephones for the use of the public have been provided at this crossing and these will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(2)

MILNTHORPE

The emergency facing and trailing crossovers worked from Milnthorpe No.1 and No.2 ground frames have been brought back into use.

(1)