



**SW**

SCOTTISH REGION

**No. 8**

# WEEKLY OPERATING NOTICE

**CONTAINING**

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 20 FEBRUARY**

TO

**FRIDAY 26 FEBRUARY 1982**

**INCLUSIVE**

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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.

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# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://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

**SUNDAY 21 FEBRUARY – THORNLIEBANK STATION** – The former Up line colour light signal G.654, will be brought back into use 8 yards nearer Busby Jn. red aspect 13 feet above rail level, and apply to signal G.658. The application of Up Barrhead line signal G.652, with junction indicator, now applies to G.654. A telephone with  sign will be provided. (11)

**SUNDAY 21 FEBRUARY – LINLITHGOW** – The facing connection between the Up E&G line and the Up Passenger loop will be renewed 61 yards nearer Edinburgh.

The ground frame controlled trailing connection between the Down E&G line and the Engineer's siding will be brought back into use. (11)

## DETAILS OF WORK ALREADY CARRIED OUT

**BETWEEN CALDEW JN. AND MOSSBAND JN.** – A permanent speed restriction of 30 m.p.h. (also applicable to passenger trains) has been introduced over the Down and Up Goods lines between Caldew Jn. (2m. 10ch.) and 2m. 64ch.


The existing 25 m.p.h. permanent speed restriction which applies over the Down and Up Goods lines between 2m. 64ch. and Floriston/Mossband Jn. now also applies to passenger trains. (10)

**WISHAW CENTRAL** – Up Holytown line ground position light signal M.515, has been repositioned on a straight post at same location, stop aspect 9 feet above rail level. (10)


**BARASSIE JN.** – The Down branch colour light distant signal has been repositioned 116 yards farther from the box. (9)

\*\* **BOGSIDE** – The right hand bracket post, carrying the Down main starting signal and small arm signal applying to the Snodgrass siding, has been renewed as a straight post, 2 yards nearer the box, main stop arm lowered to be 16 feet above rail level.

An elevated disc signal has been provided on a left hand bracket of the straight post and apply towards the Snodgrass siding.

A telephone with  sign has been provided. (8)

**BETWEEN RUTHERGLEN EAST JN. AND CARMYLE JN.** – The existing trailing connection, situated in the Up Carmyle line 110 yards in advance of signal M106, is now controlled by a 2-lever ground frame electrically released from Motherwell Signalling Centre and provides access to two sidings designated Shale sidings.


A telephone with  sign has been provided at the ground frame and trains may be shut in.

The catch points situated in the Up line at 0m. 72ch. have been secured out of use until further notice. (9)

## SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

## DETAILS OF WORK ALREADY CARRIED OUT – continued

**LINLITHGOW** – The trailing connection between the Down E & G line and the Engineer's siding has been repositioned to be 47 yards nearer Edinburgh, and temporarily secured out of use until Sunday 21 February, 1982.

The associated 3 lever ground frame and telephone with  sign has been repositioned to be at the Engineer's siding end of the connection. (10)

**BETWEEN BATHGATE CENTRAL AND AIRDRIE** – Permanent way and signalling work has been carried out as detailed below:–

- (i) The single line has been put out of use between Bathgate Central and Plains level crossing.
- (ii) Electric Token Block working has been dispensed with and the remaining portion of single line between Airdrie and Inver House ground frame become worked under the One Train Working Regulations as contained in the General Appendix. Train staff custodian is the signalman at Airdrie box.
- (iii) Plains gate box has been closed, all signals and level crossing barriers worked therefrom removed and railway fenced off from the roadway.

**Bathgate Central** – The former single line has been severed, 600 yards on the Airdrie side of the connection single to double line, and a buffer stop erected at the point of severance. The remaining portion of single line has been designated a headshunt.

The former Up distant signal has been removed.

A small arm signal has been provided below the former Down direction section signal, and applies towards the headshunt.

**Inver House Distillery ground frame** – The former single line has been severed 100 yards on the Plains side of the connection to the distillery.

The ground frame is controlled by the train staff.

A notice board worded "No trains beyond this point" has been provided in the cess of the former single line, immediately on the Plains side of the ground frame connection. (10)

\*\* **HIGH STREET JN.** – The Up and Down loop and Nos. 1, 2, 8 and 9 sidings have been secured out of use pending removal. The loop siding has been put out of use for traffic purposes, but is used by the CCE as a temporary siding, access being gained only via the connection (which is hand operated by Operating dept. staff) from the Up City Union line.

All relative signals have been removed. (8)

\*\* **CORPACH** – The Engineer's siding, together with the connection from the single line and associated ground frame, have been removed. (9)