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SCOTTISH REGION

No.5

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 30 JANUARY

TO

FRIDAY 5 FEBRUARY 1982

INCLUSIVE

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

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

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

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

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SECTION C


SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Indicates items 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

- ** NIDDRIE WEST** – The ground frame controlled connection from the Down Suburban line to the N.C.B. sidings has been secured out of use pending removal and ground position light signal EP.866 removed. (5)
- ** FORTH BRIDGE** – A permanent speed restriction of 50 m.p.h. for H.S.T.'s and D.M.U.'s only, has been brought into operation on the Forth Bridge (See Section 'D' of this notice). (5)
- MURTHLY** – The 30 m.p.h. permanent speed restrictions Entering, over and leaving the Down line and Up line has been increased to be 40 m.p.h. (See Section D of this notice). (6)
- ** DYCE JUNCTION** – The Up loop section signal together with associated  sign has been renewed on a right hand bracket post, 2 yards nearer the box, arm lowered to be 26 feet 6 inches above rail level. (5)
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SCOTTISH REGION

No. 7

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 13 FEBRUARY

TO

FRIDAY 19 FEBRUARY 1982

INCLUSIVE

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

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 14 FEBRUARY – BETWEEN SPRINGFIELD AND LADYBANK – The Whistle board on the Up line rail approach to Hosptial Mill level crossing will be repositioned 42 yards farther from the crossing. (10)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN LADYBANK AND SPRINGFIELD – The whistle board on the Down line rail approach to Hosptial Mill level crossing has been repositioned 42 yards farther from the crossing. (9)

BETWEEN FORRES AND BRODIE L.C. – A permanent speed restriction of **30m.p.h.** for **Freight trains only** has been brought into operation on the single line over Findhorn viaduct. (9)

**EN**

SCOTTISH REGION

No.17**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****GENERAL INSTRUCTIONS AND NOTICES****SIGNALLING AND PERMANENT WAY ALTERATIONS****TEMPORARY ENGINEERING WORKS****SATURDAY 24 APRIL**

TO

FRIDAY 30 APRIL 1982**INCLUSIVE**

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

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Indicates items 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

ARBROATH – The main line trailing crossover, and ground disc signals applying thereto, has been repositioned 28 yards nearer the box.

The trailing connection, Up main line to Up north siding, and ground disc signals, applying thereto has been repositioned 14 yards nearer the box. (18)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Indicates items included for the first time

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

RULE BOOK (B.R. 87109)

★ Section H – Clause 4.4.2 – Add as final sentence:–

If two single cab locomotives are in multiple and the rear most cab is fitted with an emergency brake valve, the Guard must ride in that cab. (24/4/82)

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS (B.R.30062)
SIGNALMEN'S GENERAL INSTRUCTIONS

Page 3 – Bell Signals – Clause 4.1

Add in table, applicable to Class 1, Code 4:–
Trains conveying motor cars associated with Motorail services. (3/4/82)

GENERAL APPENDIX (B.R. 29944)

PART I

SECTION 1 – GENERAL OPERATING INSTRUCTIONS

Pages 1.5 and 1.6 – STANDARD CLASSIFICATION OF TRAINS

Page 1.5 – Add in table, applicable to classification 1 :–
Trains conveying motor cars associated with Motorail services. (3/4/82)



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SCOTTISH REGION

No.22

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

GENERAL INSTRUCTIONS AND NOTICES

SIGNALLING AND PERMANENT WAY ALTERATIONS

TEMPORARY ENGINEERING WORKS

SATURDAY 29 MAY

TO

FRIDAY 4 JUNE 1982

INCLUSIVE

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

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

REDFORD JN. – The connection between the Down Departure line and the Rothes Colliery siding has been secured out of use pending removal, and all signal routes applying thereto secured out of use. (24)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 29 MAY – BETWEEN BLAIR ATHOLL AND DALNACARDOCH G.F. – In connection with the reconstruction of the A.9 road, a new road bridge is being constructed at 39m.p.

The portion of railway affected by the above works, instead of being protected by handsignalmen, will be protected by two colour light signals, on each rail approach, under the control of an Operating Department Supervisor at the site of the new bridge.

The signals, which are all two aspect signals and situated on left of drivers, are located as follows:–

Aspect	Height of red/yellow aspect above rail level	Mileage
Down Line		
Yellow or green	11 feet	38m. 2ch.
* red or green	16 feet	38m. 57ch.
Up Line		
Yellow or green	11 feet	40m. 8ch.
* red or green	16 feet	39m. 6ch.

* A telephone with sign, giving communication with the Operating Department Supervisor's hut or Blair Atholl box when the O.D.S.'s hut is closed, is provided at this signal. (24)

SUNDAY 30 MAY – KINNABER JUNCTION – The main line trailing crossover will be secured out of use pending removal and all relative signals removed. (24)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN LONGNIDDRY AND EDINBURGH WAVERLEY – New maximum permissible speeds and permanent speed restrictions have been brought into operation. (23)

BETWEEN PRESTONPANS AND MONKTONHALL JN – The permanent speed restriction warning indicator situated in advance of Down Berwick line signal EA.575, has been removed. (24)

BETWEEN SEAFIELD S.F. AND KINGHORN – A new permanent speed restriction of 40m.p.h. has come into operation on the Up line between 23m. 35ch. and 23m. 10ch. (See Section D of this notice). (24)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN LADYBANK JN. AND CUPAR, ARBROATH AND USAN, LAURENCEKIRK AND CARMONT, STONEHAVEN AND NEWTONHILL, NEWTONHILL AND FERRYHILL JN. – Additional permanent speed restrictions applicable to High Speed Trains only have been brought into operation. (23)

BETWEEN FERRYHILL JN. AND ABERDEEN – The permanent speed restriction of 5m.p.h. Over Up and Down Goods line has been raised to be 15m.p.h. Over Up and Down Goods line. (See Section D of this notice).

LONGFORGAN – The main line trailing crossover has been repositioned 32 yards farther from the box. The Down home signal has been repositioned 40 yards farther from the box. (23)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

★
 **REVISED ARRANGEMENTS FOR PUBLISHING AMENDMENTS FOR OPERATING PUBLICATIONS
 *

Commencing with the Periodical Operating Notice No.23D which comes into operation on Saturday 5 June, 1982, revised arrangements will be made for publishing items which are to appear in that Notice for the first time.

Such items will be grouped together under the heading of the parent publication, as now, but will be published at the beginning of the Notice and will be printed single-sided only. In addition, items which are to be published for the first time i.e. have not appeared in the Weekly Operating Notice, will be identified by a vertical black line in the outer margin, against the items.

Commencing with the next Weekly Operating Notice No.23, new items being published for the first time will also be identified by a vertical black line in the outer margin. (MR/NOT5) (29/5/82)

FREIGHTLINER WAGONS – HANDBRAKES

In addition to the existing instructions referring to application of handbrakes on all freight rolling stock, whenever a set of Freightliner Wagons has to be stabled away from a terminal location, then the handbrakes on all of the wagons must be applied without exception. (MOF/PG/56/10) (4/5/82)

PERTH STATION

Until further notice – Repairs are being carried out to the station roof above platforms 3 and 4 necessitating sections of the platform area being closed as work progresses.

All concerned to note. (MR/NOT3) (14/2/82)

BETWEEN PITLOCHRY AND BLAIR ATHOLL

Refer page D-137 of Notice No.14D :-

Amend last paragraph of the item under this heading to read :-

* A telephone, with sign, giving communication with the O.D.S.'s hut or Blair Atholl box when the O.D.S.'s hut is closed, is provided at this signal. (MR/D3064/B) (Amended 17/4/82)

DINGWALL TO KYLE OF LOCHALSH

NEW RADIO SYSTEM

An open voice mode radio system has been commissioned and will operate from any locomotive/engineers machine, between the above locations.

The attention of users is drawn to the need for a radio to be operated on the correct channel between Inverness-Dingwall-Achnasheen-Kyle of Lochalsh. (MR/TD) (10/5/82)

GLASGOW

C.E.W. GREEN
 CHIEF OPERATING MANAGER

22 MAY, 1982



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SCOTTISH REGION

No.23

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

GENERAL INSTRUCTIONS AND NOTICES

SIGNALLING AND PERMANENT WAY ALTERATIONS

TEMPORARY ENGINEERING WORKS

SATURDAY 5 JUNE

TO

FRIDAY 11 JUNE 1982

INCLUSIVE

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

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

OAKLEY – The single goods line has been severed at a point immediately on the Bogside side of the colliery branch connection and secured for movements to and from the colliery branch

The remaining portion of the single line between the colliery branch connection and Bogside has been secured out of use pending removal.

The Train Staff for the single goods line is now retained by the yard supervisor at Thornton Yard. (25)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 6 JUNE – DYCE JN. – The Down Main distant signal will be replaced by a two aspect colour light distant signal capable of displaying a yellow or green aspect, 509 yards farther from the box, yellow aspect 11 feet above rail level (26)

DETAILS OF WORK ALREADY CARRIED OUT

**** BETWEEN LONGNIDDRY AND EDINBURGH WAVERLEY** – New maximum permissible speeds and permanent speed restrictions have been brought into operation. (23)

BETWEEN PRESTONPANS AND MONKTONHALL JN – The permanent speed restriction warning indicator situated in advance of Down Berwick line signal EA.575, has been removed. (24)

BETWEEN SEAFIELD S.F. AND KINGHORN – A new permanent speed restriction of 40m.p.h. has come into operation on the Up line between 23m. 35ch. and 23m. 10ch. (24)

**** BETWEEN LADYBANK JN. AND CUPAR, ARBROATH AND USAN, LAURENCEKIRK AND CARMONT, STONEHAVEN AND NEWTONHILL, NEWTONHILL AND FERRYHILL JN.** – Additional permanent speed restrictions applicable to High Speed Trains only have been brought into operation. (23)

BETWEEN FERRYHILL JN. AND ABERDEEN – The permanent speed restriction of 5m.p.h. Over Up and Down Goods line has been raised to be 15m.p.h. Over Up and Down Goods line.

KINNABER JUNCTION – The main line trailing crossover has been secured out of use pending removal and all relative signals removed. (24)

REDFORD JN. – The connection between the Down Departure line and the Rothes Colliery siding has been secured out of use pending removal, and all signal routes applying thereto secured out of use. (24)

**** LONGFORGAN** – The main line trailing crossover has been repositioned 32 yards farther from the box. The Down home signal has been repositioned 40 yards farther from the box. (23)

2 NOV 1982

PRIVATE AND NOT FOR PUBLICATION



EN

SCOTTISH REGION

No.
42

WEEKLY OPERATING NOT

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORK

SIGNALLING AND PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 16 OCTOBER

TO

FRIDAY 22 OCTOBER 1982

INCLUSIVE

Trainmen must pay particular attention to works contained in this Notice. Look-out for handsignals, which may be exhibited in accordance with the regulations.

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

Receipt of this Notice need not be acknowledged. If not received by 17.00 hours, contact the CHIEF OPERATING MANAGER, extension 041-3666 using the railway number, otherwise Post Office 041 - 332 - 9811, extension 3666.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 17 OCTOBER – CUPAR – The Up main colour light distant signal will be repositioned 386 yards farther from the box, yellow aspect 11 feet above rail level. (45)

SUNDAY 17 OCTOBER – BROUGHTY FERRY – The Up main colour light distant signal will be repositioned 384 yards farther from the box, yellow aspect 12 feet above rail level. (45)

DETAILS OF WORK ALREADY CARRIED OUT

***** **OXWELLMAINS** – The trailing connection, Up main to Up sidings has been secured out of use, pending removal and the relative signals removed. (42)

***** **DYSART** – The trailing crossover, Down main to Up main has been secured out of use pending removal, and the relative signals removed.

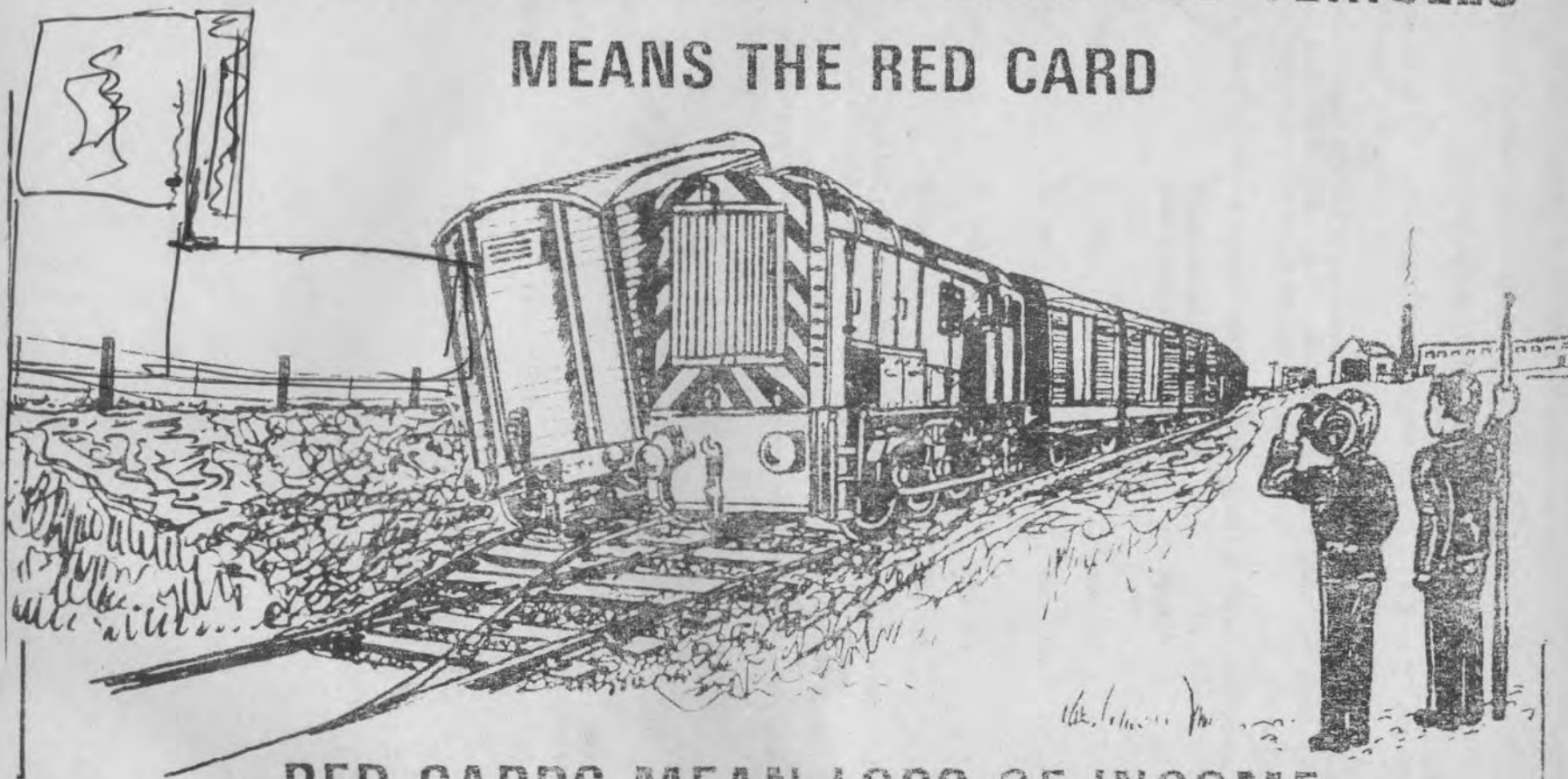
The trailing connection, Up main to Frances Colliery branch, together with the relative siding have been secured out of use pending removal, and the relative signals removed. (42)

CRAIGO – The connection, Down main to Down sidings has been secured out of use pending removal, and the relative signals removed. (43)

ABERDEEN – Craiginches Up yard ground frame has been removed and the connection from the Up yard to the Up sidings becomes hand operated. (44)

COWDENBEATH SOUTH JN. – The main line facing crossover and the trailing connection, Up main to Dora Opencast Site single goods line, has been secured out of use and all signals applying thereto put out of use. (44)

**FOUL CROSSINGS CAUSING DAMAGED VEHICLES
MEANS THE RED CARD**



RED CARDS MEAN LOSS OF INCOME