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SCOTTISH REGION

No.31

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 2 AUGUST

TO

FRIDAY 8 AUGUST 1980

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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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

THORNTON NORTH JUNCTION – Stage 2 of the work described and illustrated in the Special Notice entitled **Thornton Resignalling**, comprising the commissioning of the **Down passenger loop** and associated signalling, has been brought into use.

The capacity of the new Down loop is as follows:—

| | | | |
|---------------------------|---|----------|------|
| From Down Fife line | — | 56 SLU's | |
| From Thornton North Curve | — | 83 SLU's | (32) |

MARKINCH – RESIGNALLING – The work described and illustrated in the Special Notice entitled **Markinch Resignalling** – dated 7 July, 1980, has been introduced.

ERRATA

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DESCRIPTION OF SCHEME

Second paragraph is **Amended** to read:—

Existing signal M603 will be renumbered ER603

RUNNING SIGNALS

| Signal No. | Aspect, Main or Draw ahead | Route Indication where provided | Application |
|------------|---|---------------------------------|---|
| ER605 | Amend ER605 entry to read:— Main Draw ahead | | to ER607 towards Co-op siding (controlled by ground frame). |

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GROUND FRAME ARRANGEMENTS

Down Sidings


Amend reference to ER878 to read:— ER876

DIAGRAM – The following is not shown:—

A set of spring points on the Up Fife line at 35m. 15chs. between signals ER614 and ER612. (32)


SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

LADYBANK JUNCTION – The Dundee loop end of the connection Dundee loop to Down main has been secured for movements to the Down main line. The Down main end of the connection has been converted to two-way spring hand points and the ground disc signal situated in the cess of the Down main removed. Dundee loop head shunt has been secured out of use pending removal. The yellow arm exit signal from Dundee loop has been changed to red and repositioned 43 yards nearer the box, arm 12 feet above rail level. A telephone with  sign has been provided.

Dundee loop siding has been secured out of use pending removal and the associated exit signal removed.

The home signal on the Down main line, 191 yards from and on the Cupar side of the box, has been removed.

The Down main section signal, together with associated  sign, has been repositioned 188 yards farther from the box, arm 12 feet above rail level. (33)

* **MONTROSE NORTH** – The main line facing crossover has been secured out of use pending removal and all relative signals removed. (31)

DYCE JUNCTION – The connection from the Up and Down loop to the Fraserburgh branch has been secured out of use pending removal.

All relative signals have been removed. (32)

BETWEEN ALVES AND BURGHEAD—Two sidings with a rounding facility and hand worked points, serving Scottish Malt Distillers have been brought into use. Access to the siding is via a ground frame, (named Roseisle ground frame) controlled connection, facing to Down trains. The ground frame, which is situated approximately 2 miles from Alves, is released by the Alves/Burghead train staff. (32)

BETWEEN LAIRG AND FORSINARD – Train Staff and Ticket working has been withdrawn and Electric Token Block working re-introduced on the following token sections:—

Lairg/Rogart
Rogart/Brora
Brora/Helmsdale
Helmsdale/Forsinard

The subsidiary token instrument at Altnabreac ground frame is controlled by Forsinard token station only (33)

BETWEEN HOY LEVEL CROSSING AND THURSO GROUND FRAME – A permanent speed restriction of 20 m.p.h. applying in both directions has been introduced between the 4¼ m.p. and 4½ m.p. (See notice No.31D). (33)