



EN

SCOTTISH REGION

No.30

TEMPORARY SPEED RESTRICTIONS

PERMANENT WAY OPERATIONS

SIGNAL ALTERATIONS

APPENDIX INSTRUCTIONS ETC.

SATURDAY 24 JULY

TO

FRIDAY 30 JULY 1976

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the rules and regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and drivers must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

Receipt of this notice need not be acknowledged. If not received by 17 00 Thursday advise Chief Operating Manager, Glasgow telephone No. 041 - 332 - 9811 ext. 3666.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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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

SUNDAY 25 JULY – BETWEEN PERTH AND STANLEY JUNCTION – The following Down main line catch points will be secured out of use pending removal:—

550 yards before reaching Down automatic signal D.A.

550 yards before reaching Down automatic signal S.61

550 yards before reaching signal S.14

(33)

SUNDAY 25 JULY – DUNDEE TAY BRIDGE CENTRAL – The catch points situated in the Up branch line 102 yards before reaching Buckingham Jn. Up home signal, will be secured out of use pending removal.

(33)

DETAILS OF WORK ALREADY CARRIED OUT

DALWHINNIE – The following permanent way and associated signalling work, as part of the scheme to double the single line between Blair Atholl and Dalwhinnie, has been carried out.


A connection, facing to Up direction trains, has been installed in the single line, immediately on the Dalnaspidal side of the Down home signals. The new connection is connected to a siding, designated C.C.E. siding, which is being progressively extended towards Blair Atholl paralleling the existing single line and is controlled from a ground frame released by the Dalwhinnie Up line shunting key.

Trains may be shut in.

Method of Working – The C.C.E. siding is served by a train from Dalwhinnie and the train must return there after completion of work. The guard of the train must obtain the shunting key from the signalman at Dalwhinnie box and must show it to the driver. When the guard is in possession of the shunting key, this will be the authority for the Up starting signal to be passed at danger.

In the case of a train requiring to be shut in, after the train concerned has passed onto the C.C.E. siding clear of the single line, the guard must restore the ground frame to normal and thereafter return the shunting key to the signalman at Dalwhinnie box. When the train requires to depart from the C.C.E. siding, the guard must first obtain the shunting key from the signalman at Dalwhinnie box, return to the siding and show it to the driver and after the train has departed from the siding, the guard must satisfy himself that the single line is clear and the ground frame has been restored to the normal position after which the shunting key must be returned to the signalman at Dalwhinnie box.

(31)

BETWEEN ABBEYHILL JUNCTION AND GRAIGENTINNY – Up Berwick line signal EP622R has been renewed as a 4-aspect signal capable of displaying a red, yellow, double yellow or green aspect, red aspect 11 feet above rail level and replated EP422. A telephone with  sign has been provided.

(32)

INVERKEILOR – The catch points situated 2 miles 102 yards after passing the Down starting signal have been secured out of use pending removal.

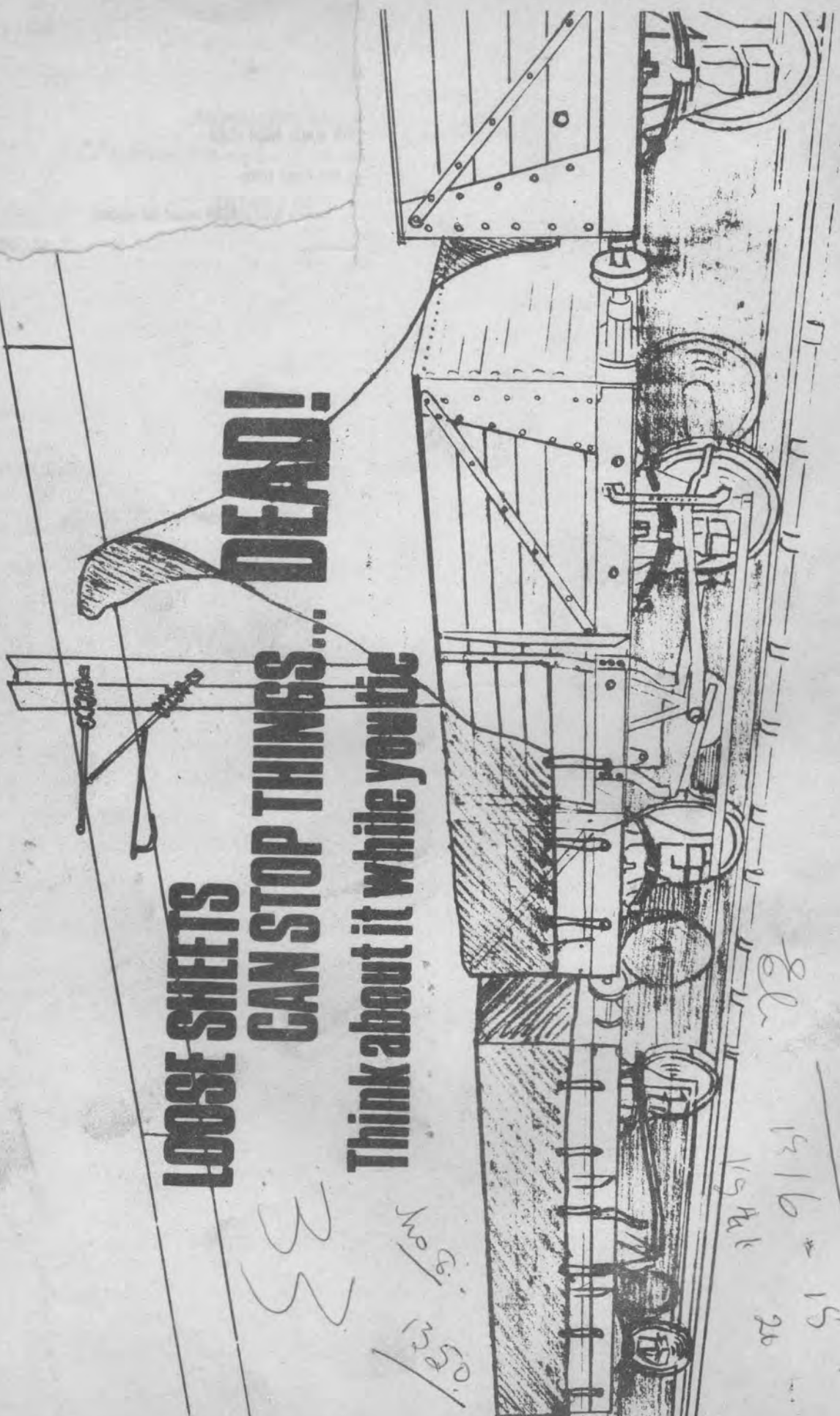
(31)

**LOOSE SHEETS
CAN STOP THINGS... DEAD!**

Think about it while you're

0.50 /
13.50 /
10.80 /

33



22

22
1316 = 15
194k
20

1. TELAVANT