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SCOTTISH REGION

No.15

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 11 APRIL

TO

FRIDAY 17 APRIL 1981

INCLUSIVE

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

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

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

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN BERWICK-UPON-TWEED AND REGIONAL BOUNDARY – The catch points situated in the Down line, at 68m. 37ch. and 69m. 23ch. have been secured out of use pending removal. (18)

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN REGIONAL BOUNDARY AND GRANTSHOUSE – All catch points situated in the Down line, have been secured out of use pending removal. (17)

BETWEEN GRANTSHOUSE AND OXWELLMAINS – All catch points situated in the Up line, have been secured out of use pending removal. (17)


BETWEEN OXWELLMAINS AND DUNBAR – The catch points situated in the Up line at 30m. 6ch. have been secured out of use pending removal. (17)

MILLERHILL – The Down yard control tower has been closed. All lines in the Down yard have been severed at the signal box end and buffer stops erected. The connections to the Brake Van siding have been secured out of use and the Engine Release Road renamed the Engine Road.

Nos. 2, 3, 4, 5 and 6 North Down Reception sidings have been severed at a point approximately 400 yards from the signal box, the sections of line between the points of severance and the buffer stops erected in the Down yard being put out of use. Similarly, No. 1 North Down Reception line has been severed at a point approximately 500 yards from the signal box and slued to merge with the Engine Rounding Road. The line formed by the combination of the Engine Rounding Road and No. 1 Down Reception line is known as the Down Arrival line. The crossover between Nos. 3 and 4 North Down Reception lines has been secured out of use.

All relative hump shunting and position light signals have been removed. (17)

BETWEEN ALLOA WEST AND KINCARDINE STATION – The Down and Up lines between Alloa West and Kincardine Junction and the single line between Kincardine Junction and Kincardine Station have been temporarily secured out of use and the following permanent way and signalling alterations carried out:—

Alloa West – The former Down line has been cut at the ground frame controlling entrance into the Co-operative siding. The Co-operative ground frame, associated signals and telephone with  sign, has been removed and the former Down line slued into the Co-operative siding.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN ALLOA WEST AND KINCARDINE STATION – continued

Alloa West – continued


A ground disc signal has been provided at the base of the Down outer home signal and applies towards the Co-operative siding.

The former Up line has been cut 40 yards on the Hilton Road side of the connection to the Brewery siding and a temporary buffer stop erected at the point of severance.

The following signals have been removed:—

Down inner home
Down starting
Up distant

together with the Up line limit of shunt indicator.

The  signs on all remaining stop signals have been removed.

Hilton Road – The box has been closed as a block post, the level crossing gates secured across the railway, all points worked from the box secured out of use, pending removal, and all signals removed.

The telephone at Hilton Farm occupation level crossing has been removed.

Kincardine Junction – The box has been closed as a block post, all points worked from the box secured out of use pending removal, and all signals removed.

Kincardine Station – The single line has been cut at a point opposite the Down home signal.

The connection, from the single line to the Reception loops, in the Down direction, has been secured for movements between the Reception loops and the Power Station.

The following signals have been removed:—

Down distant
Down home

The Up and Down main line has been redesignated Up and Down goods line. (17)

** **TOWNHILL AND COWDENBEATH – RESIGNALLING** – The work described and illustrated in the Special Notice entitled **Townhill and Cowdenbeath Resignalling** – dated 15 March, 1981, has been introduced. (15)

BETWEEN TOWNHILL JUNCTION AND BOGSIDE – The two lever ground frame at Blairhall has been removed and the ground frame controlled points set and secured for movements along the single line. (17)

HIGH VISIBILITY VESTS

While the majority of staff wear high visibility clothing when on or near the running lines, increasing instances are being reported of staff not doing so. In the interest of personal safety a high visibility vest must be worn when on or near the running lines.