

SECTION B – TEMPORARY ENGINEERING WORKS – continued

At or between	Lines affected	Remarks
DINGWALL TO KYLE OF LOCHALSH – continued		
SUNDAY 6 JANUARY		
328 Dingwall and Garve	All Between Trains	07 30 to 17 00. Track renewal between 0m. 19ch. and 11m. 65ch. and signalling work.
329 Garve and Kyle of Lochalsh	All	07 30 to 17 00. Signalling work.
MONDAY 7 to FRIDAY 11 JANUARY		
330 Dingwall and Garve	Single Between Trains	08 00 to 16 00 daily. Track renewal between 6m. 57ch. and 7m. 14ch.

SIGNALLING RECORD SOCIETY

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

LONDON ROAD JN. – The connection Up Abbeyhill line to Down Easter Road Goods Curve together with signal E408 and associated A.W.S. track equipment has been repositioned 18 yards nearer Abbeyhill Junction. (4)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 5 JANUARY – CORKERHILL CSMD GROUND FRAME AND HAWKHEAD – A new permanent speed restriction of 5 m.p.h. between 5m. 33ch. and 5¼ m.p. will be brought into operation. (See Section D of this notice). (5)

SATURDAY 5 JANUARY – ARKLESTON JN. – A permanent speed restriction of 40 m.p.h. in the Down direction, Entering, over and leaving Up goods loop will be brought into operation. (See Section D of this notice). (5)

SATURDAY 5 JANUARY – BETWEEN ROSE ST. AND CLACHNAHARRY – The permanent speed restriction of 8 m.p.h. on the single line between 1m. 45ch. and 1m. 50ch. will be removed and a new permanent speed restriction of 10 m.p.h. will be brought into operation. (See Section D of this notice). (5)

MONDAY 7 JANUARY – BETWEEN GIRVAN AND DUNRAGIT – New permanent speed restrictions of 20 m.p.h. will be brought into operation at the following locations:–

Bridge No.9, 1¼ m.p. and 1½ m.p.

Bridge No.25, 7¼ m.p. and 7½ m.p.

A new permanent speed restriction of 30 m.p.h. will be brought into operation over Bridge No.48, 11¼ m.p. and 11½ m.p.

The permanent speed restriction of 20 m.p.h. Over Laggansarroch Viaduct will be altered to apply between 7m. 23ch. and 7m. 25ch. and the permanent speed restriction of 20 m.p.h. Over Ligg Viaduct will be altered to apply between 10½ m.p. and 10m. 43ch.

At Glenwhilly a new permanent speed restriction of 25 m.p.h. in the Down direction from the Loop to single line, Dunragit end will be brought into operation. (5)

WEDNESDAY 9 JANUARY – INVERGORDON – The following permanent way will be secured out of use pending removal together with the associated ground disc signals.

Trailing connection Down line to Down siding

Main line trailing crossover

Trailing connection Up line to Up dock platform

(5)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
DINGWALL TO KYLE OF LOCHALSH		
UNTIL FURTHER NOTICE		
379	Dingwall and Garve Single	07 30 to 18 00 daily. Signalling work.
380	Garve and Achnasheen Single Between Trains	08 00 to 18 30 daily. Work at lineside between 17m 10ch and 17m 70ch.
381	Achnasheen and Strathcarron LC All	07 30 to 18 00 daily. Signalling work.
382	Kyle of Lochalsh Single Between Trains	08 00 to 17 00 daily. Rock blasting at 63m. 48ch. Crane and mechanical equipment in use.
SUNDAY 13 JANUARY		
383	Dingwall and Kyle of Lochalsh All	07 30 to 17 00. Signalling work.
384	Garve and Achnasheen Single Between Trains	08 00 to 17 00. Track renewal between 11m. 65ch. and 27m. 72ch.
MONDAY 14 to FRIDAY 18 JANUARY		
385	Dingwall and Garve Single Between Trains	08 00 to 16 00 daily. Track renewal between 6m. 57ch. and 7m. 14ch.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN GIRVAN AND DUNRAGIT – New permanent speed restrictions of **20 m.p.h.** have been brought into operation at the following locations :–

Bridge No.9, 1m. 31ch. and 1m. 33ch.
Bridge No.22, 5m. 49ch. and 5m. 57ch.

A new permanent speed restriction of **30 m.p.h.** has been brought into operation over **Bridge No.48, 11m. 33ch. and 11m. 36ch.**

The permanent speed restriction of **20 m.p.h. over Laggansarroch Viaduct** has been altered to apply between **7m. 23ch. and 7m. 26ch.**, and the permanent speed restriction of **20 m.p.h. Over Ligg Viaduct** altered to apply between **10½ m.p. and 10m. 43ch.**

At Glenwhilly a new permanent speed restriction of **25 m.p.h.** in the Down direction from the **Loop to single line, Dunragit end** has been brought into operation. (5)


DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 12 JANUARY – BETWEEN THORNTON NORTH JN. AND EAST FIFE CENTRAL JN. – The manually controlled gates at Double Dykes level crossing, situated at **0m. 59ch.** will be removed and the crossing will become an "Open" type.

Combined **10 m.p.h.** speed restriction/whistle boards will be provided 120 yards from and on each rail approach to the crossing.

Advance warning boards will be provided as follows :–

Up direction – 250 yards from the crossing.
 Down direction – 230 yards from the crossing. (6)

SUNDAY 13 JANUARY – COWDENBEATH STATION – A new Up direction 2 aspect colour light signal plated EC.760 and capable of displaying a red or green aspect will be provided at the Townhill end of the Down platform and will apply to Up signal ED.734. A telephone with  sign will be provided.

Position light signals EC.942 and EC.942R will be removed. (6)

DETAILS OF WORK ALREADY CARRIED OUT

**** AT THE UNDERNOTED LOCATIONS** – The following sets of catch points have been secured out of use pending removal.

Location	Mileage
Between Slateford and Kingsknowe	Up 98m. 41ch.
Between Larkfield and Muirhouse South Jn.	Up 101m. 04ch.
Between Sighthill Jn. and Cardowan	Up 102m. 36ch.
Between Bellgrove and Duke Street	Up 2m. 55ch.
Between Newbridge Jn. and Bathgate Central	Down 34m. 64ch.
Between Perth and Stanley Jn.	Down 153m. 50ch.
Between Blair Atholl and Dalnacardoch Down IB home signal	Down 35m. 55ch.
Between Dalnacardoch Down IB home signal and Dalnacardoch GF	Down 44m. 71ch.
Between Millburn Jn. and Culloden Moor	Up 116m. 58ch.

Locomotive in rear working within the conditions specified in the instructions headed "Continuous Brake Train Operation" in Section 3 of the Sectional Appendix is authorised as shown in Section D of this notice. (3)

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

SATURDAY 19 JANUARY – GARTCOSH JN. – The permanent speed restriction of **60 m.p.h. Through jn. and over curve 0m. and 30ch.** on the Down and Up branch lines will be altered to apply **Through jn.** (See Section D of this notice). (7)

SUNDAY 20 JANUARY – BETWEEN CARDONALD AND SHIELDHALL – The following permanent way and signalling alterations will be carried out.

The trailing connection Up branch to Up main will be secured out of use pending removal.

A new connection between the Up and Down branch will be brought into use.

The three aspect colour light Up branch signal G.576 together with associated telephone will be repositioned 51 yards nearer Shieldhall and will be fixed at danger.

A Handsignalman will be in attendance and trainmen must work to his instructions.

Position light signals G571 and G575 will be removed.

The position light signal situated on a right hand bracket on signal G567 at the end of Cardonald Down platform will be disconnected. (7)

DETAILS OF WORK ALREADY CARRIED OUT

ARKLESTON JN. – A permanent speed restriction of **40 m.p.h.** in the Down direction, **Entering, over and leaving Up goods loop** has been brought into operation. (5)

DALRY – The banner repeater associated with the Down section signal has been removed. (5)

BETWEEN GIRVAN AND DUNRAGIT – New permanent speed restrictions of **20 m.p.h.** have been brought into operation at the following locations :-

Bridge No.9, 1m. 31ch. and 1m. 33ch.

Bridge No.22, 5m. 49ch. and 5m. 57ch.

A new permanent speed restriction of **30 m.p.h.** has been brought into operation over **Bridge No.48, 11m. 33ch. and 11m. 36ch.**

The permanent speed restriction of **20 m.p.h. over Laggansarroch Viaduct** has been altered to apply between **7m. 23ch. and 7m. 26ch.**, and the permanent speed restriction of **20 m.p.h. Over Ligg Viaduct** altered to apply between **10½ m.p. and 10m. 43ch.**

At Glenwhilly a new permanent speed restriction of **25 m.p.h.** in the Down direction from the **Loop to single line, Dunragit end** has been brought into operation. (5)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued**

CORKERHILL CSMD GROUND FRAME AND HAWKHEAD – A new permanent speed restriction of **5 m.p.h.** between **5m. 33ch.** and **5¼ m.p.** has been brought into operation. (5)

SIGHTHILL JN. – The Up branch line between Sighthill Jn. and the former Sighthill East signal box has been slued to a new alignment adjacent to the Down branch line. (5)

*** * LONDON ROAD JN.** – The connection Up Abbeyhill line to Down Easter Road Goods Curve together with signal E408 and associated A.W.S. track equipment has been repositioned 18 yards nearer Abbeyhill Junction. (4)


BETWEEN THORNTON NORTH JN. AND EAST FIFE CENTRAL JN. – The manually controlled gates at Double Dykes level crossing, situated at 0m. 59ch. have been removed and the crossing is now an "Open" type.

Combined **10 m.p.h.** speed restriction/whistle boards have been provided 120 yards from and on each rail approach to the crossing.

Advance warning boards have been provided as follows:–

Up direction – 250 yards from the crossing.

Down direction – 230 yards from the crossing. (6)

COWDENBEATH STATION – A new Up direction 2 aspect colour light signal plated EC.760 and capable of displaying a red or green aspect has been provided at the Townhill end of the Down platform and applies to Up signal ED.734. A telephone with  sign has been provided.

Position light signals EC.942 and EC.942R have been removed. (6)

BETWEEN ROSE ST. AND CLACHNAHARRY – The permanent speed restriction of **8m.p.h.** on the single line between **1m. 45ch.** and **1m. 50ch.** has been removed and a new permanent speed restriction of **10m.p.h** has been brought into operation. (5)

INVERGORDON – The following permanent way has been secured out of use pending removal together with the associated ground disc signals.

Trailing connection Down line to Down siding

Main line trailing crossover

Trailing connection Up line to Up dock platform (5)

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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

DALRY – The facing connection Up main to Up bay platform line has been secured out of use pending removal and associated signal removed. (7)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 26 JANUARY – THURSO – The main line platform together with the adjacent siding will be permanently shortened by 25 yards and buffer stops erected. (8)

DETAILS OF WORK ALREADY CARRIED OUT

ARKLESTON JN. – A permanent speed restriction of **40 m.p.h.** in the Down direction, **Entering, over and leaving Up goods loop** has been brought into operation. (5)

DALRY – The banner repeater associated with the Down section signal has been removed. (5)

BETWEEN GIRVAN AND DUNRAGIT – New permanent speed restrictions of **20 m.p.h.** have been brought into operation at the following locations :-

Bridge No.9, 1m. 31ch. and 1m. 33ch.
Bridge No.22, 5m. 49ch. and 5m. 57ch.

A new permanent speed restriction of **30 m.p.h.** has been brought into operation over **Bridge No.48, 11m. 33ch. and 11m. 36ch.**

The permanent speed restriction of **20 m.p.h. over Laggansarroch Viaduct** has been altered to apply between **7m. 23ch. and 7m. 26ch.**, and the permanent speed restriction of **20 m.p.h. Over Ligg Viaduct** altered to apply between **10½ m.p. and 10m. 43ch.**

At Glenwhilly a new permanent speed restriction of **25 m.p.h.** in the Down direction from the **Loop to single line, Dunragit end** has been brought into operation. (5)

CORKERHILL CSMD GROUND FRAME AND HAWKHEAD – A new permanent speed restriction of **5 m.p.h.** between **5m. 33ch. and 5¾ m.p.** has been brought into operation. (5)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued**

BETWEEN CARDONALD AND SHIELDHALL – The following permanent way and signalling alterations have been carried out.

The trailing connection Up branch to Up main has been secured out of use pending removal.

A new connection between the Up and Down branch has been brought into use.

The three aspect colour light Up branch signal G.576 together with associated telephone has been repositioned 51 yards nearer Shieldhall and is fixed at danger.

A Handsignalman is in attendance and trainmen must work to his instructions.

Position light signals G571 and G575 have been removed.

The position light signal situated on a right hand bracket on signal G567 at the end of Cardonald Down platform has been disconnected. (7)

GARTCOSH JN. – The permanent speed restriction of **60 m.p.h. Through jn. and over curve 0m. and 30ch.** on the Down and Up branch lines has been altered to apply **Through jn.** (7)


*** * SIGHTHILL JN.** – The Up branch line between Sighthill Jn. and the former Sighthill East signal box has been slued to a new alignment adjacent to the Down branch line. (5)

BETWEEN THORNTON NORTH JN. AND EAST FIFE CENTRAL JN. – The manually controlled gates at Double Dykes level crossing, situated at 0m. 59ch. have been removed and the crossing is now an "Open" type.

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COWDENBEATH STATION – A new Up direction 2 aspect colour light signal plated EC.760 and capable of displaying a red or green aspect has been provided at the Townhill end of the Down platform and applies to Up signal ED.734. A telephone with  sign has been provided.

Position light signals EC.942 and EC.942R have been removed. (6)

*** * BETWEEN ROSE ST. AND CLACHNAHARRY** – The permanent speed restriction of **8m.p.h.** on the single line between **1m. 45ch.** and **1m. 50ch.** has been removed and a new permanent speed restriction of **10m.p.h** has been brought into operation. (5)

*** * INVERGORDON** – The following permanent way has been secured out of use pending removal together with the associated ground disc signals.

Trailing connection Down line to Down siding

Main line trailing crossover

Trailing connection Up line to Up dock platform (5)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

RULE BOOK (B.R.87109)

Section H

Delete clauses 3.8.1, 3.8.2 and 3.8.3 and **Add**:-

- 3.8.1 If the Driver observes anything which may endanger his or any other train, he must inform the Signaller as quickly as possible and, if necessary, stop his train immediately. If the safety of other trains is endangered, the Driver must also sound the horn and exhibit a red light to any approaching train, and when practicable place a track circuit operating clip, also 3 detonators, 20 yards apart, on the opposite line(s) at least one mile (1¼ miles when permissible speed is 100m.p.h. or above) from the obstruction. A cow, bull or other large animal within the boundary fence must be considered as a danger to all trains.
- 3.8.2 If the Driver sees other animals on or near the line, he must observe clause 3.8.1 if he considers they may endanger trains.
- 3.8.3 If the Driver observes something not of immediate danger to trains he must report it at the first suitable opportunity. (12/1/85)

Section O

11. Maintenance of Fencing and Removal of Cattle from Line

Delete complete paragraph and **Add**:-

- 11.1 The Civil Engineer's man-in-charge must keep his portion of line safe and clear, and the fences in repair. Any animals coming onto railway property, must be immediately driven off and, when necessary, the fence must be made good without delay.

- 11.2 If, however, he is unable to immediately remove either:-

(a) animals on or near the line which may endanger trains
or

(b) a cow, bull or other large animal within the boundary fence,

he must arrange as quickly as possible for trains to be cautioned, and take any other action necessary.

- 11.3 The circumstances must be reported to the Permanent Way Supervisor. (12/1/85)

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

38. Automatic Half-Barrier Level Crossings (AHB) and Automatic Open Level Crossings, Remotely Monitored (AOCR).

Clause 38.1.3 (b) **Amend** first sentence to:-

When giving permission the Signaller must request the person concerned to advise him when the movement has passed clear. (1/12/84)

Clause 38.1.4 - **Delete** paragraph (a) completely.

- **Delete** letter (b) and **Amend** first sentence of paragraph to:-

When the person concerned has advised the Signaller that the movement has passed clear normal working may then be resumed. (1/12/84)

Clause 38.1.4.1 **Amend** asterisk note to:-

* (e) or (f) to be entered as applicable when permission has been given for a movement to cross or for maintenance work to be carried out. (1/12/84)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL FOR RAIL STAFF

PART 6 (WHITE PAGES)

Refer page 17 of Periodical Operating Notice No.49D

Notes on Computer Produced Train List – Validation by Supervisor

Add as final sentence:–

The Area Freight Centre must insert "18" comment lines behind the wagon detail line referring to a specific authority held for movement. (MPF/49/IP) (5/1/84)

PART 6

(SCOTTISH REGION)

LOADS TABLES – SECTIONS H AND H/1

Page H3 – Item 2.3 – Further amend to read:–

Not more than 2 locomotives (including "dead" ones) may be run coupled together, with the following exceptions:–

- 1) 3 Class 20 locomotives may run between Thornton South Jn. and Inverkeithing Central Jn. in either direction.
- 2) 2 Class 37 and 1 Class 20 or Class 27 locomotives may run from Mossend Yard to Signal M504 (on the approach to Calder Viaduct Underbridge 26), via Mossend North Jn. and Mossend East Jn.
- 3) In the event of a locomotive failure, 3 locomotives may run to clear running lines. One of the failed locomotives must be detached at the first possible location or all 3 worked forward to destination at a maximum speed of 25m.p.h.

In all other situations, the agreement of Control must be obtained before more than 2 locomotives are permitted to run coupled together.

Page H3 (Page 18 of Periodical Operating Notice No.49D)

Delete – item 2.9

Page H7 – Add new item as follows:–

- 4.16 All wagons loaded with prefabricated track from sites of work in the Inverness, Aberdeen, Tayside, Fife and Edinburgh Areas must henceforth bear Load Examined Labels.

Such wagons must not be moved from sites of work until Load Examined Labels have been completed, signed and affixed by ACE staff holding a Certificate of Competence to do so.

Page H11 – Shewalton Branch – RA to read 10.

(Map)

Belmont/Stranraer – RA to read 8.

Page H20 – Add Thornton above "(via Forth Bridge and Kirkcaldy)" in From/To column.

Page H29 – Falkland Jn. to Girvan – RA to read 8

Page H30 – Falkland Jn. to Stranraer – RA to read 8

Page H31 – Gartcosh to Shieldhall – RA to read 9

Page H32 – Girvan to Falkland Jn. – RA to read 8

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**WORKING MANUAL FOR RAIL STAFF – PART 6 – continued****LOADS TABLES – SECTIONS H AND H/1 – continued**

Page H64 – Shewalton Moss to Barassie – **Amend** RA to read 10.
 – Shewalton Moss to Falkland Jn. – **Amend** RA to read 10.
 – Shewalton Moss to Kilmarnock – **Amend** RA to read 10.

Page H65 – Stranraer to Falkland Jn. – RA to read 8

Page H74 – Barassie to Shewalton – **Amend** RA to read 10.

Page H83 – Falkland Jn. to Girvan – RA to read 8

Page H84 – Falkland Jn. to Shewalton – **Amend** RA to read 10.
 – Falkland Jn. to Stranraer – RA to read 8
 – Girvan to Irvine – RA to read 8
 – Girvan to Stranraer – RA to read 8

Page H87 – Irvine to Shewalton – **Amend** RA to read 10.

Page H96 – Shewalton Coup to Barassie – **Amend** RA to read 10.
 – Shewalton Coup to Falkland Jn. – **Amend** RA to read 10.
 – Shewalton Coup to Irvine – **Amend** RA to read 10.

Page H97 – Stranraer to Girvan – RA to read 8,

Page H107 – First instruction – **Delete** second sentence

Page H109 – Coatbridge to Felixstowe
Amend tonnage under class 37 to read:–
 1430 (2 x 37)
 (Applies when all sets in train advised as modified with 4 – hole tail pins.

13 00 (2 x 37)
 (Applies when any set on train advised as unmodified, equipped with 6 – hole tail pins).

Add tonnage under class 47:– 977
 (Applies when any set on train advised as unmodified, equipped with 6 – hole tail pins)

Page H117 – General Terminus to Midcalder – **Delete** entry.

Page H118 – 7E39 Grangemouth to Haverton Hill
Amend headcode to read 6E74

Add new line of entry as below
 6E73 Grangemouth to Immingham – RA.8 – Contract Tonnage – MTY
 20=620 26=620 27=620 37=810 40=870 45/6=930 47=990

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL FOR RAIL STAFF – PART 6 – continued

LOADS TABLES – SECTIONS H AND H/1 – continued

Page H121 – 7S41 Haverton Hill to Grangemouth

Amend headcode to read 6S41**Amend** To Millerhill to read To Leith South**Amend** Ex Millerhill to read Ex Leith South– 7S41 Haverton Hill to Leith South – **Delete** entry.**Add** new line of entry as below

6S44 Immingham to Grangemouth

To Leith South – RA.8 – Contract Tonnage – 1200

37=1070 47=1460

Ex Leith South – RA.10 – Contract Tonnage – 940

20=538 26=643 27=693 37=940 40=1073 45/6=1224 47=1247

Page H123 – 7S41 Leith South to Grangemouth

Amend headcode to read 6S41 and **Add** headcode 6S44

RA to read 10

– 6E82 Leith South to Hartlepool – **Delete** entry.

– 7E39 Leith South to Haverton Hill

Amend headcode to read 6E74**Add** new line of entry as below

6E73 Leith South to Immingham – RA.8 – Contract Tonnage – MTY

20=560 26=620 27=620 37=740 40=780 45/6=880 47=930

– Midcalder to General Terminus – **Delete** entry.

Page H125 – 6A58 Oxwellmains to Aberdeen (via suburban)

Amend note in brackets to read:– (via suburban and Kirkcaldy or Stirling)Page H126 – Oxwellmains to Morpeth – **Amend** RA to read 9.

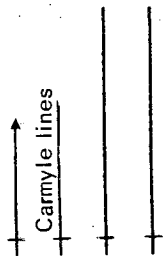
(MPF/49/ICA) (5/1/85)

SECTIONAL APPENDIX

	Page Number relating to Table A
List of lines in the sequence used throughout the book	
Page 2	
Amend –Corkerhill No.1 to Elderslie Notice Board (Goods Line) to read:– Corkerhill CSMD Ground Frame to Hawkhead (Goods Line)	(10/11/84)
Page 3 – Delete – Paisley St. James to Linwood (Goods Line) entry.	(21/10/84)
Amend – EDINBURGH WAVERLEY TO GLASGOW QUEEN ST. (VIA FALKIRK HIGH) (This table does not apply to H.S.T.'s) to read:– EDINBURGH WAVERLEY TO GLASGOW QUEEN ST. (VIA FALKIRK HIGH)	(15/12/84)
Page 4 – Delete – Kirkcaldy Harbour Branch GF to Kirkcaldy Harbour (Goods Line) entry.	(20/10/84)
Page 5 – Delete – EDINBURGH WAVERLEY TO GLASGOW QUEEN ST. (VIA FALKIRK HIGH) (This table applies to H.S.T.'s only) entry.	(15/12/84)
Page 11 – Add to abbreviations used :– RET – Radio Electronic Token	(29/10/84)

SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Remarks
			Down	Up	At or between	
			m.p.h.			
Page 21 Amend:-- to read:--	Jn. with Coatbridge lines		15	15	Through jn. to Coatbridge. Through jn. to Coatbridge.	(22/12/84)
Page 21A Amend:-- first speed restriction entry to read:--			90		89¾ m.p. and 90m. 50ch.	(22/12/84)
	Between Logans Road LC (CCTV) and Uddingston Jn.		95		95m. 50ch. and 93m. 07ch.	
	Amend:-- to read:--		95		90m. 50ch. and 93m. 07ch.	(22/12/84)
Page 21B Delete:-- Carmyle lines from At or between column Between Cambuslang and Rutherglen East Jn. Amend:-- information in Running Lines and Signalling System column to read:--						
						(22/12/84)
Page 22 COLTNESS TO GARRIONGILL JN. (GOODS LINE) Add:-- note in Running Lines and Signalling System column:-- See General Instructions page 13						(25/11/84)



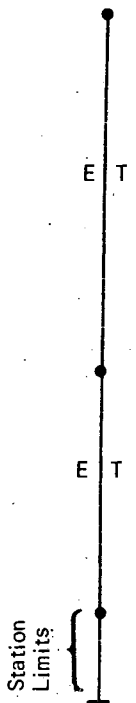
SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down	Up	
			m.p.h.	At or between	
Page 23 CARSTAIRS SOUTH JN. TO HAYMARKET EAST JN.					
Delete :- Maximum Permissible Speed entries and Add :- BETWEEN CARSTAIRS SOUTH JN. AND 74½ M.P.			70	70	MAXIMUM PERMISSIBLE SPEED
BETWEEN 74½ M.P. AND SLATEFORD STN.			80	80	MAXIMUM PERMISSIBLE SPEED
BETWEEN KIRKNEWTON L.C. (A,H,B) AND 74½ M.P.			70	80	MAXIMUM PERMISSIBLE SPEED
BETWEEN SLATEFORD STN. AND HAYMARKET EAST JN.				70	MAXIMUM PERMISSIBLE SPEED
BETWEEN HAYMARKET EAST JN. AND KIRKNEWTON L.C. (A,H,B)					(20/10/84)
Between Auchengray LC and Midcalder Jn.					
Delete :-			70	85m.p. and 83m. 09ch.	(26/1/85)
Page 24					
Between Slateford and Kingsknowe					
Delete :-					C. Up 98m. 41ch. (23/12/84)
Between Slateford Jn. and Distillery Sdg. GF			60	60	Over curves 99m. 25ch. and 100m. 26ch.
Add :-			40	40	Over curves 100m. 26ch. and 100m. 42ch.
Between Distillery Sdg. GF and Haymarket East Jn.					(20/10/84)
Add :-					
Pages 24/25					
Between Midcalder Jn. and West Calder					
Add :-	Livingston South	21 16			(6/10/84)
Page 26					
	Law Jn.				
Amend :-			70	70	Through jn. to 84¼ m.p. (for multiple unit trains).
to read :-			70	70	Through jn. to 84¼ m.p. (for multiple unit trains).
					(4/1/85)
Page 27					
Between Ravensraig No.2 and Wishaw Central Jn.			55	87¼ m.p. and 86½ m.p.	(1/12/84)
Add :-			50	86½ m.p. and 84m. 30ch.	(1/12/84)
Between Wishaw Central Jn. and Wishaw Central					
Add :-					

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		At or between
Page 30	NEWTON WEST JN. TO CATHCART WEST JN. Between Cathcart East Jn. and Cathcart West Jn. Delete :- Add :-		20	20	100m. 67ch. and 100m. 75ch. 100m. 67ch. and 100m. 77ch.	(1/12/84)
	Amend :- mileage to read :- Cathcart West Jn.	100 77				(1/12/84)
Page 35	Amend :- to read :- Annan Factory Sdg. GF (S) Annan Powfoot Sdgs. GF (S)	105 19				(8/12/84)
Page 42	Larkfield Jn. Delete :-					C. Up 101m. 04ch. 133 yards after passing G735. (23/12/84)
Page 43	MUIRHOUSE CENTRAL JN. TO MUIRHOUSE NORTH JN. (VIA CATHCART) (CATHCART CIRCLE) Between Langside and Cathcart West Jn. Delete :- Add :-		30	30	Over curves 2m. 37ch. and 1m. 74ch. Over curves 2m. 37ch. and 2m. 15ch.	(1/12/84)
	NEILSTON HIGH TO CATHCART WEST JN. Between Muirend and Cathcart West Jn. Delete :- Add :-		30	30	101m. 03ch. and 100m. 75ch. 101m. 03ch. and 100m. 77ch.	(1/12/84)
	Amend :- mileage to read :- Cathcart West Jn.	100 77				(1/12/84)
Page 45	Amend :- to read :- Arkleston Jn.		40	40	Entering over and leaving Up goods loop. Entering over and leaving Up goods loop.	(6/1/85)
Page 46	Between Troon and Prestwick Delete :- Amend :- to read :- Prestwick Airport Shell & BP sdg. Prestwick Airport Shell & BP sdg. (S)		40	60	2m.p. and 35m. 10ch. (total distance ¼ mile).	(20/10/84) (26/1/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks		
			Down Up m.p.h.	At or between			
Page 47	Between Prestwick and Newton-on-Ayr Delete:— Add:— Between Newton Jn. and Ayr No.1 Add:— Between Ayr No.1 and Ayr Add:—		50 50 25 50	50 50 25 50	39m. 07ch. and 40m. 75ch. 39m. 07ch. and 40m. 31ch. 40m. 31ch. and 40m. 42ch. 40m. 42ch. and 40m. 75ch.	(12/1/85) (Amended) (26/1/85) (26/1/85)	
Page 48	BRIDGE ST. JN. TO STRANRAER – continued Delete:— all information between Girvan and Stranraer Harbour and Add:—						
	Girvan	0 15		45	45	Through loop connection at Kilkerran end.	Station Yard working is authorised CL 57
	Girvan	0 18		20	20	Bridge No.9, 1m. 31ch. and 1m. 33ch.	
	Pinmore Tunnel (¼ mile)	4 07 to 4 27		20	20	Bridge No.22, 5m. 49ch. and 5m. 57ch. Over Laggansarroch Viaduct, 7m. 23ch. and 7m. 26ch.	
	Pinwherry	8 28		40	40	7½m.p. and 8m. 57ch.	CL 58
				20	20	Ligg Viaduct, 10½m.p. and 10m. 43ch.	
				40	40	11m. 14ch. and 11¼m.p.	
				30	30	Bridge No.48, 11m. 33ch. and 11m. 36ch.	
				40	40	11½m.p. and 11¾m.p.	
	Barrhill	12 35		45	45	13¾m.p. and 14¼m.p.	CL 59

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
Page 48 – Add – continued 	Glenwhilly	20 70			CL52	
			25		Loop to single line, Dunragit end	
			40	40	22½m.p. and 23½m.p.	
			40	40	27m. 26ch. and 29m. 61ch.	
			50	50	29m. 61ch. and 30¾m.p.	
			<u>30 67</u> 46 54			
				40	Loop to single line, Glenwhilly end	
				60	Single line to loop, Glenwhilly end.	CL77
	Dunragit L.C.	47 72	60		Loop to single line, Stranraer end	
				40	Single line to loop, Stranraer end	
			30	30	53m. 16ch. and 53m. 46ch.	Subsidiary token instrument controlled from Dunragit and Stranraer Hbr. Controlled by section token.
Stranraer Yard GF (S)	53 19					
Stranraer Hbr.	54 08					
Stranraer Hbr.	54 19					


(Amended 26/1/85)

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
Page 49 Delete :- CORKERHILL CSMD table and Add :- CORKERHILL CSMD	HILL CSMD GROUND FRAME TO ELDERSLIE NOT CE BOARD (GOODS LINE)				
	GROUND FRAME TO HAWKHEAD (GOODS LINE)		20	20	MAXIMUM PERMISSIBLE SPEED <i>AWS fitted.</i>
	Corkerhill CSMD GF	2 29	5	5	To and from Up Corkerhill line Controlled from Glasgow Central. Train Staff is kept in Corkerhill CSMD GF. See Local instructions page 31.
	Hawkhead	5 60	5	5	5m. 33ch. and 5 $\frac{1}{2}$ m.p. (5/1/85)
Page 50 Delete :-	Paisley St.James (See page 52)				(21/10/84)
Page 52 Delete :-	PAISLEY ST. JAMES TO LINWOOD (GOODS LINE) table				(21/10/84)
Page 54 Add :-	Stevenston No.1		40	40	Through trailing crossover (8/12/84)
Page 57 Delete :-	BETWEEN NEWTON JN. AND MAUCHLINE		45	45	MAXIMUM PERMISSIBLE SPEED
Add :-	BETWEEN NEWTON JN. AND ANNBANK		30	30	MAXIMUM PERMISSIBLE SPEED
	BETWEEN ANNBANK AND MAUCHLINE		45	45	MAXIMUM PERMISSIBLE SPEED (27/10/84)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
Page 59	MOTHERWELL TO PERTH				
	Amend third MAXIMUM PERMISSIBLE SPEED entry to read - BETWEEN 110¼M.P. AND 114¼M.P.		90	80	MAXIMUM PERMISSIBLE SPEED (11/11 '84)
	Delete fourth MAXIMUM PERMISSIBLE SPEED entry and Add:-- BETWEEN 114¼M.P. AND 116¼M.P.		80	70	MAXIMUM PERMISSIBLE SPEED (11/11 '84)
	BETWEEN 116¼M.P. AND 122¼M.P.		70	70	MAXIMUM PERMISSIBLE SPEED (11/11 '84)
Page 62	Polmaise				
	Delete:--				No.2 North URS 54 SLU No.3 North URS 54 SLU (8/12/84)
Page 63	Stirling North				
	Amend:--		40	40	Through connections on main lines (20/10 '84)
	to read:--		25	25	Through connections on main lines. (15/12/84)
	Between Dunblane and Greenloaning				
	Delete:--		65		123m. 30ch. and 125¼m.p. (15/12/84)
Page 67	WHIFFLET NORTH JN. TO RUTHERGLEN EAST JN.				
	Carmyle Jn.				
	Delete:--				CW. Up, 1m. 55ch. (11/11 '84)

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
Page 71 ~ GARTSHERRIE SOUTH JN. AND SIGHTHILL JN. Delete all information and Add:- GARTSHERRIE SOUTH JN. TO SIGHTHILL JN. BETWEEN GARTSHERRIE SOUTH JN. AND GARTCOSH JN. BETWEEN GARTCOSH JN. AND 103 M.P. BETWEEN 103 M.P. AND SIGHTHILL JN.					
	Gartsherrie South Jn. (See page 61)	95 64			
	Gartcosh Jn. (See below)	97 09	60		Through jn. to Garnqueen North Jn.
	Russell's sdg. (S)	98 06			
	Cardowan	99 27			
	Sighthill Jn. (See page 79)	103 41	60	60	101m. 74ch. and 102m. 14ch.
GARTCOSH JN. TO GARNQUEEN NORTH JN. Amend:- to read:-					
	Gartcosh Jn.		60	60	Through jn. and over curve 0m. and 30ch.
			60	60	Through jn.
Pages 72 to 76 EDINBURGH WAVERLEY TO GLASGOW QUEEN ST. (VIA FALKIRK HIGH) Delete:- This table does not apply to H.S.T.'s from pages 72, 74 and 76					
					(Amended) (19/1/85)
					(19/1/85)
					(15/12/84)


Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
Page 74 Between Winchburgh Delete:—	Jn. and Engineer's sgd. GSP (S)		90	90	34m. 45ch. and 34m. 10ch. (24/11/84)
Page 75 Between Falkirk High Add:—  Amend:— to read	and Greenhill Upper Jn. Roughcastle sgd. Gartshore	19 25		20 15	Entering UPL. Entering UPL. (20/10/84)
Page 77 Amend:— to read	Grangemouth Jn.		20 10		Through jn. to Grangemouth. Through jn. to Grangemouth (22/12/84)
Page 78 Amend:— to read	Grangemouth Jn.			20 10	Through jn. Through jn. (22/12/84)
Page 79 Between Bellgrove and Duke St. Delete:—					C. Up. 2m. 55ch. (23/12/84)
Page 80 Between Newbridge Delete:—	Jn. and Bathgate Central.				C. Down 34m. 64ch. (23/12/84)

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions.		Remarks
			Down	Up m.p.h.	
Page 92 Delete all information and Add :- CRAIGENDORAN JN. TO FORT WILLIAM					<i>The line between Craigendoran and Fort William in both directions is not AWS fitted.</i>
BETWEEN CRAIGENDORAN JN. AND 46 M.P.			40	40	MAXIMUM PERMISSIBLE SPEED FOR CLASS 1,2,3,4,5 & 6 TRAINS
BETWEEN CRAIGENDORAN JN. AND 46 M.P.			30	30	MAXIMUM PERMISSIBLE SPEED FOR CLASS 7,8,9 & 0 TRAINS
BETWEEN 46 M.P. AND FORT WILLIAM			50	50	MAXIMUM PERMISSIBLE SPEED FOR SINGLE HEADED CLASS 1,2,3 & 5 TRAINS (INCLUDING "ETHEL")
BETWEEN 46 M.P. AND FORT WILLIAM			40	40	MAXIMUM PERMISSIBLE SPEED FOR CLASS 4,6 & 0 TRAINS AND DOUBLE HEADED CLASS 1,2,3 & 5 TRAINS (NOT INCLUDING "ETHEL")
BETWEEN 46 M.P. AND FORT WILLIAM			30	30	MAXIMUM PERMISSIBLE SPEED FOR CLASS 7,8 & 9 TRAINS
	Craigendoran (C) (See page 85)	0 06			
	Helensburgh Upper	2 08			
	<input type="checkbox"/> Garelochhead	5 20 8 76	35	35	3m. 58ch. and 4m. 03ch.
	Glen Douglas	15 21	35	35	11m. 37ch. and 12m. 45ch.
			25	25	15m. 38ch. and 16m. 42ch.
Page 97 Amend :- to read :-	Arisaig Arisaig <input type="checkbox"/>				
Page 100 Amend :-	Drem Jn. to read :-				CL 33 CL 27 CW. Up loop 15m. 26ch. (4/11/84)
Page 110 HAYMARKET WEST JN. TO ABERDEEN Delete - AWS italics note in Remarks column					UPL 70 UPL 62 (27/10/84) (28/10/84)




Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
Page 110 – HAYMARKET WEST JN. TO ABERDEEN – continued Delete :- fourth and fifth Maximum Permissible Speed entries and BETWEEN DUNDEE TAY BRIDGE STN. AND 5¼ M.P. BETWEEN 5¼ M.P. AND 10M. 08CH. Between Haymarket West Jn. and Dalmeny Jn. Delete :-			Add :- 75 100	75 100	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED (1/12/84)
Page 113 – KIRKCALDY Delete :-	Harbour Branch GF (S) and mileage		60	60	Over curve, 3¼ m.p. and 3m. 69ch. (2/12/84)
Page 120 Delete :- KIRKCALDY HBR. BRANCH GF TO KIRKCALDY HBR. (GOODS LINE) table					(20/10/84)
Page 121 Between Thornton North Jn. and East Fife Central Jn. Delete :-				10	0m. 68ch. and 0m. 59ch.
Add :- Page 123 Between Cowdenbeath South Jn. and Cowdenbeath Delete :-	Double Dykes LC (Open)	0 59	10	10	Approaching LC (12/1/85)
Page 125 OAKLEY TO TOWNHILL JN. (GOODS LINE) Delete :-	Dunfermline Upper GF	20 48			22m. 34ch. and 22m. 38ch. (1/12/84)
Page 128 PERTH TO INVERNESS Delete :- 3rd Maximum Permissible Speed entry and Add :- BETWEEN BLAIR ATHOLL AND 74 M.P. BETWEEN 74 M.P. AND 76¼ M.P. BETWEEN 76¼ M.P. AND INVERNESS Between Perth and Stanley Jn. Delete :-			75 100 75	75 100 75	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED (11/11/84)
Page 130 Between Blair Atholl and Dalnacardoch Down IB home signal Delete :- Between Dalnacardoch Down IB home signal and Dalnacardoch ground frame Delete :-					C. Down 153m. 50ch. (23/12/84) C. Down, 35m. 55ch. C. Down, 44m. 71ch. (23/12/84)

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
Page 132 Between Millburn Jn. and Culloden Moor Delete:—					C. Up, 116m. 58ch.
Page 134 Between Longforgan and Buckingham Jn. Delete:—			75		4m. 78ch. and 2m. 33ch.
				80	4m. 05ch. and 4m. 78ch.
				75	2m. 33ch. and 4m. 05ch.
			70	70	2m. 33ch. and 2m. 08ch.
Add:—			80		4m. 78ch. and 2m. 08ch.
			75		2m. 08ch. and 1m. 50ch.
				80	1m. 50ch. and 4m. 78ch.
Page 136 Between Dyce Jn. and Inverurie Add:—	Dyce	6 20			(22/9/84)
Page 141 INVERNESS TO WICK Amend:— Italics note in Remarks column to read:—					(6/10/84)
Between Rose St. and Clachnaharry Amend:—			8	8	1m. 45ch. and 1m. 50ch.
to read:—			10	10	1m. 45ch. and 1m. 50ch.
Page 142 Delete:—	Invergordon				The line between Inverness and Invergordon (exclusive) in both directions is not AWS fitted. (2/12/84)
					(5/1/85)
					DRS 40 (9/1/85)

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
Pages 145 to 148 DINGWALL TO KYLE OF LOCHALSH table Delete:- all information and Add:- DINGWALL TO KYLE OF LOCHALSH BETWEEN DINGWALL AND 53M. 26CH. BETWEEN 53M. 26CH. AND KYLE OF LOCHALSH 	Dingwall (See page 141)	0 19	40 30 20	40 30 20	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED Over curves, ¼ m.p. and 0m. 48ch.
	Dingwall No.1 LC	0 57			
	Dingwall Middle LC	0 67			
	Dingwall No.2 LC	1 05	35 20 35	35 20 35	Over curves, 2m. 17ch. and 2m. 41ch. 2m. 41ch. and 2m. 53ch. 2m. 53ch. and 3m. 09ch.
	Achterneed (AOCL)	4 55	40	20	Approaching LC
			30	30	Over curves, 5m. 30ch. and 6m. 26ch.
			20	20	6m. 71ch. and 6m. 76ch.
			30	30	Over curves, 7m. 30ch. and 10m. 32ch.
	Garve	11 65	15	15	Through loop connections.
			35	35	Over curves, 11m. 74ch. and 13m. 42ch.
	Lochluichart	17 20	20	20	18m. 45ch. and 18m. 49ch.
			30	30	Over curves, 19m. 78ch. and 20m. 16ch.
			20	20	Bridge No.40, 20m. 16ch. and 20m. 31ch.
			30	30	Over curves, 20m. 31ch. and 20m. 61ch.
			20	20	Over curves, 21m. 30ch. and 21m. 38ch.
	Achanalt	21 34	35	35	Over curves, 25m. 76ch. and 26m. 44ch.
			20	20	Bridge No.68, 27m. 28ch. and 27m. 32ch.

CL 37

Running Lines and Signalling System	Location	Mileage M. Ch.		Permanent Speed Restrictions		Remarks		
				Down m.p.h.	Up m.p.h.		At or between	
Pages 145 to 148 - Add - continued								
	Achnasheen	27	72	15	15	Through loop connections.	CL 47	
	Achnashellach	40	34					
	Balnacra LC (AOCL)	42	12	20	40	Approaching LC		
	Strathcarron	45	64	15	15	Through loop connections.	CL 36	
	Strathcarron LC (AOCL)	45	65	Stop		Before passing over LC	Drivers must sound the locomotive horn continuously from stop board until over the crossing. A Plunger is provided for shunting movements to the Up loop on the speed restriction board at the approach to the facing points for the Up loop line, and when operated, activates the level crossing lights sequence.	
						Approaching LC		
					35	35	Over curves, 46¼ m.p. and 48m. 62ch.	
	Attadale Halt	48	22					
					25	25	Over curves, 48m. 62ch. and 53m. 26ch.	
	Stromeferry	53	15					
Duncraig Halt	57	09						
Plockton	58	22						
Duirinish Halt	59	58						
Kyle of Lochalsh	63	64						
Pages 149 to 153								
Delete :- EDINBURGH WAVERLEY TO GLASGOW (QUEEN ST.) (VIA FALKIRK HIGH)								
- H.S.T. table							(Amended 17/12/84)	
							(15/12/84)	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
Page 153	HAYMARKET WEST JN. TO ABERDEEN Delete :- AWS italics note in Remarks column				(28/10/84)
	Delete :- eleventh and twelfth Maximum Permissible Speed entries and Add :- BETWEEN DUNDEE TAY BRIDGE STN. AND 5¼M.P. BETWEEN 5¼M.P. AND 10M. 08CH.		90 100	90 100	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED (1/12/84)
Page 154	Between Haymarket West Jn. and Dalmeny Jn. Delete :-		70	70	Over curves, 3¼m.p. and 3m. 69ch. (1/12/84)
Page 159	Dock St. tunnel Amend :- to read :-		25 25	25 25	0m. 38ch. (at Dock St. tunnel) and 0m 32ch. (at Camperdown Jn.) 0m. 38ch. (at Dock St. tunnel) and 0m. 22ch. (at Camperdown Jn.) (22/12/84)
Page 162A	PERTH TO INVERNESS Delete :- 2nd Maximum Permissible Speed entry and Add :- BETWEEN 69M.P. AND 73M. 45CH. BETWEEN 73M. 45CH. AND 76M. 70CH.		90 100	90 100	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED (11/11/84)
Page 162D	Between Blair Atholl and Dalnacardoch Down IB home signal Delete :- Between Dalnacardoch Down IB home signal and Dalnacardoch GF Delete :-				C. Down, 35m. 55ch. C. Down, 44m. 71ch. (23/12/84)
Pages 162E/F	Between Kingussie LC and Kinraig loop Add :-		90	90	76¼m.p. and 76m. 70ch. (11/11/84)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

SECTIONAL APPENDIX – continued

SECTION 2

TABLE B – SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
Page 3			
Bridge Street Jn. to Stranraer			
Add:—			
Ayr No.1	Ayr No.2	Up	G ECS (17/11/84)
Page 6			
Delete :— Kirkcaldy to Kirkcaldy Harbour (Goods Line) and relative entry.			(20/10/84)

TABLE E – RULE BOOK, SECTION C, CLAUSES 4.6 AND 5.9

Signal Box	Signal	Remarks
Page 10		
Inverness to Wick		
Add :—		
Dingwall	Down home	For trains booked to call at Dingwall station. (10/11/84)

TABLE J – LOCOMOTIVES ASSISTING IN REAR OF TRAIN –
RULE BOOK, SECTION H, CLAUSE 3.20

From	To	Type of Train	Conditions	Remarks
Page 12				
Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)				
Amend:— Queen Street/Cowlairs entry to read:—				
Queen Street	Cowlairs	PF ECS	—	See Local Instructions pages 51/52. (15/12/84)

SECTION 3

GENERAL INSTRUCTIONS

	INDEX	Page
Page (i) – Add:—	B	
Beilhack Patrol Ploughs		23 (5/1/84)
Page (ii)– Add –	O	
Officers specials		75 (10/11/84)
	W	
Page (iii) – Add –		
Wrong direction movements over certain Automatic Level Crossings.		15 (4/11/84)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**SECTIONAL APPENDIX – SECTION 3 – continued****GENERAL INSTRUCTIONS**

Page 10

ELECTRIC TOKEN BLOCK REGULATIONS – TOKEN LOST OR DAMAGED OR FAILURE OF TOKEN APPARATUSSection of line – **Delete** – Dingwall to Kyle of Lochalsh (29/10/84)**Pages 10/12 – SINGLE LINES WORKED BY THE SCOTTISH REGION TOKENLESS BLOCK SYSTEM – INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED**

Page 11

7. Trolley workingSecond paragraph – **Add** as last sentence :– The Note in clause 3.2.2 of Section S of the Rule Book is modified accordingly. (6/10/84)**SINGLE LINES – ONE TRAIN WORKING WITHOUT TRAIN STAFF**

Page 13

Add to list of lines:–

Coltness to Garriongill Jn. (25/11/84)

Page 15 – **Add** –**WRONG DIRECTION MOVEMENTS OVER CERTAIN AUTOMATIC LEVEL CROSSINGS**

Certain automatic level crossings are provided with circuitry to enable them to function automatically for wrong direction movements. These crossings are identified in Table A by the suffix 'X' after the level crossing abbreviation, thus; AHB-X, AOCC-X, etc.

The permitted maximum speed in the wrong direction is shown in Table A and supported by rectangular lineside signs which show the speed, in black on a white background prefixed by the letter 'X'. These signs are normally positioned in the right-hand cess in the direction of travel.

When wrong direction movements are to take place or single line working is introduced, a Crossing Keeper will not normally be provided but the Driver will be authorised (by the Pilotman in the case of S.L.W.) to pass over the crossing at not more than the indicated speed.

The provision of wrong direction circuitry does not over-ride the prohibition on wrong direction movements set out in the Rule Book, Section H, clauses 5.8.3 and 13.10.1, Section M, clauses 4.4.1 and 8.4.1 and General Appendix page 1.43.

The following Rule modifications apply:

Section M, clause 6.6

A wrong direction movement may proceed without stopping providing it is commenced with all vehicles on the approach side of the speed restriction sign applicable to wrong direction movements.

Section N, clause 3.1.1 (g) (i) and 4.8.2

A Crossing Keeper/Handsignalman need not be appointed provided that the wrong direction circuitry has not been disconnected.

Section Q, clause 2.5

Add to Note: In addition, an Engineer's train whilst working in section must not set back beyond the speed restriction sign applicable to wrong direction movements. (4/11/84)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

SECTIONAL APPENDIX – SECTION 3 – GENERAL INSTRUCTIONS – continued

Pages 17/23

SNOW CLEARANCE ARRANGEMENTS

Independent Snow Ploughs and Snow Plough Tenders –

Page 18 – Add as second paragraph –

The normal formation of a snowplough train should be 2 Independent Snow Ploughs separated by 2 main line diesel locomotives working in multiple.

Page 19 – Delete table and Add –

Depot	Type	Number
Fort William	1-Independent Snow Plough	ADB965199
Eastfield	1-Independent Snow Plough	ADB965189
Eastfield	1-Snow Plough Tender	ADE321012
Mossend	1-Independent Snow Plough	ADB965234
Mossend	1-Independent Snow Plough	ADB965237
Ayr	1-Independent Snow Plough	ADB965309
Ayr	1-Independent Snow Plough	ADB965307
Perth	1-Independent Snow Plough	ADB965201
Perth	1-Independent Snow Plough	ADB965197
Ferryhill	1-Independent Snow Plough	ADB965308
Ferryhill	1-Independent Snow Plough	ADB965200
Inverness	1-Independent Snow Plough	ADB965196
Inverness	1-Independent Snow Plough	ADB965198

(26/1/85)

Page 20

2. Route Restrictions

2.1

Location	Line(s) affected	Restriction
Perth to Inverness		
	Delete :- Murthly entry.	(8/12/84)

Beilhack Self Propelled Rotary Snow Blower Machine

Page 21 – Amend clause 5 to read :-

5. Operation of the machine

- 5.1 Whilst the machine is engaged on snow clearance the rotary snowblower unit can be moved foul of an adjoining line and trains must not run on that line except under the following conditions :-
- 5.2 Before ploughing commences on a double line when the adjoining line is available for traffic, the person in charge of the snowblower must consult with the Signaller before entering the section to agree the portion of line to be ploughed and to establish the requirements for suspension of ploughing to let traffic pass on the adjoining line.
- 5.3 Before a train is allowed to proceed from the last stop signal before reaching the site of snow clearing operations, the signaller must obtain an assurance from the person in charge of the snowblower that snow clearing operations have ceased and the rotary snowblowing unit has been secured clear of the line on which the train has to run. Before being allowed to proceed past the section signal, the driver of the train must be advised the location of the site of snow clearing operations and instructed to approach the site cautiously.
- 5.4 After the train has passed the site of operations, the person in charge of the snowblower must inform the signaller. Snow clearing operations must not be resumed until this has been done.

(26/1/85)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

SECTIONAL APPENDIX – SECTION 3 – GENERAL INSTRUCTIONS – continued

SNOW CLEARANCE ARRANGEMENTS – continued

Page 22 – Buffer Snowploughs

Amend Instruction 1.6 to read :-

- 1.6 Before commencing ploughing on lines electrified by overhead line equipment the Area Maintenance Engineer (South) or his Duty Officer must be consulted and he will arrange for either :-
- (a) Isolation of the overhead line equipment in accordance with the Electrified Lines Working Instructions. Confirmation that the isolation is effective over the section to be ploughed must be obtained before ploughing commences.
- or
- (b) A responsible member of his staff to accompany the driver. In such case an isolation of the overhead line equipment will not be required unless the Area Maintenance Engineer's (South) representative considers that danger is likely to arise from the energised overhead line equipment. (5)

Page 23 Add:-

BEILHACK PATROL PLOUGHS

General

- (1) Experimental snowploughs, based at Mossend and intended for patrol work and ploughing snow drifts up to 6ft. high, are attached to the front and rear of an electric or a diesel locomotive. by means of standard screw couplings. Ploughs must be in a state of readiness until the end of March.
- (2) The normal position of the blades is in a side position so that the snow is pushed to the cess side in the direction of travel.
- (3) The ploughs will be under the charge of an Operating Department Representative, and in addition, the driver must be accompanied by:
 - (a) a driver's assistant
 - (b) a member of the RM & EE overhead line staff (when patrolling/ploughing on lines electrified by overhead line equipment)
 - (c) RCE Department Representative
- (4) Drivers are responsible for seeing that the air brake is coupled and operative on the ploughs and that two white marker lights are mounted on the lamp irons on the leading plough and a tail lamp on the rear plough.
- (5) Guards will not be provided.
- (6) Before commencement of patrolling/ploughing, the nearest RM & EE depot must be advised. The Electric Control Room must also be advised if patrolling/ploughing is to be carried out on lines electrified by overhead line equipment.
- (7) When attached to ploughs, locomotives must not exceed **45m.p.h.**
- (8) Normal working may continue on adjoining lines while patrolling/ploughing is in progress unless the person in charge considers a risk exists to traffic using these lines. In such cases selected blockages should be imposed at the discretion of the person in charge.
- (9) When locomotives attached to ploughs are taken into sidings they must be stopped sufficiently short of the buffer stops to avoid damage to the ploughs through contact with the front supporting stays of the buffer stops. Care must be exercised to avoid damage to the ploughs through contact with scotch blocks, derailleurs, etc, which may be fixed in sidings.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

SECTIONAL APPENDIX – SECTION 3 – GENERAL INSTRUCTIONS – continued

Page 23 – BEILHACK PATROL PLOUGHS – continued

Instructions to Signalmen

- (1) The Beilhack Patrol ploughs and locomotives must be signalled by the Train Identification Code 1Z88 and where train describers are not in use must be signalled by the special Is line clear signal 2-1-1.

Locomotives

- (1) The ploughs may be attached to any main line air brake locomotive.
- (2) The route availability of the locomotive is unchanged with the attachment of the ploughs.

Failures

- (1) In the event of loss of power to the electric locomotive, the person in charge must contact the Electric Control Office at the earliest opportunity.
- (2) If assistance is required due to locomotive failure or overhead line power loss, coupling equipment necessary for the rendering of assistance is stored on the plough.

(Amended 12/1/85)

Pages 24 to 24B

POINT HEATERS**11. Malfunction of Heaters**

Clause 11.2

Amend reference to Regional S & T Engineer
to read:– Regional M & E Engineer

(26/1/85)

Pages 47/48

DIESEL TRACTION

Page 48

BCF Fire Extinguishers

Amend :– Beattock Booking Hall
to read:– Locked box near Beattock Up Sidings Ground Frame.

(24/11/84)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

SECTIONAL APPENDIX – SECTION 3 – GENERAL INSTRUCTIONS – continued

CONTINUOUS BRAKE TRAIN OPERATION

1. Assisting in rear

From	To	Line	Maximum Unfitted Load (Tonnes)
Page 64B – Add:–			
Carstairs South Jn. to Haymarket East Jn. Slateford	Midcalder Jn.	Up	115 (23/12/84)
Muirhouse South Jn. to Larkfield Jn. Larkfield Jn.	Muirhouse South Jn.	Up	80 (23/12/84)
East Kilbride to Busby Jn. Thornliebank Strn.	East Kilbride	Up/Single	60 (10/10/84)
Page 65 – Add:–			
Gartsherrie South Jn. to Sighthill Jn. Sighthill Jn.	Cardowan	Up	80 (23/12/84)
Cowlairs to Bellgrove Bellgrove	Sighthill Jn.	Up	70 (23/12/84)
Newbridge Jn. to Bathgate Yard Newbridge Jn.	Bathgate	Down	50 (23/12/84)
Perth to Inverness Perth	Dunkeld	Down	80
Blair Atholl	Dalwhinnie	Down	60
Millburn Jn.	Culloden Moor	Up	60 (23/12/84)

2. Areas of Signalling Restraint

From	To	Line	Applicable to trains with unfitted portion exceeding (tonnes)
Page 65			
Carstairs South Jn. to Haymarket East Jn. Delete:– Slateford Jn./Midcalder Jn. entry.			(23/12/84)
Page 66			
Delete:– Cowlairs to Bellgrove and relative entry.			(23/12/84)
Delete:– East Kilbride to Busby Jn. and relative entry.			(9/9/84)
Page 67			
Delete:– Perth to Inverness and relative entry.			(23/12/84)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**SECTIONAL APPENDIX – SECTION 3 – GENERAL INSTRUCTIONS – continued**

Page 73

**FREIGHTLINER VEHICLES – PLATFORMS IN EXCESS OF 3 FEET
3 INCHES ABOVE RAIL LEVEL****Delete:**– reference to "Manitime containers (8 feet 0 inches by 8 feet 6 inches profile)".**Delete:**– Glasgow (Gushetfaulds) to Aberdeen via Carmyle, Perth and Dundee entry and relative instruction. (26/1/85)

Page 75 – Add –

OFFICERS SPECIALS

A guard need not be provided when the train comprises of a saloon worked by a locomotive or single power car, but in such circumstances the train must be accompanied by an Inspector who must carry out the guard's duties. (10/11/84)

**Pages 79/82 – ENGINEERS' RAIL MOTOR TROLLEYS, SCHOMA RAIL CARS AND TRAILERS
AND MATISA RAIL GANG TROLLEYS**

Page 79

Amend Instruction 1 to read :-

1. On lines worked by other than the Track Circuit Block system, the following arrangements must be applied :-
 - 1.1 When the vehicle is required to travel from one signal box to another, the Is line clear signal, 2-1-4, 'Motor Trolley running through section', must be used and this signal must be acknowledged in accordance with Warning Arrangement or Warning Acceptance.
 - 1.2 Where Electric Token Block working is in operation, the vehicle must always carry the section token and the person in charge of the vehicle will be responsible for its custody.
 - 1.3 Where Radio Electronic Token Block working is in operation, the vehicle must always carry a token.
 - 1.4 A vehicle may be allowed to travel from a signal box or token exchange point into the section and thereafter return to the signal box or token exchange point from which it started. On other than Radio Electronic Token Block lines, the vehicle must be signalled as an Engineer's train requiring to stop in the section and the provisions of Absolute Block or Electric Token Block Regulation 3, clause 3.8 or Scottish Region Tokenless Block Regulation 8 must be complied with. Where Scottish Region Tokenless Block working is in operation, the vehicle must carry the shunting key. Where Radio Electronic Token Block working is in operation, the vehicle must carry an "Engineering" or "Shunt" token, whichever is applicable. (29/10/84)

Page 82

WORKING OF ENGINEERS' TRAINSSection of line – **Delete** Dingwall to Kyle of Lochalsh

(29/10/84)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**SECTIONAL APPENDIX – continued****LOCAL INSTRUCTIONS****SECTION 4****INDEX**

Page (ii) – Delete :- Coltness Branch entry.	(25/11/84)
Page (iv) – Delete :- Kirkcaldy Harbour entry. Linwood Branch entry.	(20/10/84)
Page (v) – Delete :- Old Kilpatrick entry.	(13/10/84)

LOCAL INSTRUCTIONS

Page 1 – Add :-

CARLISLE AND CARSTAIRS

In the event of high wind conditions on the W.C.M.L. drivers will be stopped at Carlisle/Kingmoor in the Down direction and Carstairs in the Up direction and informed of the situation. The driver must tell the signalman the number of pantographs in use on the train. The following speed restrictions must be observed under such circumstances.

Up and Down lines between Carlisle and Carstairs.

No. of Pantographs in use	Maximum Speed (M.P.H.)
1	80
2	60

Drivers must observe all other Permanent and Temporary speed restrictions which are more restrictive. (21/12/84)

Pages 9/12

GLASGOW CENTRAL**Locomotive hauled trains and Multiple unit diesel and electric trains**

Delete :- all references to Bellahouston Carriage sidings.

Amend :- reference to "Up Canal line signal G.535" in first column to read :-
Down Corkerhill line signal G.593.

Amend :- all references to Up/Down Canal lines to read :-
Up and Down Corkerhill lines.

Delete:- last entry. (23/12/84)

Page 13

Delete:-
COLTNESS TO GARRIONGILL JN. (GOODS LINE) and relative instruction. (25/11/84)

Pages 22/23

CLYDE PORT AUTHORITY BYE-LAWS FOR WORKING OF TRAMWAYS

Page 23 – Delete reference to Meadowside Quay from note at bottom of page. (13/10/84)

Page 30A

STRANRAER HARBOUR

Delete:-
No.2 platform line and relative instructions. (6/10/84)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**SECTIONAL APPENDIX – continued****LOCAL INSTRUCTIONS – continued**

Page 31

Delete:– **CORKERHILL CSMD GROUND FRAME TO ELDESLIE NOTICE BOARD (GOODS LINE)** and relative instruction.

(7/10/84)

Delete :– **FERGUSLIE** and relative instruction.

Page 33 – Delete – **PAISLEY ST. JAMES TO LINWOOD (GOODS LINE)** and relative instructions.

(21/10/84)

Page 47

GARTSHERRIE SOUTH JN. TO SIGHTHILL JN.

Add:–

SIGHTHILL JN. TO BREL (ST. ROLLOX) WORKS SIDINGS

The single Arrival/Departure line between Sighthill Jn. and BREL (St. Rollox) sidings is worked in accordance with the instructions "Working on single lines, where telephone or telephone and notice board arrangements apply" as contained in Section 3 of the Sectional Appendix.

Propelling between Sighthill Jn. signal box and the notice boards at the BREL sidings end of the Arrival/Departure line in either direction is prohibited.

(16/12/84)

Pages 51/52 – BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)

Amend :– entry under 'ASCENDING' Train loads to read :–

Train loads – The loads of Up trains must be regulated in accordance with the following table :–

Class of Locomotive	Unassisted trailing load Queen Street (High Level) – Cowlairs
20	190 tonnes
26	230 tonnes
25, 27	255 tonnes
37	340 tonnes
40	350 tonnes
47	400 tonnes

The following trains must be assisted from Queen Street (High Level) –

- (i) All trains carrying loads in excess of the unassisted load;
- (ii) Empty coaching stock trains carrying ETHEL at the trailing end.

Assistance in accordance with Table 'J' is not permitted in any other circumstance.

For the purpose of uncoupling the locomotive assisting in rear, the train must be brought to a stand at either signal C.41, the Down Passenger loop at Cowlairs West Jn. or the Passenger loop at Cowlairs East Jn. In the case of the empty coaching stock trains carrying ETHEL at the trailing end, ETHEL must be uncoupled together with the assisting locomotive.

When trains are assisted in front, the train must be brought to a stand at signal C.41 for the leading locomotive to be uncoupled.

(15/12/84)

Pages 53 and 54

QUEEN STREET HIGH LEVEL

Add :–

Authority is given for light locomotives requiring to proceed from a platform or siding onto the Up or Down Main line for shunting purposes to be driven from the rearmost cab provided a competent person is riding in the leading cab. The competent person must keep a good look out and operate the warning horn when necessary.

(11/1/85)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**SECTIONAL APPENDIX – continued****LOCAL INSTRUCTIONS – continued**

Page 61

BETWEEN DUMBARTON CENTRAL AND HELENSBURGH CENTRAL**Amend instruction under this heading to read:–**

On receipt of information at Dumbarton Central and Helensburgh Central stations from the signalman concerned that severe wind conditions exist, drivers of electric trains must not exceed a speed of **35 m.p.h.** between Dalreoch and Craigendoran on the Up and Down lines. (5/1/85)

Page 62

Delete:–

**CLYDEBANK CENTRAL JN. TO OLD KILPATRICK (GOODS LINE)
OLD KILPATRICK**

and relative instruction.

(13/10/84)

Page 63 – **Delete – CRAIGENDORAN JN.** and relative instruction.**Add:–****CRAIGENDORAN**

Token working – When a train is allowed forward to West Highland line section signal C641 and the driver is not in possession of the token the drivers assistant must, immediately the train comes to a stand at the signal, return to the signal box and remain there until the token is handed to him by the signalman, when he must at once return to his train. (4/11/84)

Add:–**ARROCHAR AND TARBET**

Working of Up sidings by Down direction trains – Down direction trains requiring to shunt in the Up sidings must be run to the Down loop. Authority is given for the locomotive, after completing shunting in the Up sidings, to return to the front of the train via the Up loop. (1/10/84)

Page 68 – **Add –****OXWELLMAINS APCM SIDINGS****Down sidings** – Train movements are made under the control of the APCM shunter.

Up sidings – Train crews must consult with APCM loaders as to the requirements of train movements. (24/11/84)

Page 87

Delete:–

KIRKCALDY HARBOUR BRANCH (GOODS LINE) and relative instructions. (20/10/84)

Page 100

Delete – BETWEEN DINGWALL AND KYLE OF LOCHALSH and relative instructions.
STRATHCARRON and relative instructions.
STROME FERRY and relative instructions.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

SECTIONAL APPENDIX – continued

LOCAL INSTRUCTIONS – continued

Page 100

Add

DINGWALL TO KYLE OF LOCHALSH

Locomotives working trains between Dingwall and Kyle of Lochalsh must be fitted with searchlight type headlights and drivers must ensure that these are illuminated at all times.

Referring to Section S of the Rule Book, clause 3.2.2 Protection of the Trolley by possession of the token is not permitted on this line.

Period during which steam heating must be applied. – In addition to the instructions shown in the General Appendix, steam heating must be provided on trains running on this line until 14th June, also when required on cold days between that date and 30th September.

Changing locomotives from one train to another at crossing loops. – In the event of it becoming necessary to switch the locomotives of Down and Up trains at a crossing loop, the following procedure must be adopted:–

The signalman must reach a clear understanding with the drivers of both trains as to what is to be done.

Both trains must be positioned on their respective approaches to the crossing loop at the 'Points Set' indicator. The tokens of both trains must be returned. A "Shunt" token will be issued to the locomotive of the Down train after which the driver of that locomotive will be given permission to proceed to the Down loop stop board. The driver must inform the signalman of his arrival at the Down loop stop board.

The locomotive of the Up train will then be given permission to proceed on to the Up loop. Thereafter, both locomotives may proceed forward beyond the crossing loop stop boards to the trains and draw them into the appropriate loop line.

The drivers must inform the signalman when the trains are correctly positioned at the stop boards. The "Shunt" token must then be returned. The radio numbers must be changed and tokens will then be issued in the normal manner.

Crossing loop points – Trains and vehicles must not be brought to a stand on crossing loop points. Should a train or vehicle, in emergency, be brought to a stand on such points, any further movement must be made in the same direction.

Before Engineers' machines and road/rail vehicles pass over crossing loop points in the trailing direction, the points must be set, clamped and scotched in the required position.

Class 9 trains – The driver of a Class 9 train must exchange hand signals with the guard before returning a token. (29/10/84)

DINGWALL

Provided the driver has received the appropriate token, the authority to proceed towards Garve will be the clearing of the section signal, or permission to pass that signal at danger, at Dingwall.

Shunting on to the single line towards Garve is prohibited. (29/10/84)

Page 101

KYLE OF LOCHALSH

Add as first paragraph:–

Working of passenger trains from Up passenger line – The starting of passenger trains requiring to run to Strathcarron is prohibited from lines other than the Up passenger line. (29/10/84)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**MISCELLANEOUS INSTRUCTIONS****SUPPLEMENT NO.3 TO EXTRACTS FROM WORKING INSTRUCTIONS
FOR A.C. ELECTRIFIED LINES – B.R. 29988/7**

This supplement has now been distributed by the Printer and will operate from Saturday, 2 February, 1985.

Any member of the staff who is in possession of the Extracts from Working Instructions for A.C. Electrified Lines – B.R.29988, who has not received a copy of Supplement No.3 must immediately advise his Supervisors. (5/1/85)

THE RULE BOOK, SECTION H, CLAUSE 3.8.2

The item under this heading published on page 23 of Periodical Operating Notice No.49D **no longer applies.**

The attention of staff is drawn to the alterations to Sections H and O of the Rule Book published in this notice. (12/1/85)

RULE BOOK, SECTION T, PART III**PROTECTION OF ENGINEERING WORK WHEN THE ENGINEER
TAKES 'ABSOLUTE POSSESSION' OF THE LINE****INTRODUCTION OF MARKER BOARDS**

1. Commencing Saturday, 2 February, 1985, marker boards will be provided for each individual work site in any 'Absolute Possession' in which there are to be train movements. Marker Boards will not be provided for 'Absolute Possessions' with only one work site in which only on-track machines are to be operated.
2. Marker boards will denote the boundaries of responsibility between the Person in Charge of the Possession and Engineering Supervisors and must not be passed by trains without appropriate authority.
3. Marker boards will be double sided and comprise two flashing lights as follows :–

INDICATION	MEANING
<div style="display: inline-block; border: 1px solid black; padding: 2px; margin-right: 10px;">0</div> Blue	ENTRANCE to work site area. Not to be passed without authority of Engineering Supervisor in charge of work.
<div style="display: inline-block; border: 1px solid black; padding: 2px; margin-right: 10px;">0</div> Red	
<div style="display: inline-block; border: 1px solid black; padding: 2px; margin-right: 10px;">0</div> Blue	EXIT from work site area. Not to be passed without authority of Person in charge of the Possession.
<div style="display: inline-block; border: 1px solid black; padding: 2px; margin-right: 10px;">0</div> White	
4. Marker boards will be positioned, whenever practicable, on the left hand side of the line in the normal direction of travel.
5. Marker boards will be positioned a minimum of 100 yards from each end of the work site.
6. If the marker boards for adjacent work sites would otherwise be closer to each other than 100 yards, only one pair of marker boards will be provided to protect both sites.
7. Alterations to the Rule Book, Section T, Part III associated with the introduction of marker boards will be published in the Periodical Operating Notice operative from 2 February, 1985. (MR/RB/T111)(5/1/85)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**MISCELLANEOUS INSTRUCTIONS – continued****GENERAL APPENDIX – SECTION 16 – PAGE 16.7 – CLAUSE 3.5.2**

Commencing forthwith and until further notice the brake isolation table in this clause is amended in respect of Freightliner trains as follows :-

“Where Freightliner trains are permitted in accordance with this table to be worked with a proportion of the vehicles isolated, such permission is restricted to **one inner vehicle per wagon set.**”
(MPF/11/3) (22/12/84)

FLASHING BATTERY ELECTRIC TAIL LAMPS**1. Introduction**

A limited number of these lamps manufactured by Dorman Smith Ltd. of Southport are in service for trials. The lamps are numbered in the series 1E to 150E.

2. Description

The lamp is a one piece moulding in yellow plastic with an attached steel combined carrying handle and lamp bracket in the same colour.

The main features of the lamp are shown on the illustration.

The batteries have a life expectancy of 6 months.

3. Bringing the lamp into use

The lamp is activated by pressing the push button switch once; pressing the push button for a second time will switch the lamp off.

It should be noted the lamp is controlled by a light sensitive cell inside the lens unit.

If the lamp is switched on in daylight or in bright artificial light, the lamp may not illuminate. To check the lamp is working correctly, therefore, shield both the back of the lamp and the light sensitive cell beneath the lower half of the lens. If the lamp is working correctly it should start to flash.

4. Use of lamps on highly inflammable liquid and flammable gas trains

Although the lamps are cleared for use on the above trains outside oil terminals, the lamp will not at present pass over studded lamp irons.

5. Fog or falling snow

The light sensitive cell should cause the lamp to flash in conditions of poor visibility. No over-ride switch is provided.

6. Duration of trials

Instructions about the duration of trials and changing of batteries have been issued to the Area Managers concerned.

7. Lamp failure

If the lamp fails it should be sent to the S.&T. Workshops, Gresty Road, Crewe for repair or condemnation. Regional Headquarters should also be advised in accordance with regional instructions.

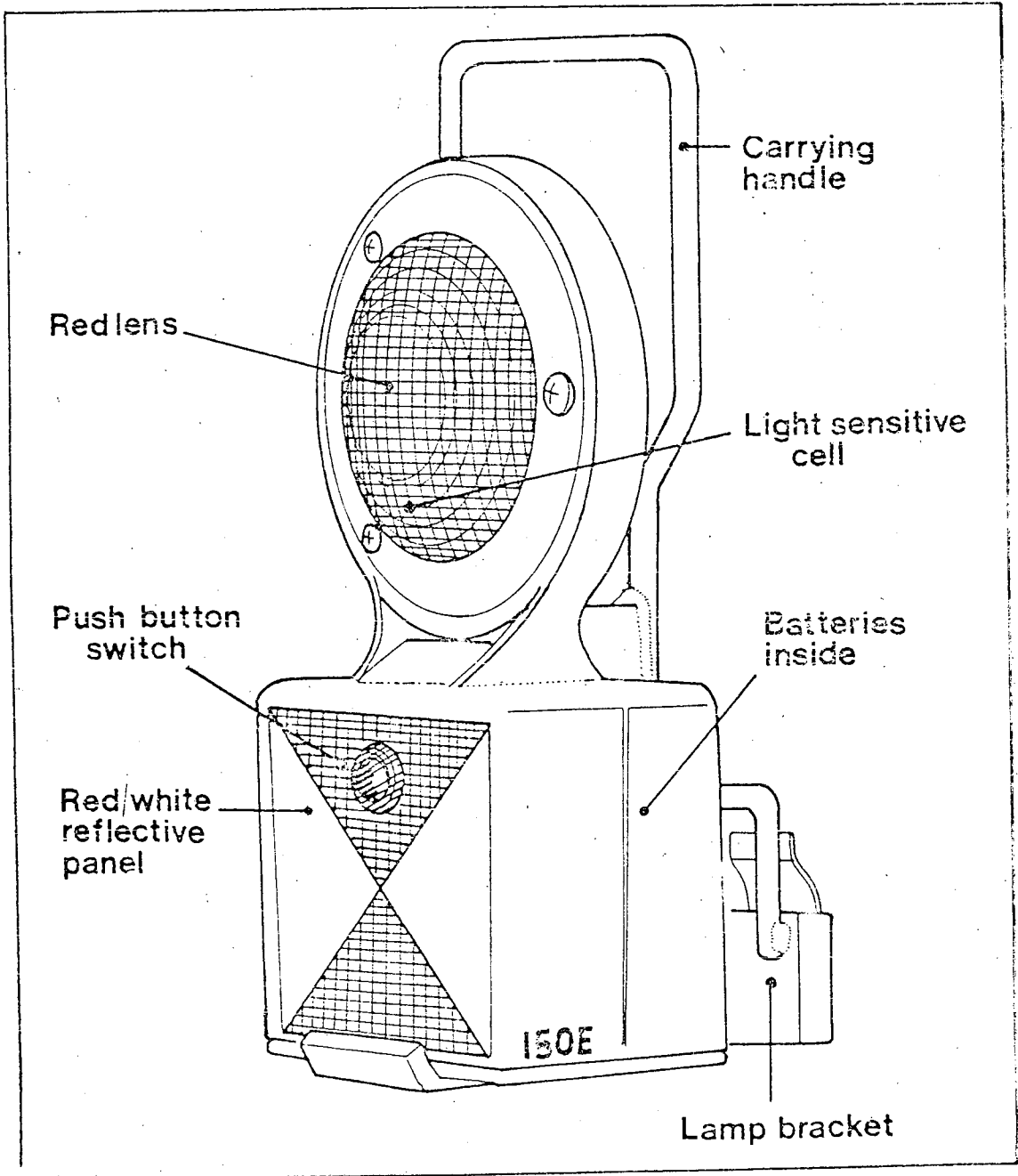
8. Reports by staff

Staff should report any problems with the lamp (or any suggestions for improvement) to their Area Manager.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

FLASHING BATTERY ELECTRIC TAIL LAMPS – continued



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

MARK III – SLEEPING COACHES

On either side of the above vehicles a blue light may be exhibited, just below sole bar level, indicating that the toilet effluent tank is full. (MM/S/15/21) (26/1/85)

CATHCART

The goods loop will no longer be available for electric traction. (29/1/85)

CATHCART NORTH JN.

The main line trailing crossover will no longer be available for electric traction. (29/1/85)

CARDONALD JN.

The main line trailing crossover is no longer available for electric traction. (12/12/84)

JOHNSTONE

The Down platform at the Paisley end has been permanently shortened by approximately 33 yards and the 3 and 6 Car Stop boards have been repositioned accordingly. The Up platform at the Paisley end has been permanently shortened by approximately 33 yards and the 6 Car Stop board has been repositioned accordingly.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at either platform. (MR/NOT3) (2/12/84)

PRESTWICK

The item under this heading published on page 41 of Periodical Operating Notice No.49D no longer applies. (8/12/84)

****NEWTON-ON-AYR**

From Sunday 27 January until Saturday 1 February – The Up platform at the Glasgow end will be temporarily shortened by approximately 25 yards. Car Stop boards will be repositioned accordingly.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand. (27/1/85)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**MISCELLANEOUS INSTRUCTIONS – continued****BETWEEN SHIELDS JN. AND CORKERHILL CSMD**

Until further notice:– Between 08 30 and 18 00 daily, the Down Corkerhill line will be blocked to all traffic, due to lineside slip treatment. During this period, all trains to and from Corkerhill CSMD will run over the Up Corkerhill line.

An Operating Department Supervisor will be in attendance at Corkerhill CSMD ground frame to regulate the movement of traffic to and from the Depot and the Hawkhead Branch.

A train on any of the Depot Reception Sidings is permitted to set back towards the Down Corkerhill line provided a handsignalman is in attendance, but the train must not proceed beyond the location indicated by the handsignalman. The Local Instruction headed "**Reception Sidings**" on page 31 of Section 4 of the Sectional Appendix is modified accordingly. (MR/GC) (5/12/84)

EDINBURGH WAVERLEY

No.18 platform has been permanently shortened by 13 yards.

Drivers must exercise care when bringing their trains to a stand at this platform. (MR/NOT 3) (6/1/85)

LINLITHGOW STATION

Until further notice – Down platform – Approximately 80 yards of the platform at the Edinburgh end will be put out of use for modernisation.

The stop markers will not be moved and drivers of stopping trains must continue to observe these. (3/1/85)

POLMONT STATION

Until further notice – Due to rebuilding work at the Glasgow end of the station the 3 and 6 car stop boards have been temporarily repositioned as follows :–

Up platform – 15 yards nearer Edinburgh
Down platform – 40 yards nearer Edinburgh

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at either platform. (MR/NOT3) (2/12/84)

ARDMORE EAST AUTOMATIC HALF-BARRIER LEVEL CROSSING

Until further notice – The facility which enables this level crossing to work automatically for wrong direction movements will not be operational. When wrong direction movements require to be made or single line working is introduced, a Crossing Keeper will be provided. (MR/NC) (24/11/84)

BETWEEN INVERKEITHING NORTH JN. AND CHARLESTOWN JN.

The Down platform at **Rosyth Halt** has been temporarily shortened by 75 yards at the Charlestown end.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at the Down platform in order to stop clear of the area of work (13/12/84)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**MISCELLANEOUS INSTRUCTIONS – continued****BETWEEN LENTRAN AND MUIR OF ORD : 10¼M.P.**

The item under this heading published on page 45 of Periodical Operating Notice No.49D **no longer**
applies. (MR/INV) (22/12/84)

Page 44 of PON No.49D

INCREASE IN MAXIMUM PERMISSIBLE SPEEDS : HIGH SPEED TRAINS

Delete:– BETWEEN EDINBURGH AND GLASGOW from heading. (MR/HST1) (15/12/84)

GLASGOW

**V.A. CHADWICK
REGIONAL OPERATIONS MANAGER**

18 JANUARY, 1985

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
DINGWALL TO KYLE OF LOCHALSH - continued		
UNTIL FURTHER NOTICE - continued		
422	Garve and Achnasheen Single Between Trains	08 00 to 18 30 daily. Work at lineside between 17m 10ch and 17m 70ch. Finishes 08 00 Sat 9 Feb.
423	Achnasheen and Strathcarron LC All	07 30 to 18 00 daily. Signalling work.
424	Kyle of Lochalsh Single Between Trains	08 00 to 17 00 daily. Rock blasting at 63m. 48ch. Crane and mechanical equipment in use. Finishes 08 00 Sat 9 Feb.
SUNDAY 10 FEBRUARY		
425	Garve and Achnasheen Single Between Trains	08 00 to 18 00. Track renewal and track maintenance between 13m. 40ch. and 13m. 63ch.
426	Dingwall and Kyle of Lochalsh All	07 30 to 17 00. Signalling work.
427	Garve and Achnasheen Single Between Trains	08 00 to 18 00. Track renewal and track maintenance between 13m. 40ch. and 13m. 63ch.
MONDAY 11 to FRIDAY 15 FEBRUARY		
428	Dingwall and Garve Single Between Trains	08 00 to 24 00 daily. Track renewal between 6m. 57ch. and 7m. 14ch.
429	Garve and Achnasheen Single Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance.
GEORGEMAS JN. TO THURSO		
SUNDAY 10 FEBRUARY		
430	Georgemas Jn. and Thurso Single Between Trains	08 00 to 17 00. Track renewal between 0m.p. and 6m. 50ch.
MONDAY 11 to FRIDAY 15 FEBRUARY		
431	Georgemas Jn. and Thurso Single Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 0m.p. and 6m. 50ch.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

CARLISLE YARD – Referring to Special Notice 25E, the reflectorised distant boards on the Down departure and Up arrival lines will not be provided at this stage.

The existing Down departure signal UT.39, 1200 yards before reaching signal CE.506 has been retained as distant signal for signal CE.506.

The existing Up goods signal UT.3 804 yards before reaching signal UD.1 has been retained as distant signal for UD.1.

A "Stop and Await Instructions" board has been provided at the exit from the C & W Sidings on the left hand side of the line, 50 yards from the fouling point with the Down departure line. (10)


DALRY – The connection between the Shunting siding and No.1 Bay platform line has been secured in the reverse position. (10)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 10 FEBRUARY – BETWEEN POLMAISE AND STIRLING MIDDLE – The following signalling alterations will be carried out :-

The signal gantry situated 140 yards on the Polmaise side of Stirling Middle signal box will be removed together with all associated signals.


The Down section signal at Polmaise and the Down distant signal at Stirling Middle will be removed and replaced by a 3 aspect colour light signal, capable of displaying a red, yellow or green aspect and positioned 98 yards from Polmaise box on the Plea Jn. side, on the left of drivers, red aspect 11 feet above rail level. This signal will serve as Polmaise's section signal and Stirling Middle's distant signal.

A telephone with  sign and associated A.W.S. track equipment will be provided.

Two new semaphore home signals, both situated 456 yards on the Polmaise side of Stirling Middle box will be provided on the Down main, on the left of drivers. The left signal, arm 14 feet above rail level, will apply to the Down main home signal. The right signal arm 12 feet above rail level, will apply to the Down S & C home signal.

A telephone with  sign will be provided.

The Polmaise Up distant signal will be removed and replaced by a 3 aspect colour light signal, capable of displaying a red, yellow or green aspect and positioned 535 yards on the Polmaise side of Stirling Middle box, on left of drivers, red aspect 11 feet above rail level. This signal will serve as Stirling Middle's section signal and Polmaise's distant signal.

A telephone with  and associated A.W.S. track equipment will be provided. (10)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

CAMPERDOWN JN. – The following signalling and permanent way alterations have been carried out:—

The connections Down main to carriage sidings and Down main to Old Road sidings have been removed.

The ground signals controlling movements from the carriage sidings and Old Road sidings to Down Main have been removed.

The ground signal controlling movements from Down main towards Down main limit of shunt has been removed.

The carriage sidings and Old Road sidings have been redesignated Camperdown sidings.

A new connection Down main to Camperdown sidings with trapping protection has been provided and is temporarily hand operated.

Hand points for movements to the former carriage sidings and Old Road sidings have been provided.

The ground signal controlling movements from Down main to Camperdown sidings has been fixed at danger.

A ground position light signal, fixed at danger, has been provided on the left of drivers at the exit from the Camperdown sidings.

A handsignalman will be in attendance and drivers working trains to or from the Camperdown sidings should work to his instructions. (12)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 2 and SUNDAY 3 MARCH – DUNDEE TAY BRIDGE EAST – The following signalling alterations will be carried out:—

The trailing crossover will be secured out of use pending removal.

The facing points Up main to Up through line will be secured in the normal position and the Up through line will be redesignated Up siding.

The following signals will be removed:—

- Position light signal – Up platform towards Down line
- Semaphore home signal – Up line to Down section signal
- Disc signal – Up line to Down line shunt ahead
- Semaphore section signal to Up platform line
- Semaphore calling on signal – Up main to Up platform
- Semaphore section signal to Up through line
- Semaphore calling on signal – Up main to Up through
- Disc signals – Down main to Up main
- Semaphore Warning signal – Up main to Up platform
- Position light signal – Down through to Down main line
- Position light signal – Down platform to Down main line
- Semaphore home signal – Up main to Up through line

The ground position light signal – Up through to Down main will be removed and replaced by a 3 aspect, gantry mounted, colour light signal capable of displaying a red aspect only.

The Up platform home signal will be redesignated Up platform section signal.

The Down line shunting marker light will be removed.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued**

SUNDAY 3 MARCH – CARLISLE YARD – Down departure signal UT.39 and Up goods signal UT.3 will be removed. Reflectorised distant boards will be provided as shown in Special Notice 25E, on the Down departure line 1200 yards before reaching signal CE.506 and on the Up arrival line 804 yards before reaching signal UD.1. (13)

SUNDAY 3 MARCH – DALRY – No.4 Bay platform line, shunting siding and the main line facing crossover will be secured out of use pending removal together with associated signals. (13)

DETAILS OF WORK ALREADY CARRIED OUT

**** CARLISLE YARD** – Referring to Special Notice 25E, the reflectorised distant boards on the Down departure and Up arrival lines will not be provided until Sunday 3 March.

The existing Down departure signal UT.39, 1200 yards before reaching signal CE.506 has been retained as distant signal for signal CE.506.

The existing Up goods signal UT.3 804 yards before reaching signal UD.1 has been retained as distant signal for UD.1.

A "Stop and Await Instructions" board has been provided at the exit from the C & W Sidings on the left hand side of the line, 50 yards from the fouling point with the Down departure line. (10)

CARDONALD – The three aspect colour light Up branch signal G.576 previously repositioned 51 yards nearer Shieldhall and fixed at danger has been brought into use and applies towards Up main.

The position light signal situated on a right hand bracket on signal G.567 at the end of Cardonald Down platform and which was previously disconnected has been brought back into use application unaltered. (11)

BARASSIE – The track within the Electrification Depot as shown on the sketch on page 45 of this notice which was previously laid in and secured out of use is now operational.

Notice boards worded "Stop, Telephone for Instructions" have been provided at the Barassie end of the Depot/Departure line and Arrival line/RCE siding, and the associated telephones are connected to Barassie signal box. (11)

BETWEEN GIRVAN AND STRANRAER HARBOUR – The Maximum Permissible Speeds between 6m. 35ch. and Stranraer Harbour have been altered as shown in Section D of this notice. (12)

BETWEEN PINWHERRY AND BARRHILL – The permanent speed restrictions of 40 m.p.h. on the single line between 11m. 14ch. and 11¼m.p., and between 11½m.p. and 11¾m.p. have been removed. (11)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued**

BETWEEN GLENWHILLY AND STRANRAER HARBOUR – The permanent speed restriction of **50m.p.h.** on the single line **29m. 61ch.** and **30¼m.p.** has been altered to apply between **29m. 61ch.** and **30m. 30ch.**, and a new permanent speed restriction of **55m.p.h.** on the single line between **30m. 30ch.** and **30¼m.p.** brought into operation.

A new permanent speed restriction of **60m.p.h.** on the Down line **46m. 70ch.** and **47m. 05ch.**, and a new permanent speed restriction of **60m.p.h.** on the single line **52m. 30ch.** and **53m. 16ch.** have been brought into operation. (12)


**** BETWEEN POLMAISE AND STIRLING MIDDLE** – The following signalling alterations have been carried out:–

The signal gantry situated 140 yards on the Polmaise side of Stirling Middle signal box has been removed together with all associated signals.


The Down section signal at Polmaise and the Down distant signal at Stirling Middle have been removed and replaced by a 3 aspect colour light signal, capable of displaying a red, yellow or green aspect and positioned 98 yards from Polmaise box on the Plean Jn. side, on the left of drivers, red aspect 11 feet above rail level. This signal serves as Polmaise's section signal and Stirling Middle's distant signal.

A telephone with  sign and associated A.W.S. track equipment have been provided.

Two new semaphore home signals, both situated 456 yards on the Polmaise side of Stirling Middle box have been provided on the Down main, on the left of drivers. The left signal, arm 14 feet above rail level, applies to the Down main home signal. The right signal arm 12 feet above rail level, applies to the Down S & D home signal.

A telephone with  sign has been provided.

The Polmaise Up distant signal has been removed and replaced by a 3 aspect colour light signal, capable of displaying a red, yellow or green aspect and positioned 535 yards on the Polmaise side of Stirling Middle box, on left of drivers, red aspect 11 feet above rail level. This signal serves as Stirling Middle's section signal and Polmaise's distant signal.

A telephone with  and associated A.W.S. track equipment have been provided.

(10)

BETWEEN TULLOCH AND ROY BRIDGE HALT – The permanent speed restriction of **30m.p.h.** on the single line between **85½m.p.** and **86m. 36ch.** has been removed and a new permanent speed restriction of **40m.p.h.** **84m. 15ch.** and **86m. 36ch.** brought into operation. (12)


BETWEEN CAMPERDOWN JN. AND BROUGHTY FERRY – The existing trailing crossover and associated signals have been removed.

The new trailing crossover, previously laid in and secured out of use, has been brought into use.


Two new ground position light signals have been provided at either end of the crossover. On the Down line to the left of drivers, applying through the crossover towards the Up line. On the Up line, to the right of drivers, applying through the crossover towards the Down line.

A new 3 aspect colour light signal has been provided on the Down line, 4650 yards on the Camperdown Jn. side of Broughty Ferry box on left of drivers, and is capable of displaying a yellow or green aspect, yellow aspect 13 feet above rail level. Associated AWS track equipment has been provided. This signal serves as Broughty Ferry's distant signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN CAMPERDOWN JN. AND BROUGHTY FERRY – continued**

The existing Down Broughty Ferry distant signal has been removed and replaced by a 3 aspect colour light signal on the left of drivers capable of displaying a red, yellow or green aspect, red aspect 12 feet above rail level. Associated A.W.S. track equipment and a telephone with  sign have been provided.

This signal serves as Broughty Ferry's home signal.

The semaphore Down home 1 and Down section signals at Broughty Ferry have been removed and the Down home 2 signal has been redesignated Down section signal and provided with a  sign.

The Up home 1 and Up home 3 signals at Broughty Ferry have been removed and the Up home 2 signal has been redesignated Up home signal.

The  sign on the Up section signal has been replaced by a telephone with  sign. (11)

TAIN – The North and South signal boxes have been closed. All existing signals have been removed.

The points at the connection single line to loop line at the North and South ends have been converted to be train operated.

Up trains will run on the Up line.

Down trains will run on the Down line.

The trailing connection Down line to R.C.E. sidings is controlled by a two lever ground frame, released by Annett's Key, which will be retained by the signalman.

The existing AWS track equipment and associated reflectorised distant boards have been retained.

Notice boards as shown below have been provided on the left of drivers for the direction to which they apply, and positioned as follows:–

Yellow "proceed" light with Reflectorised "Points Set" sign.

Up direction – 50 yards from facing connection to Up loop.

Down direction – 50 yards from facing connection to Down loop.

Reflectorised sign worded "Stop – Obtain Token and Permission to Proceed".

Up direction – 70 yards before the loop exit connection.

Down direction – 80 yards before the loop exit connection.

R.C.E. sidings – approaching the exit from the sidings.

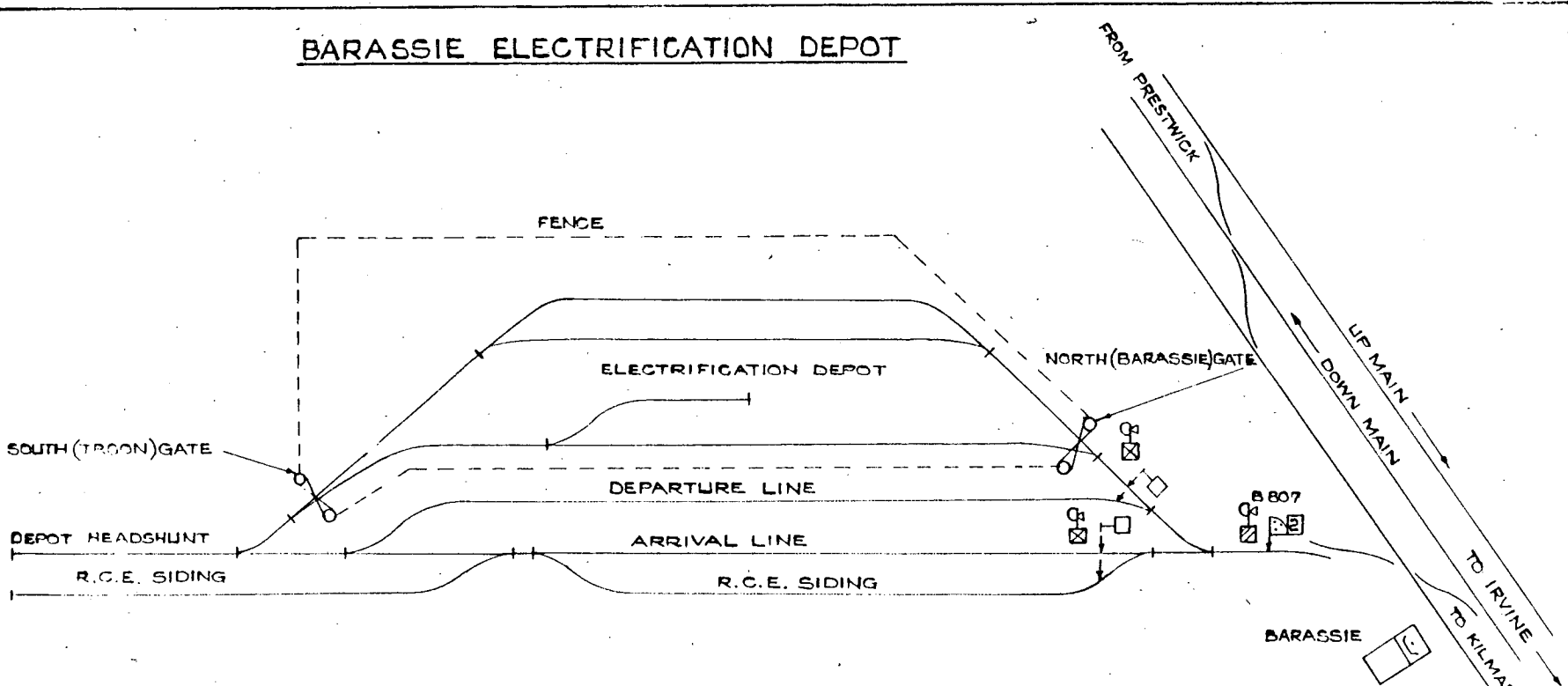
Reflectorised "Station Limits – Loop Clear" boards.

Positioned 300 yards beyond the loop connections.



(See Section 'D' of this notice for alterations to the Sectional Appendix).

A sketch of the permanent way layout and notice boards is shown on page 46 of this notice. (12)

BARASSIE ELECTRIFICATION DEPOT

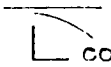
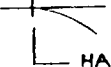


EXPLANATION OF SYMBOLS

-  2 WAY STENCIL ROUTE INDICATOR
-  POSITION LIGHT GROUND SIGNAL

-  NOTICE BOARD - STOP, TELEPHONE FOR INSTRUCTIONS

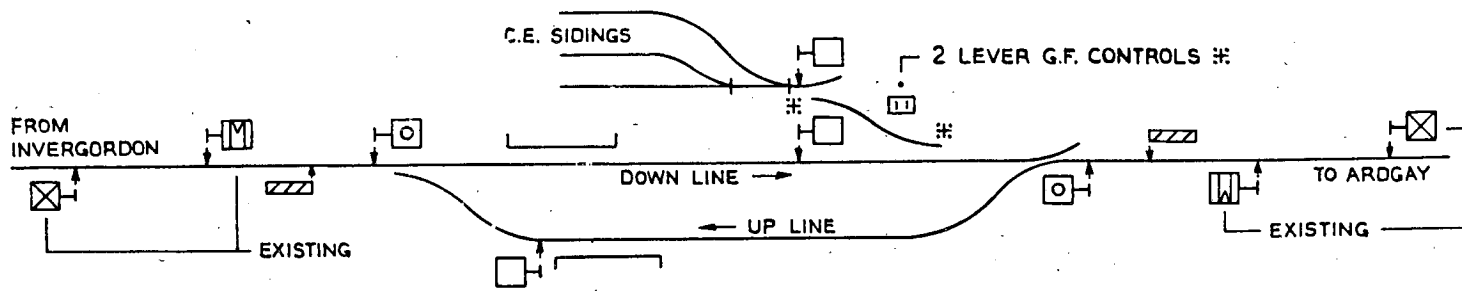
POINTS

-  CONTROLLED POINTS
-  HAND POINTS








-  TELEPHONE - RULE BOOK SECTION 'K'
-  TELEPHONE - FOR COMMUNICATING WITH SIGNALMAN

TAIN

RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS

- | | |
|---|---|
| <ul style="list-style-type: none">  - A.W.S. CANCELLING INDICATOR  - DISTANT BOARD  - YELLOW LIGHT WITH "POINTS SET" SIGN  - NOTICE BOARD WORDED "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED" | <ul style="list-style-type: none">  - LOOP CLEAR MARKER  - TRAIN OPERATED POINTS  - HAND OPERATED POINTS |
|---|---|

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

GENERAL APPENDIX

SECTION 16

WORKING OF THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE – OPERATED TRAINS

Page 16.3

Clause 1.3 – **Add** a footnote 'isolating cocks are being progressively removed from air piped wagons'. (2/3/85)

Page 16.6

Clause 3.1c – **Amend** to read 'the brake pipes must be connected and cocks where fitted must be fully opened'. (2/3/85)

Page 16.14

Clause 9.1c – **Amend** to read 'the brake pipe cocks, where fitted, on the locomotive and first vehicle or between the vehicles must be closed and then the brake pipes uncoupled.

Clause 9.1e – **Amend** to read 'the brake pipe cocks, where fitted, on both vehicles at the point of division' then as now. (2/3/85)

Page 16.16

Clause 11.5.1 – Place an asterisk behind the word 'cock' in the second line and add footnote at the end of the paragraph:–

*It may be necessary to go past the three vehicles in front of the defective one if these are piped vehicles without cocks and then close the cocks on the next vehicle in front. (2/3/85)

Page 16.17

Clause 12.2 – **Amend** to read 'The brake pipe and main reservoir pipe cocks, where fitted, must always be opened after connecting the pipes and always be closed before separating. (2/3/85)

WORKING MANUAL FOR RAIL STAFF

PART 6

(SCOTTISH REGION)

LOADS TABLES – SECTIONS H AND H/1

Page H3 – Item 2.3 – Further amend to read:–

Not more than 2 locomotives (including "dead" ones) may be run coupled together, with the following exceptions:–

- 1) 3 Class 20 locomotives may run between Thornton South Jn. and Inverkeithing Central Jn. in either direction.
- 2) 2 Class 37 and 1 assisting locomotive may run from Mossend Yard to Signal M504 (on the approach to Calder Viaduct Underbridge 26), via Mossend North Jn. and Mossend East Jn.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL FOR RAIL STAFF – PART 6 (SCOTTISH REGION) – continued

Page H3 – Amend – continued

- 3) In the event of a locomotive failure, 3 locomotives may run coupled together to clear running lines, but one of the locomotives must be detached at the first possible location. Such locomotives must not run at a speed exceeding 25m.p.h. over the following lines:–

Aberdeen/Inverness
 Arbroath/Aberdeen
 Craigendoran Jn./Fort William/Mallaig/Oban
 Inverness/Kyle of Lochalsh/Wick/Thurso
 Perth/Inverness

- 4) When any Section/s of overhead line between Carlisle and Glasgow Central or Coatbridge have been isolated, 1 or 2 diesel locomotives may assist 2 electric locomotives, with pantographs lowered, through the section/s concerned.

In all other situations, the agreement of Control must be obtained before more than 2 locomotives are permitted to run coupled together.

(This supersedes the entry published on page 17 of Periodical Operating Notice No.6D). (Amended 2/3/85)

Page H15, Ayr Harbour to Waterside – RA to read 8.

(2/3/85)

SECTIONAL APPENDIX

SECTION 1

Page 12

STANDARD SPEED RESTRICTIONS

Amend second entry to read:–
 ON SINGLE LINES WHEN PASSING THROUGH LOOP CONNECTIONS
 WHERE FIXED SIGNALS ARE PROVIDED

Speed
m.p.h.

20

Add as third entry:–
 ON SINGLE LINES WHEN PASSING THROUGH LOOP CONNECTIONS
 WHERE A "POINTS SET" INDICATOR IS PROVIDED

15

(20/2/85)

SECTION 1 – TABLE A – DETAILS OF RUNNING LINES

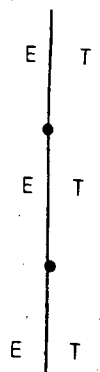
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks		
			Down m.p.h.	Up m.p.h.			
<p>Pages 14 and 15 Delete:- all information and Add:- CARLISLE TO GLASGOW CENTRAL BETWEEN CARLISLE SOUTH JN. AND GLASGOW CENTRAL</p> <p>The diagram shows three vertical lines representing running lines. The leftmost line has three platforms labeled 'Platform 4 P(S)', 'Platform 3 P(S)', and 'Platform 1 P(S)' from top to bottom. The middle line is labeled 'UG' and the rightmost line is labeled 'DG'. Both UG and DG lines are shown as dashed lines between Carlisle North Jn. and Caldew Jn. Arrows indicate the direction of travel for each line.</p>	Carlisle South Jn.) (CE)	68 73	110	110	MAXIMUM PERMISSIBLE SPEED		
	Carlisle	69 09 0 00	20	20	All lines and connections 68m. 61ch. and 0¼m.p.	AWS inductors not provided at Carlisle Station platforms signals. Station Yard Working authorised for Class 1,2, 5, 0 and parcel trains.	
	Carlisle North Jn.	0 19	60	20	All lines and connections 0¼m.p. and 68m. 61ch.		
	Caldew Jn.	(Goods line)	0 53	30	60		0¼m.p. and 0m. 58ch.
			(2 10)	100	100		Main to goods and over goods line to 2m. 64ch. (also applies to passenger trains).
				60	60		0m. 58ch. and 1m. 50ch.
				30	30		0m. 58ch. and 0¼m.p.
				20	20		Goods to main.
				30	30		Main to goods.
				30	30		Goods line 2m. 64ch. and Caldew Jn. (also applies to passenger trains).

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
Pages 14 and 15 - Add - continued					
<p>The diagram shows a vertical railway track with several lines and signals. From top to bottom: a solid line with a signal 'UPL' and an upward arrow; a dashed line with a signal 'UG' and an upward arrow; a dashed line with a signal 'DG' and a downward arrow; a dashed line with a signal 'UG' and an upward arrow; a dashed line with a signal 'Up Avoiding' and an upward arrow; a dashed line with a signal 'AB' and a downward arrow; a dashed line with a signal 'Down dep.' and a downward arrow; a dashed line with a signal 'AB' and a downward arrow; a dashed line with a signal 'DG' and a downward arrow; a dashed line with a signal 'A' and a downward arrow; a dashed line with a signal 'UG' and a downward arrow; a dashed line with a signal 'A' and a downward arrow.</p>	Signal CE.463		25	Goods line 2m. 64ch. and Kingmoor (also applies to passenger trains).	
	Kingmoor	1 79 (3 36 goods lines)	25	Passenger loop to main.	
	Signal CE.482		30	Over passenger loop.	
	Up departure cabin Signal UD.1		20	Main to passenger loop.	
	Down departure line Stop board	5 01 (goods lines)	15	Over Down departure line.	
	Signal CE.506		100	Main line, 4½m.p. and 6m. 07ch.	
	Signal CE.487		25	Over Down goods line.	C. Up arrival at 6m. 50ch.
	Floriston L.C. (AHB)	6 07 (7 48 Up goods)	20	Goods to main.	
			105	Main line, 6m. 07ch. and 9m. 15ch.	
	Mossband Jn.	7 64 (9 26 Up goods)	25	Goods/Arrival line, Mossband Jn. and 2m. 64ch.	C. Down at 7m. 49ch. (589 after passing signal CE.508)
		25	Main to goods.		
Scottish Region boundary	8 00				(3/2/85)

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down	Up m.p.h.	
Page 44	BRIDGE ST. JN. TO STRANRAER				
	Delete:- fourth and fifth Maximum Permissible Speed entries and BETWEEN 6M. 35CH. AND 30¾M.P. THROUGH CROSSING LOOPS AT BARRHILL AND GLENWHILLY BETWEEN 30¾M.P. AND STRANRAER HARBOUR		Add:- 60 50 80	60 50 80	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED (24/2/85)
Page 45A	Dalry				
	Delete:-		25		No.4 Bay platform to Down main. (3/3/85)
Page 48	BRIDGE ST. JN. TO STRANRAER - continued				
	Delete:- all information between Girvan and Stranraer Harbour and		Add:-		
	Girvan	0 15			Station Yard working is authorised
	Girvan	0 18	45	45	Through loop connection at Kilkerran end.
	Pinmore Tunnel (¼ mile)	4 07 to 4 27	20	20	Bridge No.9, 1m. 31ch. and 1m. 33ch.
E T			20	20	Bridge No.22, 5m. 49ch. and 5m. 57ch.
			20	20	Over Laggansarroch Viaduct, 7m. 23ch. and 7m. 26ch.
			40	40	7½m.p. and 8m. 57ch.
	Pinwherry	8 28			CL 58
			20	20	Ligg Viaduct, 10½m.p. and 10m. 43ch.
E T			30	30	Bridge No.48, 11m. 33ch. and 11m. 36ch.
	Barrhill	12 35			CL 59
			45	45	13¾m.p. and 14¼m.p.
E T					

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
Page 48 Add - continued						
	Glenwhilly	20 70			CL52	
			25		Loop to single line. Dunragit end.	
			40	40	22½m.p. and 23½m.p.	
			40	40	27m. 26ch. and 29m. 61ch.	
			50	50	29m. 61ch. and 30m. 30ch.	
			55	55	30m. 30ch. and 30¾m.p.	
			$\frac{30}{46}$ $\frac{67}{54}$			
			60		46m. 70ch. and 47m. 05ch.	
			40		Loop to single line. Glenwhilly end.	CL77
	Dunragit L.C.	47 72				
		60		48m. 70ch. and 48m. 55ch.		
		40		Single line to loop. Stranraer end.		
		60	60	52m. 30ch. and 53m. 16ch.	Subsidiary token instrument controlled from Dunragit and Stranraer Hbr. Controlled by section token.	
		30	30	53m. 16ch. and 53m. 46ch.		
Stranraer Yard GF (S)	53 19					
Stranraer Hbr.	54 08					
Stranraer Hbr.	54 19				(Amended 24/2/85)	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
Page 49 CORKEHILL CSMD Add:- Italics note in Remarks column	GROUND FRAME TO HAWKHEAD (GOODS LINE)				AWS fitted. (2/3/85)
Page 50 Delete:-	Paisley St. James (See page 52)				(2/3/85)
Page 61 Delete:-	Cumbernauld (CD)				
			60		Over curves, 102m.p. and 105m.p.
			55		Over curves, 103m.p. and 102¼m.p.
			65	65	Over curves, 102m. 34ch and 103m.p.
					(2/2/85)
Page 94 Delete:-	Between Tulloch and Roy Bridge Halt		30	30	85½m.p. and 86m. 36ch.
			40	40	84m. 15ch. and 86m. 36ch.
					(23/2/85)
Page 142 Delete:- all information and Add:-	Between Fearn and Ardgay				
	Fearn	40 60			
	Tain	44 23	15	15	Through loop connections
			50	50	Over curves, 52m. 72ch. and 54m. 03ch.
			50	50	Over curves, 55m. 43ch. and 56m. 08ch.
	South Ardgay	57 57			
	North	57 70			
		57 77			
					CL 39
					(2/3/85)



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

SECTIONAL APPENDIX – continued

SECTION 2

TABLE B – SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
Page 1 Carlisle to Glasgow Central			
Delete :- second, third, fourth, fifth and sixth entries.			(3/2/85)

TABLE C – WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS
LINES OR GOODS LOOPS

From	To	Line	Remarks
Page 9 Delete :- Carlisle to Glasgow Central and relative entries.			
			(3/2/85)

SECTION 3

GENERAL INSTRUCTIONS

INDEX

	Page
Page (ii) – Add :- Class 303 and 311 Electric Multiple Units	44 (2/3/85)

GENERAL INSTRUCTIONS

Page 44 – ELECTRIC TRACTION

Add:-

Class 303 and 311 Electric Multiple Units

The entire fleet of 303 and 311 Electric Multiple Units have now been fitted with the modified internal door lock. When the defective doors are secured closed, passengers may be allowed to travel in the vehicle provided the defective door is secured and the other doors on such a vehicle are in working order.

The tumbler switch applicable to the defective door must be opened before the defective doors are secured.

The 3-way cock recessed into the outside panelling of the coach for use in emergency, applicable to the defective door secured by the modified door lock, will be rendered inoperative when the internal lock has been operated.

During the period that the defective doors are permanently locked out of use a notice—"Defective Door—Please Use Other Doors"—will be displayed.

The modified internal door lock is located above the "Passenger Press To Open Button" and is operated by using a Budget Key.

"Working Instructions for A.C. Electrified Lines" dated 3 May, 1975 (B.R.29987)—Instructions 118, Second Paragraph and 119, Third Paragraph are modified accordingly. (2/2/85)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

SECTIONAL APPENDIX – continued

SECTION 4

LOCAL INSTRUCTIONS

Page 3 – Add:–

CARLISLE YARD

Down arrival line – When a train arrives at the "Stop–Telephone" board on the Down arrival line, the guard must immediately contact the Chargeman at the Amenity Block who will instruct him in which of the Down recessing sidings the train is to be placed. The guard must then set the hand points for the necessary siding concerned and check that there is room for the whole of his train to be accommodated on that siding.

Down departure line – When a train arrives at the "Stop–Telephone" board on the Down departure line, the driver must telephone Carlisle box to obtain permission to proceed to signal CE.506. Upon arrival at signal CE.506, the guard must, provided he is satisfied that the train is complete, operate one of the 'Train arrived complete' plungers. If the telephone at the Stop–Telephone board has failed, the driver must wait 15 minutes and then proceed cautiously as far as the line is clear towards signal CE.506. Upon arrival at signal CE.506 he must report the telephone failure.

Up arrival line – When a train arrives at signal UD.1 the guard must, provided he is satisfied that the train is complete, operate one of the 'Train arrived complete' plungers. The person in charge at the Up Departure cabin must be advised by telephone the description of the train and he will then state to which line the train is to proceed and set the points which will clear the signal.

C & W and 'B' Group sidings – Only one movement is allowed to be in the C&W and 'B' Group sidings at a time. (3/2/85)

Page 19

NEWTON WEST JN. TO REDPATH G.F. (GOODS LINE)

Amend instruction under this heading to read:–

Train working. – Redpath ground frame is secured by padlock and the key kept by the Leading Railman or Person in Charge at Newton Station between the hours of 06 00 and 16 00.

The guard or shunter in charge of a train requiring to work the ground frame must obtain the padlock key from the Leading Railman or Person in Charge and when the work at the ground frame is completed, restore and secure the ground frame and thereafter return the key to the Leading Railman or Person in Charge at Newton Station.

Trains from Redpath ground frame must not be propelled. (2/2/85)

Page 29

BARASSIE

Add as first paragraph:–

Electrification Depot:– The person in charge will be advised by the signalman of the approach of a train for the depot in sufficient time for the depot gates to be opened and the hand points set.

(17/2/85)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

SECTIONAL APPENDIX – SECTION 4 – LOCAL INSTRUCTIONS – continued

Page 41

LARBERT

Amend instruction under this heading to read:–

Larbert North:– Down Yard and goods loop line – Before a train is allowed to proceed into the yard the signalman at Larbert North box must obtain an assurance from the guard or driver's assistant that the points are properly set for the safety of the approaching train. Drivers entering the yard or Down goods loop line at Larbert North must stop clear of all crossings at the north most end of the yard or loop line.

In the event of the rear part of the train not being clear of the crossings at the South end of the yard or loop line, it is the duty of the guard to protect the train.

When a train requires to enter the yard for shunting purposes the guard or drivers assistant must obtain the permission of the signalman at Larbert, North box before shunting operations commence and again when shunting operations are completed and the line concerned is clear. (9/2/85)

Page 48

EDINBURGH WAVERLEY

Add:–

Propelling movements from station area towards Princes Street Gardens – Drivers and guards or shunters must not commence a propelling movement from platforms 12 to 18 inclusive until they are advised where it must be brought to a stand and also the subsequent move. (11/2/85)

Pages 57 and 58

Delete:– **NEWBRIDGE JN. TO BATHGATE YARD** and relative instructions. (3/2/85)

Page 99

Add:–

**BETWEEN INVERGORDON AND TAIN
AND TAIN AND ARDGAY**

Referring to Section S of the Rule Book, clause 3.2.2 Protection of the Trolley by possession of the token is not permitted on this line.

The General Appendix instructions "Single Lines Worked by Electric Token – Instructions to Trainmen" apply subject to the following modifications:–

- 2.3 After receiving the token the Driver must not proceed until he has received verbal permission from the Signalman. He must keep the token under his own charge, except as laid down in clauses 6 and 11 until he reaches the end of the section, when he must give it up to the Signalman or other duly authorised person, except as provided in clause 7.
- 3.1 The Signalman, except where some other person is specially appointed to the duty, is the sole person authorised to receive a token from and deliver one to the Driver or Drivers Assistant.

Tokens must only be exchanged between the Signalman and the Driver when a train comes to a stand at the stop board. The Driver, while the token is in his charge, must see that it is placed in a safe position.

4. **Warning Arrangement**

When a train is allowed to go forward from Tain under the Warning Arrangement the Signalman will when authorising the driver to proceed, verbally instruct him that the section is clear to the next home signal only.

Trains from Invergordon and Ardgay are not allowed to go forward to Tain under the Warning Arrangement.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

SECTIONAL APPENDIX – SECTION 4 – LOCAL INSTRUCTIONS – continued

Page 99 – Add – continued

5. **Engineer's train, Freight train or Officer's Special requiring to stop in Section**
Reference to the line being clear to the home signal at Tain does not apply.
6. **Section obstructed by Accident or by Disabled Train**
Should a train fail within the crossing loop at Tain and require assistance from the rear, it will not be necessary to comply with the provisions of clause 6.2.2.
8. **Obstructing Single Line for shunting purposes**
A Driver must not in any circumstances foul the single line for shunting purposes at Tain unless he has received the authority of the Signaller to do so and is in possession of a signed shunt authority card (sample below) for the section concerned.

A shunt authority card is authority to proceed only as far as the "Station Limits – Loop Clear" marker post. Under no circumstances must a shunt pass this post.

Immediately the shunting movement has been completed and the train has returned clear of the single line, the shunt authority card must be returned to the Signaller.

No. (SPECIMEN) BRITISH RAILWAYS (Scottish Region)	
TAIN SIGNAL BOX	
TIME _____	DATE _____
SHUNTING ONTO SINGLE LINE	
TO THE DRIVER OF _____ TRAIN	
YOU ARE AUTHORISED TO PROCEED ONTO THE SINGLE LINE TOWARDS ARDGAY FOR SHUNTING PURPOSES	
SIGNATURE _____	SIGNALMAN

Working at token exchange points

References throughout the Rules and Regulations to distant signals must be taken as meaning distant boards and instructions concerned observed as far as can be applied.

References to stop/section signals throughout the Rules and Regulations must be taken as meaning stop boards and instructions concerned observed as far as can be applied.

Throughout the Rules reference to a signal being maintained at danger must be taken as meaning permission must **NOT** be given for a train to proceed.

On passing the distant board the driver must regulate the speed of his train in order to be able to stop at the 'points set' indicator, if necessary. Illumination of the light in this sign, means the points are set correctly.

Should any train be brought to a stand owing to the 'points set' light indicator not being illuminated, the provisions of the Rule Book, Section K, clause 3.1 must be complied with. (24/2/85)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS

ISSUE NO.1 OF REPLACEMENT PAGES OF THE SECTIONAL APPENDIX

Replacement pages operative from 2/3/85, of the Sectional Appendix have been distributed and staff issued with the Sectional Appendix who have not received the pages should advise their Supervisor.
(MR/SA) (23/2/85)

GENERAL APPENDIX – SECTION 16 – PAGE 16.7 – CLAUSE 3.5.2

Commencing forthwith and until further notice the brake isolation table in this clause is amended in respect of Freightliner trains as follows:–

“Where Freightliner trains are permitted in accordance with this table to be worked with a proportion of the vehicles isolated, such permission is restricted to **one inner wagon only per wagon set**, irrespective of the number of wagons forming that set.”

(This supersedes the item under the above heading published on page 25 of Periodical Operating Notice No. 6D).
(MPF/163) (16/2/85)

SECURING AND CERTIFICATION OF CONTAINERS CARRYING COAL : FPA WAGONS

When the coal dispute is finally resolved the proposal to convey coal in containers from loading points outside Scotland to 5 Scottish Region destinations will commence. Method of working will be that the empty containers will be loaded onto FPA wagons at one of the following locations:–

Gartcosh, Glasgow Deanside, Leith, Inverness and Dumfries

and the twist-locks will be sealed in the locked position by a wire loop. On no account must this securing loop be removed by Railway staff. The firm (John G. Russell) who performs the road movement of the containers are responsible for ensuring that the containers are secured by the twist-locks on the wagons and the handles wired up, BR's responsibility is to ensure that all twist-locks are correctly engaged.
(MPF/136) (16/2/85)

T.O.P.S. : GUARDS INSTRUCTION BOOKLET

GLASGOW QUEEN STREET TRA – Page Q3 – Amend as follows:–

GARELOCHHEAD : Delete Signalman, Garelochhead from end column

GLEN DOUGLAS : Delete Signalman, Glen Douglas from end column (MOF/T/A33) (16/2/85)

RUTHERGLEN TRA – Amend as follows:–

Page R1 – Redpath Engr. (07415) – Delete and transfer to Mossend TRA Page MD1.

Page R1 – Newton (07416) – Delete and transfer to Mossend TRA Page MD1.

Page R1 – Uddingston Viewpark Blue Circle – Delete and transfer to Mossend TRA Page MD1.

Page R4 – Delete Uddingston Viewpark Blue Circle line of entry.

MOSSEND TRA – Page MD3 – Add the following:–

Uddingston Viewpark Blue Circle/23 00–06 00 Mon-Sat (RST)/RST or leading wagon clip/RST or leading wagon clip/–.
(MOF/T/A33) (2/3/85)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**MISCELLANEOUS INSTRUCTIONS – continued****LAW JN.**

The crossover controlled from Law South ground frame has been brought back into use.

(This supersedes the entry under the above heading published on page 39 of Periodical Operating Notice No. 6D).
(MR/NOT3) (22/1/85)

GLASGOW CENTRAL

Until further notice – To facilitate engineering operations all concerned should note that Platform No.3 has been put out of use.

During the relaying of No.3 Platform line, staff requiring to carry out duties at rail level on No.2 Platform line must exercise care as relaying materials will be on site and engineering equipment in use.
(MR/GC) (2/2/85)

CATHCART

The goods loop will no longer be available for electric traction. (29/1/85)

CATHCART NORTH JN.

The main line trailing crossover will no longer be available for electric traction. (29/1/85)

KILWINNING STATION

The Up and Down Branch platforms have been permanently shortened by approximately 22 yards at the Glasgow end.

The 3 and 6 Car Stop boards have been repositioned accordingly.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at either platform. (3/2/85)

TROON STATION

The Down platform has been temporarily shortened by approximately 39 yards at the Barassie end.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at the Down platform. (MR/NOT3) (10/2/85)

LINLITHGOW STATION

Down platform – The item under this heading published on page 42 of Periodical Operating Notice No. 6D no longer applies. (MR/NOT3) (27/2/85)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**MISCELLANEOUS INSTRUCTIONS – continued****LINLITHGOW STATION**

Sunday 3 March and until further notice – The east end of the Up platform will be put out of use to facilitate modernisation work.

Two new stop marker boards will be erected, one for DMU trains and the other for loco hauled and high speed trains.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand. (MR/NOT3) (3/3/85)

BOWLING

Until further notice – To facilitate demolition work a temporary unmanned level crossing has been constructed over the Exchange sidings.

All rail movements working in the sidings over which the temporary crossing is situated, must approach the crossing cautiously, sound the locomotive horn and be prepared to stop short of any obstruction on the crossing. (MR/NOT3) (9/2/85)

ARDMORE EAST AUTOMATIC HALF-BARRIER LEVEL CROSSING

From Saturday 2 March – The facility which enables this level crossing to work automatically for wrong direction movements will be brought into operation. A speed restriction of **40 m.p.h.** applies to all movements which pass over the crossing in the wrong direction.

(This supersedes the item under this heading published on page 42 of Periodical Operating Notice No.6D).
(MR/NC) (2/3/85)

BETWEEN DINGWALL AND KYLE OF LOCHALSH

The lineside permanent speed restriction indicator signs are being replaced with 36 inch diameter circular boards with red reflectorised edge consisting of black numerals on a white reflectorised background (standard road speed indicator). Installation should be completed by mid March.

The attention of staff is drawn to the alterations to Standard Speed Restrictions on page 12 of Section 1 of the Sectional Appendix introducing a new standard speed restriction of **15m.p.h.** through loop connections where a "Points Set" indicator is provided. In such cases, a lineside speed indicator will not be provided. (MR/SR1) (20/2/85)

GLASGOW

22 FEBRUARY, 1985

V.A. CHADWICK
REGIONAL OPERATIONS MANAGER

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

SATURDAY 9 MARCH – BETWEEN GRETNA JN. AND ANNAN – The permanent speed restriction of 40m.p.h. on the single line between 110m. 70ch. and 109½m.p. will be removed. (See Section D of this notice). (14)

SATURDAY 9 MARCH – AYR TOWNHEAD – The Washer line previously worked in both directions will become operated in the Down direction only.

No.2 loop bypass line will be brought into use and worked in the Up direction only. (14)

SATURDAY 9 MARCH – BETWEEN GLENWHILLY AND DUNRAGIT – The permanent speed restriction of 40m.p.h. on the single line between 27m. 26ch. and 29m. 61ch. will be altered to apply between 28m.p. and 29m. 61ch. (See Section D of this notice). (14)

SATURDAY 9 MARCH – HUNTLY – The permanent speed restriction of 20m.p.h. Entering, over and leaving Up and Down loop will be raised to 40m.p.h. (See Section D of this notice). (14)

SUNDAY 10 MARCH – BETWEEN ELDERSLIE NO.1 AND ELDERSLIE NO.2 – The following permanent way and signalling alterations will be carried out :-

Elderslie No.1

The Up and Down fast lines will be redesignated Up and Down main lines.

The Up slow line will be redesignated Rounding line.

The following signals will be removed :-

Up distant
Former Up slow distant
Former Up slow home 1

The former Up slow home 2 signal will be redesignated Rounding line to Up main signal.

Tolemans 3 lever ground frame will be removed and points worked therefrom will be converted to hand points.

The double sided shunting signals situated on the Up shunting siding will be removed.

Elderslie No.2

Elderslie No.2 will be closed as a block post and the block section extended to be Elderslie No.1 to Johnstone.

All signals will be removed with the exception of the Up inner distant signal which will be retained as the Up distant signal for Elderslie No.1 and the Down inner distant signal which will be retained as the Down distant signal for Johnstone.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 10 MARCH – BETWEEN ELDERSLIE NO. 1 AND ELDERSLIE NO. 2 – continued**

The main line crossover together with the connection between the Up fast and former Up slow line will be secured in the normal position.

The connection between the former Up slow line and the Up shunting siding will be converted to hand points. (14)

SUNDAY 10 MARCH – JOHNSTONE – The Down inner and outer distant signals will be removed. (14)

SUNDAY 10 MARCH – CATHCART NORTH JN. – The main line trailing crossover will be secured out of use pending removal and associated signal removed. (14)

SUNDAY 10 MARCH – DUNBAR – Flashing signal aspects as described in the Rule Book, Section C 3.1.1 (b) will be provided as shown below on the Up and Down Berwick lines approaching Dunbar.

When signal ED.498 displays a single yellow aspect together with a junction indicator reading from the Up Berwick line to the Up loop, the preceding signals will display aspect sequences as follows:–

Signal No.	Aspect
ED.504	Single flashing yellow
ED.506	Double flashing yellow

Normal aspect sequences will be retained for the Up Berwick line main route.

When a signal ED.487 displays a single yellow aspect together with a junction indicator reading from the Down Berwick line to the Down loop, the preceding signals will display aspect sequences as follows:–

Signal No.	Aspect
ED.485	Single flashing yellow
ED.473	Double flashing yellow

Normal aspect sequences will be retained for the Down Berwick line main route. (14)

SUNDAY 10 MARCH – DUNDEE TAY BRIDGE WEST – The trailing connection Up siding to Up main will be secured normal out of use pending removal and all associated signals removed. (14)

SUNDAY 10 MARCH – DUNDEE TAY BRIDGE EAST – The Down through to Down main trailing connection will be renewed and temporarily hand operated. A handsignalman will be in attendance and drivers working trains through this connection should work to his instructions. (11)

SUNDAY 10 MARCH – CAMPERDOWN JN. – The Up home signal will be removed.

The Up main to refuge siding trailing connection will be secured out of use pending removal and all associated signals removed. (11)

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 17 MARCH – CATHCART – The facing and trailing connections to and from the Goods loop will be secured out of use pending removal and all associated signals removed.

The trap points on the Down North curve will be secured out use pending removal.

The 4 aspect colour light Up north curve signal C.57 will be repositioned 7 yards nearer the box, red aspect 11 feet above rail level.

Ground position light signal C.36 will be repositioned 63 yards nearer the box, and apply back along the Down Circle line. (15)

SUNDAY 17 MARCH – DUNBLANE – The controlled catch points situated on the Down main line will be removed. (15)

SUNDAY 17 MARCH – BATHGATE CENTRAL – The existing Bathgate Central signal box will be closed as a block post.

A new signal box to be known as Bathgate Central will be erected adjacent to the former box and will control the existing signalling.

The Down main home semaphore with miniature arm will be renewed at the same location by a colour light signal with associated subsidiary signal positioned below. Red aspect 11 feet above rail level, application towards the yard.

The Up section signal will be renewed by a 2 aspect colour light signal, capable of showing a red or green aspect, 18 yards farther from the former box, on left of drivers, red aspect 11 feet above rail level. (15)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued**

SUNDAY 17 MARCH – BETWEEN DUNDEE (TAY BRIDGE) WEST AND BROUGHTY FERRY – The altered permanent way and signalling arrangements shown on the sketch on pages 48 and 49 of this notice will be brought into use:–

Dundee (Tay Bridge) East and Camperdown Jn. signal boxes will be closed.

A new signalling centre, designated **DUNDEE** will be commissioned to cover the area formerly controlled by these boxes.

The Up platform line and Up main line through Dock St. tunnel to 447 crossover will become bidirectional.

Camperdown Jn. L.C. will be controlled from Dundee SC by means of closed circuit television.

The Track Circuit Block Regulations will apply on the Up and Down lines between Dundee (Tay Bridge) West and Broughty Ferry.


The description of the application of all new signals shown on the accompanying diagram is as follows:–


Signals prefixed by the letter 'D' are controlled from Dundee S.C.

The application of all running signals with the exception of those detailed below is to the next running signal capable of displaying a red aspect.

Signal	Aspect	Route Indication	Application
D762	Main Position Light	1 1) To Up platform line) stop signal.
D766	Main Position Light	Jn. indicator –	D762 Camperdown Sidings.

AWS track equipment will be provided in accordance with the standard arrangements.

Signal Post telephones with  signs will be provided as shown on the accompanying diagram.

Although telephones with  signs are not shown, they will be provided in accordance with Regional practice. (15)

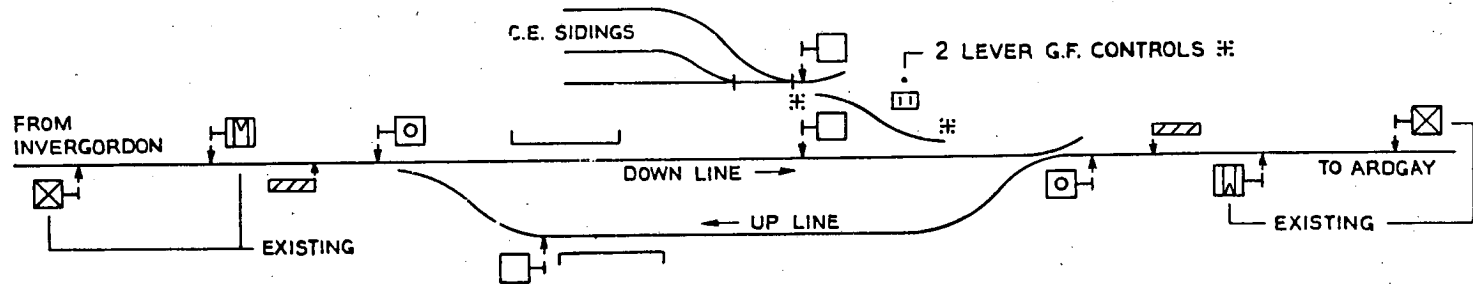
SATURDAY 16 MARCH – WICK – The Main line platform, together with the adjacent siding will be permanently shortened by 25 yards and buffer stops erected. (15)

DETAILS OF WORK ALREADY CARRIED OUT

CARLISLE YARD – Down departure signal UT.39 and Up goods signal UT.3 have been removed. Reflectorised distant boards have been provided as shown in Special Notice 25E, on the Down departure line 1200 yards before reaching signal CE.506 and on the Up arrival line 804 yards before reaching signal UD.1. (13)

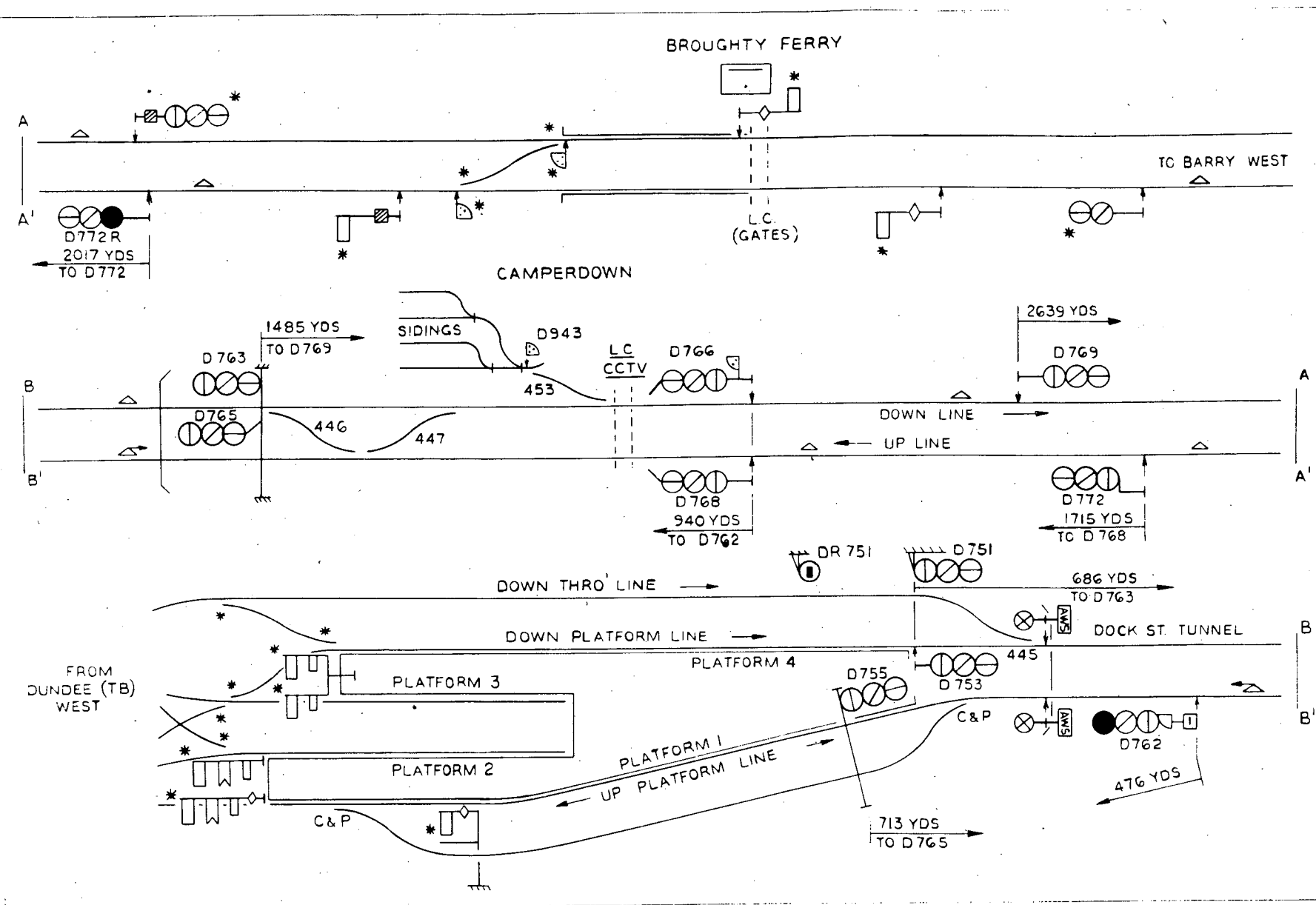
BETWEEN GRETNA JN. AND ANNAN – The permanent speed restriction of 40 m.p.h. on the single line between 110m. 70ch. and 109½ m.p. has been removed. (See Section D of this notice). (14)

TAIN RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS





- | | | | |
|--|---|--|-------------------------|
| | - A.W.S. CANCELLING INDICATOR | | - LOOP CLEAR MARKER |
| | - DISTANT BOARD | | - TRAIN OPERATED POINTS |
| | - YELLOW LIGHT WITH "POINTS SET" SIGN | | - HAND OPERATED POINTS |
| | - NOTICE BOARD WORDED "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED" | | |



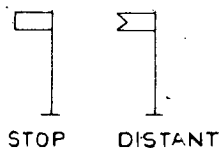
SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EXPLANATION OF SYMBOLS

MAIN LINE COLOUR LIGHT SIGNAL

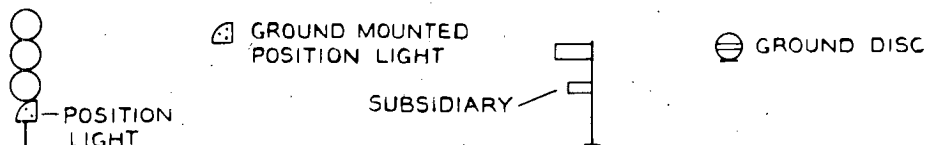
-  GREEN ASPECT
-  YELLOW ASPECT
-  RED ASPECT
-  ASPECT NOT IN USE

SEMAPHORE SIGNAL

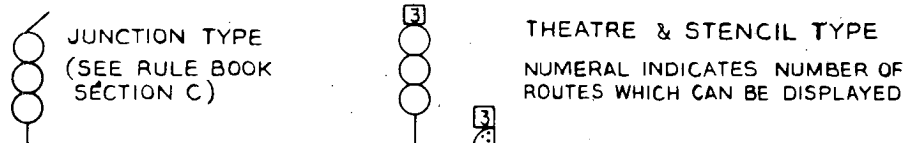


 BANNER REPEATER

POSITION LIGHT/SUBSIDIARY/SHUNTING SIGNALS



ROUTE INDICATORS



POINTS

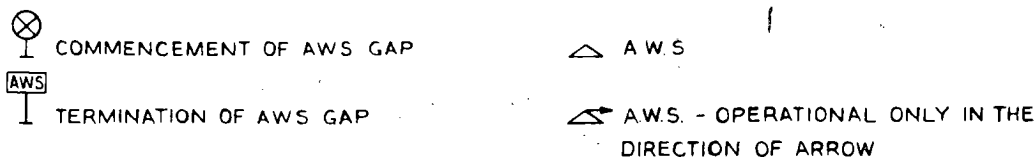


SIGNAL POST AND TELEPHONE SIGNS



ALL SIGNALS CONTROLLED BY DUNDEE (PREFIX LETTER 'D') CAPABLE OF DISPLAYING A RED ASPECT ARE PROVIDED WITH A SIGNAL POST TELEPHONE

MISCELLANEOUS



*: EXISTING SIGNALS & POINTS

C & P: POINTS SECURED OUT OF USE IN THE LIE SHOWN

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

GENERAL APPENDIX

SECTION 16

WORKING OF THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE – OPERATED TRAINS

Page 16.3

Clause 1.3 – Add a footnote 'isolating cocks are being progressively removed from air piped wagons'. (2/3/85)

Page 16.6

Clause 3.1c – Amend to read 'the brake pipes must be connected and cocks where fitted must be fully opened'. (2/3/85)

Page 16.14

Clause 9.1c – Amend to read 'the brake pipe cocks, where fitted, on the locomotive and first vehicle or between the vehicles must be closed and then the brake pipes uncoupled.

Clause 9.1e – Amend to read 'the brake pipe cocks, where fitted, on both vehicles at the point of division' then as now. (2/3/85)

Page 16.16

Clause 11.5.1 – Place an asterisk behind the word 'cock' in the second line and add footnote at the end of the paragraph:—

*It may be necessary to go past the three vehicles in front of the defective one if these are piped vehicles without cocks and then close the cocks on the next vehicle in front. (2/3/85)

Page 16.17

Clause 12.2 – Amend to read 'The brake pipe and main reservoir pipe cocks, where fitted, must always be opened after connecting the pipes and always be closed before separating. (2/3/85)

WORKING MANUAL FOR RAIL STAFF

PART 6

(SCOTTISH REGION)

LOADS TABLES – SECTIONS H AND H/1

Page H3 – Item 2.3 – Further amend to read:—

Not more than 2 locomotives (including "dead" ones) may be run coupled together, with the following exceptions:—

- 1) 3 Class 20 locomotives may run between Thornton South Jn. and Inverkeithing Central Jn. in either direction.
- 2) 2 Class 37 and 1 assisting locomotive may run from Mossend Yard to Signal M504 (on the approach to Calder Viaduct Underbridge 26), via Mossend North Jn. and Mossend East Jn.

23 MAR 85

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
INVERNESS TO WICK - continued		
SUNDAY 24 MARCH - continued		
462 Lairg Station	Down and Up Between Trains	08 00 to 17 00. Track renewal at 66m. 78ch.
463 Georgemas Jn. and Wick	Single Between Trains	08 00 to 18 00. Track renewal and track maintenance between 155m. 20ch. and 155m. 40ch.
464 Wick Station	Down and Up Between Trains	08 00 to 17 00. Track renewal at 161m. 36ch. Mechanical equipment in use.
SUNDAY 24 to FRIDAY 29 MARCH		
465 Brora Station	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework at 90m. 48ch.
MONDAY 25 to FRIDAY 29 MARCH		
466 Alness Station	Single Between Trains	08 00 to 16 00 daily. Track renewal at 28m. 48ch.
467 Ardgay and Lairg	Single Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 62m.p. and 62m. 25ch.
468 Georgemas Jn. and Wick	Single Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 155m. 20ch. and 155m. 40ch.
DINGWALL TO KYLE OF LOCHALSH		
UNTIL FURTHER NOTICE		
469 Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.
470 Achnasheen and Strathcarron LC	All	07 30 to 18 00 daily. Signalling work.
SUNDAY 24 MARCH		
471 Dingwall and Garve	Single	07 30 to 17 00. Signalling work at Dingwall No.2 crossing.
472 Garve and Achnasheen	Single Between Trains	08 30 to 18 00. Track renewal, track maintenance and bridgework (UB No.64) between 13m. 04ch. and 14m. 07ch. Mechanical equipment in use.
473 Strathcarron and Kyle of Lochalsh	Single Between Trains	08 00 to 17 00. Track maintenance between 45m. 76ch. and 63m. 43ch.
MONDAY 25 to FRIDAY 29 MARCH		
474 Dingwall and Garve	Single Between Trains	08 00 to 16 00 daily. Track renewal between 6m 57ch and 7m 14ch.
TUESDAY 26 to FRIDAY 29 MARCH		
475 Strathcarron and Kyle of Lochalsh	Single Between Trains	22 00 Tue to Thu to 06 30 Wed to Fri. Track maintenance between 45m. 76ch. and 63m. 43ch.

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 24 MARCH – GLASGOW CENTRAL – To facilitate engineering operations all concerned should note that Platform 2 will be put out of use until further notice. (16)



SUNDAY 24 MARCH – PLEAN JUNCTION – The Down distant colour light signal will be repositioned 451 yards farther from the box, yellow aspect 11 feet above rail level.

The A.W.S. equipment will be repositioned accordingly. (16)

SUNDAY 24 MARCH – BETWEEN WHIFFLET NORTH JN. AND RUTHERGLEN EAST JN. – The Clydebridge Down yard loop 2 will be removed together with associated signals and 5 lever ground frame.


The hand point connection between the Down yard loop 1 and the former Down yard loop 2 will be removed.

The Down yard loop 1 will be redesignated, Down yard loop.

The  sign on the telephone adjacent to signal M.102 will be replaced by a  sign. (16)

SUNDAY 24 MARCH – TAY BRIDGE SOUTH – The following signalling alterations will be carried out:–

The Down section signal will be removed and the Down home signal will be redesignated Down section signal.

The Up home signal will be removed and replaced by a two aspect colour light signal, capable of displaying a red or green aspect on the left of drivers 45 yards on the Tay Bridge side of Tay Bridge South box, red aspect 11 feet above rail level. A telephone with  sign and A.W.S. track equipment will be provided.

The Up distant will be removed and replaced by a two aspect colour light signal capable of displaying a yellow or green aspect at the same location yellow aspect 8 feet 6 inches above rail level. Existing A.W.S. track equipment will be retained.

The  plate will be removed from a telephone with  sign will be provided at the Down section signal. (16)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 24 MARCH – DUNDEE (TAY BRIDGE) STATION – The additional/ altered permanent way and signalling arrangements shown on the sketch on page 51 will be brought into use.


The Up through line previously secured out of use will be brought into use and will be bidirectional.


The description of the application of all new signals shown on the sketch is as follows:–

Signals prefixed by the letter D are controlled from Dundee S.C.

The application of all running signals with the exception of those detailed below is to the next running signal capable of displaying a red aspect.

Signal	Aspect	Route Indication	Application
D737	Main	1	D755
	Position Light	1	D755
	Main	U	D757
	Position Light	U	D757
D762	Main	U	D748
	Position Light	U	D748
	Main	1	D746
	Position Light	1	D746

Telephones with  signs will be provided as detailed on the sketch.

Although not shown on the sketch telephones with  signs will be provided in accordance with Regional practice. (16)

SUNDAY 24 MARCH – BETWEEN PITLOCHRY AND BLAIR ATHOLL – A new permanent speed restriction of 65m.p.h. on the single line will be brought into use and will apply in both directions between 33m. 37ch. and 34m. 77ch. for High Speed trains only. (See Section D of this notice). (16)

SUNDAY 24 MARCH – BETWEEN KINGUSSIE AND AVIEMORE – A new permanent speed restriction of 75m.p. on the single line will be brought into use and will apply in both directions between 77m. 24ch. and 77m. 55ch. for High Speed trains only. (See Section D of this notice). (16)

SUNDAY 24 MARCH – BETWEEN AVIEMORE AND CARR BRIDGE – A new permanent speed restriction of 75m.p. on the single line will be brought into use and will apply in both directions between 89m. 73ch. and 90m. 20ch. for High Speed trains only. (See Section D of this notice). (16)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

- ** CARLISLE YARD** – Down departure signal UT.39 and Up goods signal UT.3 have been removed.
 * Reflectorised distant boards have been provided as shown in Special Notice 25E, on the Down departure line 1200 yards before reaching signal CE.506 and on the Up arrival line 804 yards before reaching signal UD.1. (13)

BETWEEN GRETNA JN. AND ANNAN – The permanent speed restriction of 40 m.p.h. on the single line between 110m. 70ch. and 109½ m.p. has been removed. (See Section D of this notice). (14)

CATHCART – The facing and trailing connections to and from the Goods loop have been secured out of use pending removal and all associated signals removed.

The trap points on the Up North curve have been secured out of use pending removal.

The four aspect colour light Down north curve signal C.57 has been repositioned 7 yards nearer the box, red aspect 11 feet above rail level.

Ground position light signal C.36 has been repositioned 63 yards nearer the box, and applies back along the Down Circle line. (15)

CATHCART NORTH JN. – The main line trailing crossover has been secured out of use pending removal and associated signal removed. (14)

KNOCKSHINNOCH – A coal loading facility has been brought into use at Knockshinnoch.

A sketch showing the operative layout and signalling is provided on page 53 of this notice.

Two new lines, designated Bunker line and Rounding line have been provided, the former giving access to a coal loading bunker.

A ground mounted position light signal with associated telephone with a sign has been provided controlling entry to the bunker. Movements of trains during loading and departure from the site are controlled by MGR type signals. All signals are operated by bunker operating personnel.

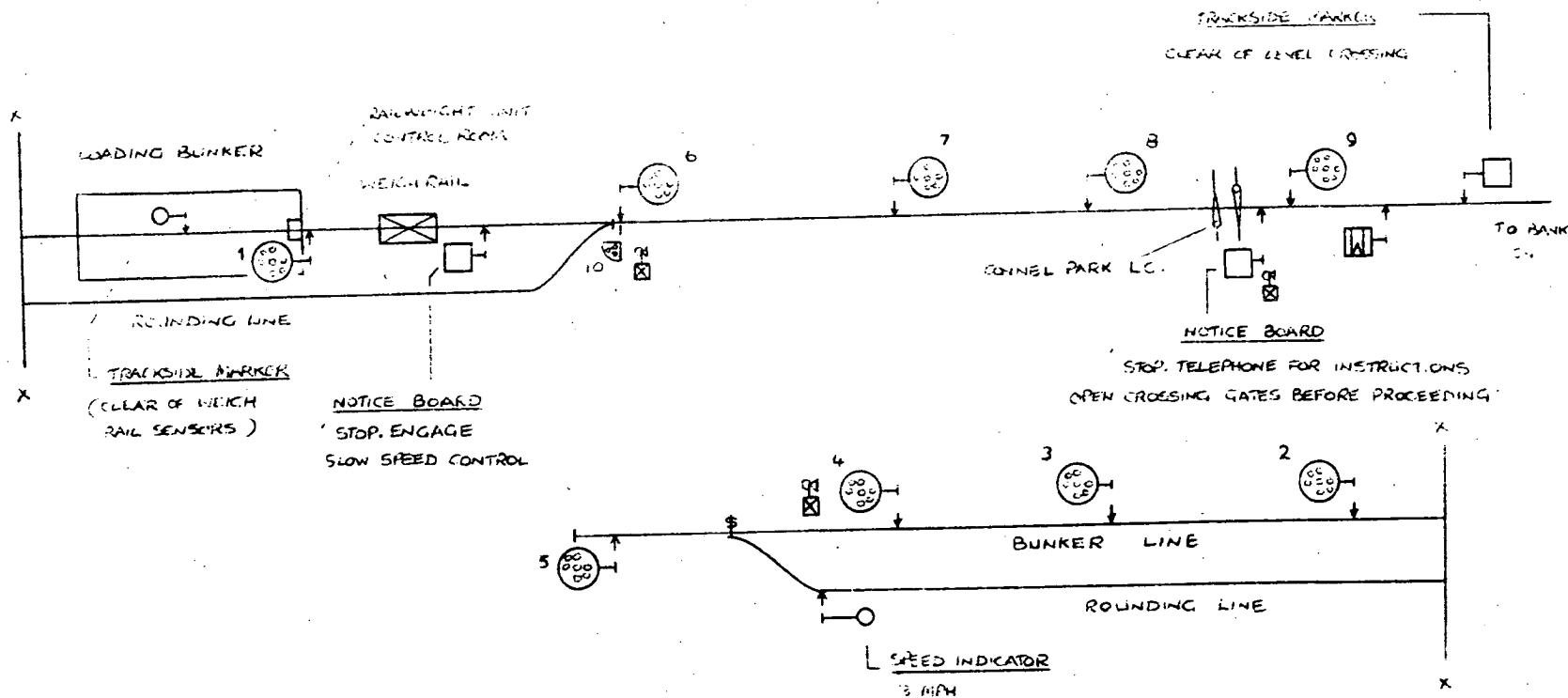
Notice Boards have been provided as follows:–

A stop board located 27 yards on the Bank Jn. side of Connel Park level crossing and worded "STOP. TELEPHONE FOR INSTRUCTIONS OPEN CROSSING GATES BEFORE PROCEEDING". A telephone, giving communication with the loading site has been provided. An advance warning board has been positioned 200 yards in rear of the stop board.

A notice board worded "STOP ENGAGE SLOW SPEED CONTROL", has been located on the Bank Jn. side of the loading bunker. A board indicating the speed applicable on the Rounding line, has been positioned at the southern end of the Rounding line.

A notice board, worded "CLEAR OF LEVEL CROSSING", has been located 432 yards on the Bank Jn. side of Connel Park level crossing.

KNOCKSHINNOCH NCB DISPOSAL POINT



EXPLANATION OF SYMBOLS

MGR SIGNAL CAPABLE OF SHOWING:

PROCEED AT LOW SPEED

SET BACK AT LOW SPEED (FLASHING)

STOP IMMEDIATELY

HAND POINTS

SPRING POINTS

SHUNTING SIGNAL



ADVANCE WARNING POINT



TELEPHONE

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

GENERAL APPENDIX

SECTION 16

WORKING OF THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE – OPERATED TRAINS

Page 16.3

- Clause 1.3 – Add a footnote 'isolating cocks are being progressively removed from air piped wagons'. (2/3/85)

Page 16.6

- Clause 3.1c – Amend to read 'the brake pipes must be connected and cocks where fitted must be fully opened'. (2/3/85)

Page 16.14

- Clause 9.1c – Amend to read 'the brake pipe cocks, where fitted, on the locomotive and first vehicle or between the vehicles must be closed and then the brake pipes uncoupled.
- Clause 9.1e – Amend to read 'the brake pipe cocks, where fitted, on both vehicles at the point of division' then as now. (2/3/85)

Page 16.16

- Clause 11.5.1 – Place an asterisk behind the word 'cock' in the second line and add footnote at the end of the paragraph:–

*It may be necessary to go past the three vehicles in front of the defective one if these are piped vehicles without cocks and then close the cocks on the next vehicle in front. (2/3/85)

Page 16.17

- Clause 12.2 – Amend to read 'The brake pipe and main reservoir pipe cocks, where fitted, must always be opened after connecting the pipes and always be closed before separating. (2/3/85)

WORKING MANUAL FOR RAIL STAFF

PART 6

(SCOTTISH REGION)

LOADS TABLES – SECTIONS H AND H/1

Page H3 – Item 2.3 – Further amend to read:–

Not more than 2 locomotives (including "dead" ones) may be run coupled together, with the following exceptions:–

- 1) 3 Class 20 locomotives may run between Thornton South Jn. and Inverkeithing Central Jn. in either direction.
- 2) 2 Class 37 and 1 assisting locomotive may run from Mossend Yard to Signal M504 (on the approach to Calder Viaduct Underbridge 26), via Mossend North Jn. and Mossend East Jn.

6 APRIL 85

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN MOTHERWELL AND COATBRIDGE – To facilitate engineering work, the southern portion of the Down Braidhurst loop has been temporarily secured out of use, all movements to and from Motherwell Depot are via the north end. (17)

DETAILS OF WORK REFERRED TO IN SECTION B

AYR RESIGNALLING – Stage 1 of the work described and illustrated in the Special Notice entitled **Ayr Resignalling**, dated April 1985, will be introduced on **Sunday 7 April**.

Stations and Depots with trainmen working through the area concerned not having received the Special Notice must advise the Regional Operations Manager, Scotrail House, Glasgow by telephone (041-2603/2716). (18)

DETAILS OF WORK ALREADY CARRIED OUT

GLASGOW CENTRAL – To facilitate engineering operations all concerned should note that Platform 2 has been put out of use until further notice.

Platform 3 which was previously temporarily secured out of use has been brought back into operation. (16)

* * **CATHCART** – The facing and trailing connections to and from the Goods loop have been secured out of use pending removal and all associated signals removed.

The trap points on the Up North curve have been secured out of use pending removal.

The four aspect colour light Down north curve signal C.57 has been repositioned 7 yards nearer the box, red aspect 11 feet above rail level.

Ground position light signal C.36 has been repositioned 63 yards nearer the box, and applies back along the Down Circle line. (15)

KNOCKSHINNOCH – A coal loading facility has been brought into use at Knockshinnoch.

A sketch showing the operative layout and signalling is provided on page 51 of this notice.

Two new lines, designated Bunker line and Rounding line have been provided, the former giving access to a coal loading bunker.

A ground mounted position light signal with associated telephone with a sign has been provided controlling entry to the bunker. Movements of trains during loading and departure from the site are controlled by MGR type signals. All signals are operated by bunker operating personnel.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued
DETAILS OF WORK ALREADY CARRIED OUT – continued

KNOCKSHINNOCH – continued

Notice Boards have been provided as follows:–

A stop board located 27 yards on the Bank Jn. side of Connel Park level crossing and worded "STOP. TELEPHONE FOR INSTRUCTIONS OPEN CROSSING GATES BEFORE PROCEEDING". A telephone, giving communication with the loading site has been provided. An advance warning board has been positioned 200 yards in rear of the stop board.

A notice board worded "STOP ENGAGE SLOW SPEED CONTROL", has been located on the Bank Jn. side of the loading bunker. A board indicating the speed applicable on the Rounding line, has been positioned at the southern end of the Rounding line.

A notice board, worded "CLEAR OF LEVEL CROSSING", has been located 432 yards on the Bank Jn. side of Connel Park level crossing. (16)

BETWEEN NEWTON JN. AND MAUCHLINE – Permanent Way and signalling work has been carried out as detailed below:–

The line between Newton Jn. and Annbank has been singled.

The former Up line has become the Single line and is designated Up and Down Killoch branch.


The Single line between Annbank and Mauchline has been severed.

Annbank and Blackhouse Jn. signal boxes have been closed and all signals removed. The 'One Train Working' system as contained in the General Appendix has been introduced between Newton Jn. and Killoch Colliery. Train staff custodian is the signalman at Newton Jn. box. The ground frames at Auchincruive and Killoch Colliery are released by the train staff.

Newton Jn. – The double to single connection has been secured out of use pending removal and the former Down section signal removed.

Annbank – The connection to the Killoch Colliery branch has been secured for movements to/from the branch. The trap points at the main line end of the branch have been secured out of use pending removal.

Mauchline – The single line has been severed 46 yards on the Annbank side of the connection double to single line which has been converted to hand operation and a buffer stop erected. All associated signals have been removed. The Up and Down branch lines have been redesignated Nos.1 and 2 sidings respectively. The signals applying Down main to Up and Down branch lines have been replaced by miniature arm signals applying Up main to Nos.1 and 2 sidings.

The  sign has been removed from the former Down branch to Up main section signal. (17)

PLEAN JUNCTION – The Down distant colour light signal has been repositioned 451 yards farther from the box, yellow aspect 11 feet above rail level.

The A.W.S. equipment has been repositioned accordingly. (16)



**** DUNBLANE** – The controlled catch points situated on the Down main line have been removed. (15)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued**

BETWEEN WHIFFLET NORTH JN. AND RUTHERGLEN EAST JN. – The Clydebridge Down yard loop 2 has been removed together with associated signals and 5 lever ground frame.

The hand point connection between the Down yard loop 1 and the former Down yard loop 2 has been removed.

The Down yard loop 1 has been redesignated, Down yard loop.

The  sign on the telephone adjacent to signal M.102 has been replaced by a  sign. (16)

EDINBURGH (WAVERLEY STATION) – The gantry carrying signals E454 and E456 has been repositioned 19 yards nearer Haymarket together with ground position light signal E823, applications unaltered.

Ground position light signal E830 has been repositioned on right of drivers, same location.

Ground position light signal E845 has been repositioned 13 yards nearer Haymarket.

A new facing connection, secured out of use, has been installed on the connecting line between 'W' line and platforms 20 and 21. (17)


**** BATHGATE CENTRAL** – The existing Bathgate Central signal box has been closed as a block post.



A new signal box to be known as Bathgate Central has been erected adjacent to the former box and controls the existing signalling.

The Down main home semaphore with miniature arm has been renewed at the same location by a colour light signal with associated subsidiary signal positioned below. Red aspect 11 feet above rail level, application towards the yard.

The Up section signal has been renewed by a 2 aspect colour light signal, capable of showing a red or green aspect, 18 yards farther from the former box, on left of drivers, red aspect 11 feet above rail level. (15)

TAY BRIDGE SOUTH – The Down section signal has been removed and the Down home signal has been redesignated Down section signal.

The Up home signal has been replaced by a colour light signal, capable of displaying a red or green aspect, on the left of drivers 24 yards farther from the box, red aspect 11 feet above rail level. A  sign and A.W.S. track equipment has been provided.

The  plate on the Down section signal has been replaced by a  sign. (16)

BETWEEN TAY BRIDGE SOUTH AND BROUGHTY FERRY – The altered permanent way and signalling arrangements shown on the sketches on pages 47, 48 and 49 of this notice have been brought into use:—

indee (Tay Bridge) West, Dundee (Tay Bridge) East and Camperdown Jn. boxes have been closed and indee (Tay Bridge) Central box has been eliminated as a block post on the Up and Down Perth lines and the Down Fife line.

New Signalling Centre, designated **DUNDEE** has been commissioned to cover the area formerly controlled by these boxes.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN TAY BRIDGE SOUTH AND BROUGHTY FERRY – continued**

The Up platform line and Up main line through Dock St. tunnel to No. 447 crossover and the Down platform line, Down through line and Down main line through Dock St. tunnel from No. 423 crossover to signal No. D766 have become bi-directional.

The Up through line previously secured out of use has been brought into use and is bi-directional.

Camperdown L.C. is controlled from Dundee S.C. by means of closed circuit television.

The East Reception line, Loco/DMU sidings, Loco release line and crippled wagon sidings have been brought into use.

The 1 lever ground frame controlling entry to the crippled wagon siding is released by Annetts key, held by the RM&EE charginan.

A non-illuminated notice board, facing Buckingham Jn. and worded 'STOP TELEPHONE FOR INSTRUCTIONS' has been provided at the North end of the Loco release line at clearance point of the connection to the East reception line.

Platforms 2 and 3 have been temporarily put out of use.

The Track Circuit Block Regulations apply throughout the area controlled by Dundee S.C. on the Up and Down Perth lines to Buckingham Jn., on the Down Fife line from Tay Bridge South and on the Up Fife line to Dundee (Tay Bridge) Central.

The Absolute Block Regulations continue to apply on the Up Fife line from Dundee (Tay Bridge) Central to Tay Bridge South.

The description of the application of all new signals shown on the accompanying sketches is as follows:—

Signals prefixed by the letter D are controlled from Dundee S.C.

The application of all running line signals with the exception of those detailed below is to the next running signal capable of displaying a red aspect.

Signal	Aspect	Route Indication	Application
D719	Main	D	Down through line
	Position Light	D	Down through line
	Main	4	Platform 4
	Position Light	4	Platform 4
	Position Light	S	Loco/DMU Sidings
	Position Light	L	East reception line
D772	Main	W	Buckingham Jn. home
	Position Light	W	Buckingham Jn. home
D724	Main	W	Buckingham Jn. home
	Position Light	W	Buckingham Jn. home
D737	Main	I	D755
	Position Light	I	D755
	Main	U	D757
	Position Light	U	D757


SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued


DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN TAY BRIDGE SOUTH AND BROUGHTY FERRY – continued

Signal	Aspect	Route Indication	Application
D758	Main	4	Platform 4
	Position Light	4	Platform 4
	Main	D	Down through line
	Position Light	D	Down through line
D762	Main	U	D748
	Position Light	U	D748
	Main	I	D746
	Position Light	I	D746
D766	Main	Jn. indicator	D762
	Main	—	D758
	Position Light	—	Camperdown Sidings
D768	Main	—	D762
	Main	Jn. indicator	D758
Buckingham Jn. Section signal	Main Arm	D	Down through
	Main Arm	4	Platform 4
	Sub Arm	S	Loco/DMU Siding
	Sub Arm	L	East Reception line
D933	Position Light	S	Loco/DMU siding
	Position Light	L	East Reception line
	Position Light	D	Down through line
	Position Light	4	Platform 4
D938	Position Light	W	Buckingham Jn. home
D942	Position Light	W	Buckingham Jn. home

AWS track equipment has been provided throughout the area in accordance with the standard arrangements.

Telephones with  signs have been provided as shown on the accompanying sketches.

Although not shown on the sketches telephones with  signs have been provided in accordance with Regional practice.

A temporary level crossing is situated across the Up Fife line at 58m. 1660 yds. A crossing keeper will be in attendance when the crossing is in use.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued**

DALCROSS – A new connection, facing to Down direction trains has been provided in the single line at approximately **131m. 71ch.** giving access to a proposed private siding to be introduced at a later date.

The connection has been secured out of use until further notice.

(16)

* **WICK** – The Main line platform, together with the adjacent siding has been permanently shortened by 25 yards and buffer stops erected.

(15)

BETWEEN PITLOCHRY AND BLAIR ATHOLL – A new permanent speed restriction of **65m.p.h.** on the single line has been brought into use and applies in both directions between **33m. 37ch. and 34m. 77ch.** for High Speed trains only. (See Section D of this notice).

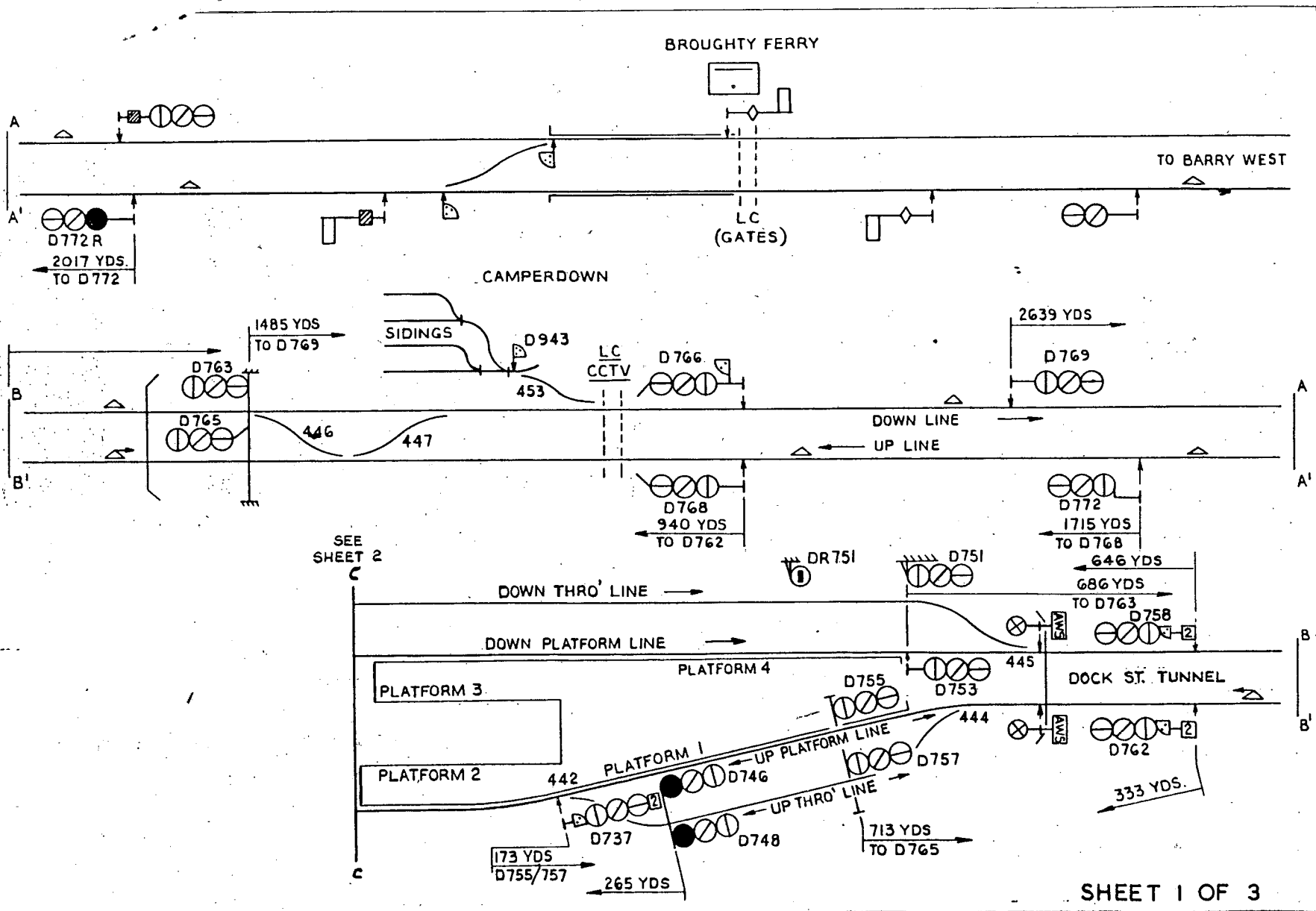
(16)

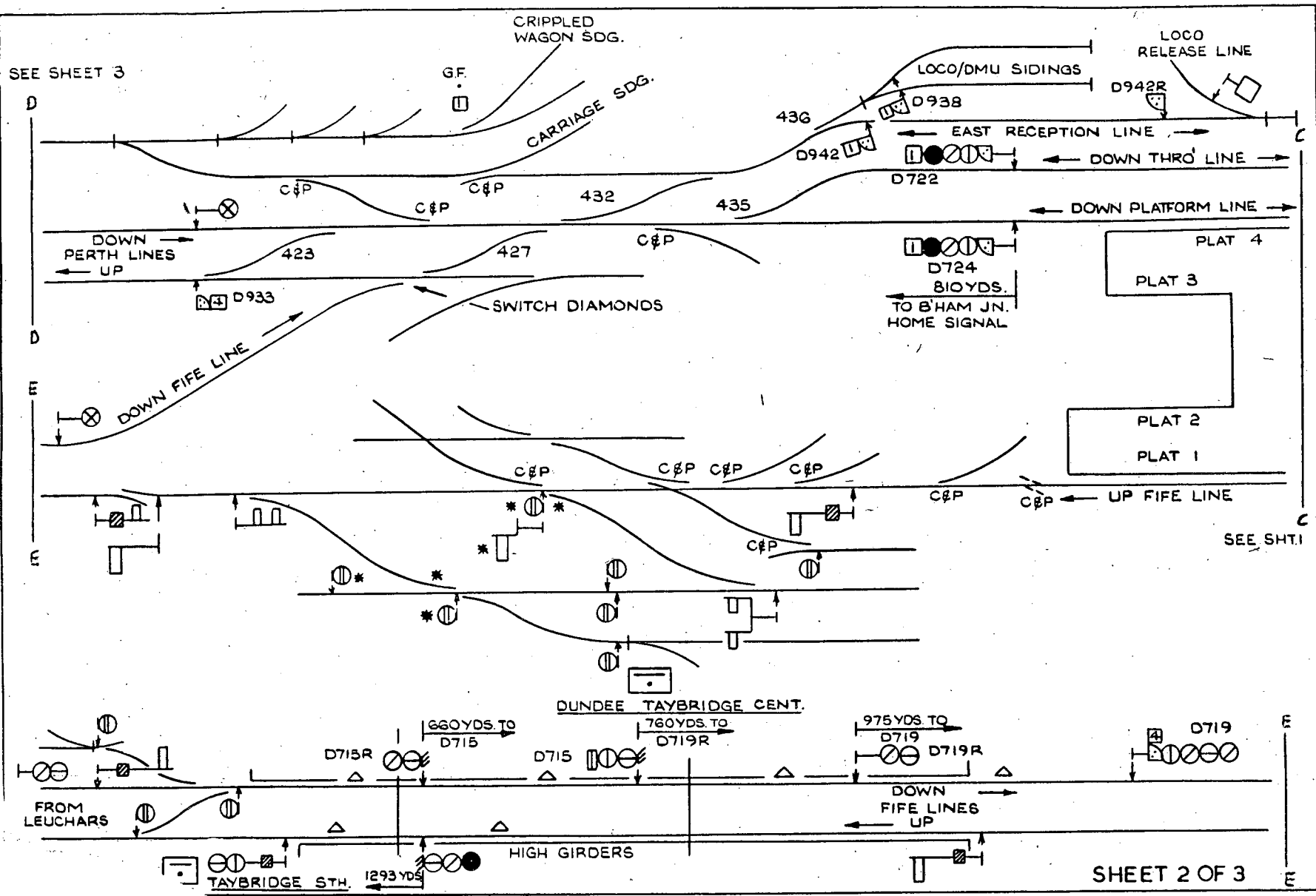
BETWEEN KINGUSSIE AND AVIEMORE – A new permanent speed restriction of **75m.p.** on the single line has been brought into use and applies in both directions between **77m. 24ch. and 77m. 55ch.** for High Speed trains only. (See Section D of this notice).

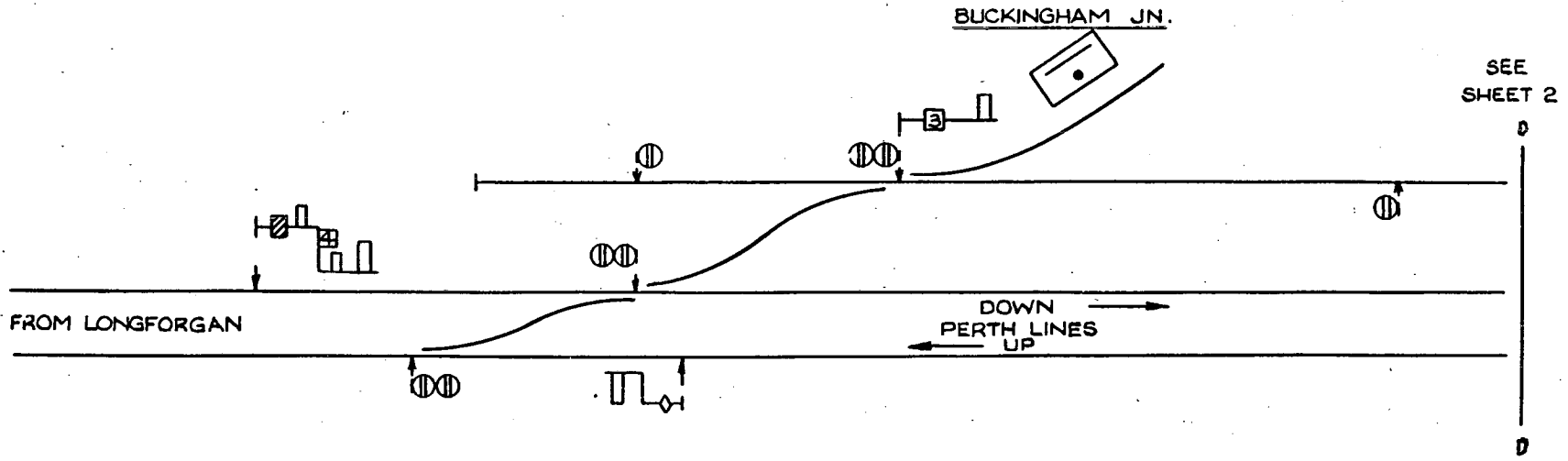
(16)

BETWEEN AVIEMORE AND CARR BRIDGE – A new permanent speed restriction of **75m.p.** on the single line has been brought into use and applies in both directions between **89m. 73ch. and 90m. 20ch.** for High Speed trains only. (See Section D of this notice).

(16)











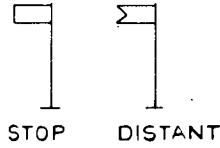
SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued


EXPLANATION OF SYMBOLS

MAIN LINE COLOUR LIGHT SIGNAL

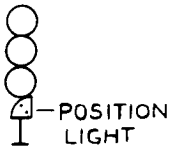
-  GREEN ASPECT
-  YELLOW ASPECT
-  RED ASPECT
-  ASPECT NOT IN USE

SEMAPHORE SIGNAL

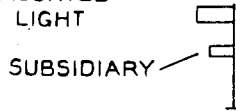


 BANNER REPEATER

POSITION LIGHT/SUBSIDIARY/SHUNTING SIGNALS

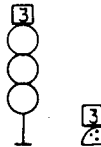
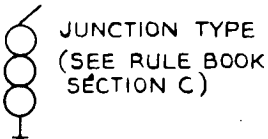


 GROUND MOUNTED POSITION LIGHT



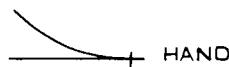
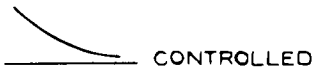
 GROUND DISC

ROUTE INDICATORS



THEATRE & STENCIL TYPE
NUMERAL INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED

POINTS



SIGNAL POST AND TELEPHONE SIGNS



ALL SIGNALS CONTROLLED BY DUNDEE (PREFIX LETTER 'D') CAPABLE OF DISPLAYING A RED ASPECT ARE PROVIDED WITH A SIGNAL POST TELEPHONE

MISCELLANEOUS



C & P : POINTS SECURED OUT OF USE IN THE LIE SHOWN

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

LARBERT NORTH - The Up distant signal has been repositioned 716 yards farther from the box, on the left of drivers, yellow aspect 11 feet above rail level.

The AWS track equipment has been repositioned accordingly. (20)

BETWEEN GARELOCHHEAD AND FORT WILLIAM - The distant signals shown below have been replaced by reflectorised distant boards :-

Location	Direction	Distance from Token Station (in yards)	Approximate Height from Centre of Board to Rail Level
Tulloch	Down	1960	8 feet
Tulloch	Up	818	8 feet
Spean Bridge	Down	1451	8 feet
Spean Bridge	Up	1922	8 feet
Rannoch	Down	975	8 feet
Rannoch	Up	1482	8 feet
Corrour	Down	1300	8 feet
Corrour	Up	925	8 feet
Crianlarich	Up main	913	8 feet
Tyndrum Upper	Down	657	8 feet
Tyndrum Upper	Up	2073	8 feet
Bridge of Orchy	Down	1842	8 feet
Bridge of Orchy	Up	1990	8 feet

(20)

BETWEEN CRIANLARICH AND OBAN - The distant signals shown below have been replaced by reflectorised distant boards :-

Location	Direction	Distance from Token Station (in yards)	Approximate Height from Centre of Board to Rail Level
Crianlarich	Up Branch	2119	8 feet
Dalmally	Down	2424	8 feet
Dalmally	Up	1257	8 feet
Taynuilt	Down	1824	8 feet
Taynuilt	Up	2498	8 feet

(20)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

BETWEEN MALLAIG JN AND MALLAIG - The distant signals shown below have been replaced by reflectorised distant boards :-

Location	Direction	Distance from Token Station (in yards)	Approximate Height from Centre of Board to Rail Level
Glenfinnan	Down	563	8 feet
Glenfinnan	Up	1309	8 feet
Mallaig	Down	-	8 feet
Canal Bridge	Down	1296	8 feet
Canal Bridge	Up	1403	8 feet
Annat	Down	782	8 feet
Annat	Up	1567	8 feet (20)

DETAILS OF WORK REFERRED TO IN SECTION B

BETWEEN SATURDAY 27 APRIL AND WEDNESDAY 1 MAY - EDINBURGH WAVERLEY -

Permanent way and signalling alterations will be carried out during this period as under :-

Permanent Way

The connection from Platform 11 line (at signal E471) to the South loop and South loop siding will be secured out of use pending removal.

The connection from the South loop siding to the South loop (west end) will be removed.

The facing connection on the connecting line between 'W' line and platforms 20 and 21, previously secured out of use, will be brought into use connected to the South loop via a new alignment.

A new connection will be provided from the South loop siding to the South loop (West end).

Signalling

E484 - route indications to South loop (L) and South loop siding (S) will be removed.

E467 - application will now be to signal E493 ('W' line)

E831 - application will now be towards signal E845

to facilitate this work, the undernoted platforms will be blocked to traffic for specific periods :-

10, 11, 12, 13, 14, 15, 20 and 21

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - continued

SATURDAY 27 APRIL - BETWEEN CRAIGENDORAN AND CRIANLARICH - The distant signals shown below will be replaced by reflectorised distant boards :-

Location	Direction	Distance from Token Station (in yards)	Approximate Height from Centre of Board to Rail Level
Arrochar	Down	1869	8 feet
Arrochar	Up	1468	8 feet
Ardlui	Down	2215	8 feet
Ardlui	Up	1672	8 feet
Crianlarich	Down Main	1510	8 feet (21)

SUNDAY 28 APRIL - BETWEEN CRAIGENDORAN AND CRIANLARICH - The distant signals shown below will be replaced by reflectorised distant boards :-

Location	Direction	Distance from Token Station (in yards)	Approximate Height from Centre of Board to Rail Level
Garelochhead	Down	918	8 feet
Garelochhead	Up	2576	8 feet
Glen Douglas	Down	1306	8 feet
Glen Douglas	Up	1025	8 feet (21)

SUNDAY 28 APRIL - BETWEEN DINGWALL AND GARVE - The level crossing gates at Dingwall No.2 together with the existing Up home and Up distant signals will be removed.

An automatic open crossing locally monitored (AOCL) as described in section 7 of the General Appendix will be installed and incorporate the following :-


	<u>Distance from crossing</u>	
	<u>Down direction</u>	<u>Up direction</u>
Advance warning board	At Dingwall Crossing box home signal	1050 yards
10mph speed restriction board	117 yards	117 yards
Driver's white light	5 yards	5 yards

AWS equipment will be provided at the Up direction Advanced Warning Board.

As trains approach, the crossing will be illuminated automatically (night and day).

A new Up direction colour light signal, capable of displaying a red, yellow or green aspect will be provided on the left of drivers red aspect 11 feet above rail level 152 yards in advance of Dingwall Crossing box.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - continued
SUNDAY 28 APRIL - BETWEEN DINGWALL AND GARVE - continued

A  sign will be provided.

This signal will act as the home signal for Dingwall Crossing box and the Up branch distant signal for Dingwall North box.

A new Up colour light signal capable of displaying a yellow or green aspect yellow aspect 11 feet above rail level, will be provided 452 yards in advance of Dingwall Crossing box.

AWS track equipment will not be provided. (21)

SUNDAY 28 APRIL - BETWEEN DINGWALL AND KYLE OF LOCHALSH - All existing AWS cancelling indicators will be removed. (21)

DETAILS OF WORK ALREADY CARRIED OUT

* * AYRSHIRE RESIGNALLING - Stage 1 of the work described and illustrated in * the Special Notice entitled Ayr Resignalling, dated April 1985, has been introduced.

Stations and Depots with trainmen working through the area concerned not having received the Special Notice must advise the Regional Operations Manager, ScotRail House, Glasgow, by telephone (041-2603/2716). (18)

BETWEEN WEST KILBRIDE AND FAIRLIE HIGH - The permanent speed restriction of 55mph on the Down line between 36m50ch and 37m10ch no longer applies.

The permanent speed restriction of 55mph on the Up line between 38 $\frac{3}{4}$ mp and 38m07ch no longer applies. (See Section D of this Notice.) (19)

EDINBURGH WAVERLEY STATION - The crossover between the South platform line and the South loop line has been replaced by a scissor type crossover and is secured out of use. (19)

BETWEEN HAYMARKET TUNNELS AND HAYMARKET WEST JN - The permanent speed restriction of 90mph over the Up and Down lines between 1m14ch and 44 $\frac{1}{4}$ mp no longer applies.

A new permanent speed restriction of 90mph over the Up and Down lines between 1m14ch and 44 $\frac{3}{4}$ mp has been brought into use. See Section D of this notice. (20)

BETWEEN BOWLING AND DUMBARTON EAST - The permanent speed restriction of 50mph over the Up and Down lines between 14m30ch and 15m30ch no longer applies. (See Section D of this notice). (19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN TAY BRIDGE SOUTH AND BROUGHTY FERRY - The altered permanent way
* and signalling arrangements shown on the sketches on pages 63, 64 and 65
have been brought into use.

Dundee (Tay Bridge) Central, Dundee (Tay Bridge) West, Dundee (Tay Bridge)
East and Camperdown Jn boxes have been closed.

A new signalling Centre, designated DUNDEE has been commissioned to cover
the area formerly controlled by these boxes.

The Up platform line and Up main line through Dock St tunnel to No.447
crossover and the Down Platform line, Down through line and Down main line
through Dock St tunnel from No.423 crossover to signal No.D766 have become
bidirectional.

The Up through line previously secured out of use has been brought into use
and is bidirectional.

Camperdown LC is controlled from Dundee SC by means of closed circuit
television.

The East Reception line, Loco/DMU sidings, Loco release line and crippled
wagon sidings have been brought into use.

The 1 lever ground frame controlling entry to the crippled wagon siding is
released by Annetts key, held by the RM&EE chargeman.

A non-illuminated notice board, facing Buckingham Jn and worded 'STOP,
TELEPHONE FOR INSTRUCTIONS' has been provided at the North end of the loco
release line at clearance point of the connection to the East Reception line.

The Track Circuit Block Regulations apply throughout the area controlled by
Dundee SC, on the Up and Down Perth lines to Buckingham Jn, on the Up and
Down Fife lines from Tay Bridge South and on the Up and Down Main lines to
Broughty Ferry.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN TAY BRIDGE SOUTH AND BROUGHTY FERRY - continued

The description of the application of all new signals shown on the accompanying sketches is as follows :-

Signals prefixed by the letter 'D' are controlled from Dundee SC.

The application of all running line signals with the exception of those detailed below is to the next running signal capable of displaying a red aspect.

Signal	Aspect	Route Indication	Application
D719	Main	D	Down through line
	Position light	D	Down through line
	Main	4	Platform 4
	Position light	4	Platform 4
	Main	3	Platform 3
	Position light	3	Platform 3
	Main	2	Platform 2
	Position light	2	Platform 2
	Main	1	Platform 1
	Position light	1	Platform 1
	Position light	S	Loco/DMU sidings
Position light	L	East Reception line	
D722	Main	F	D718
	Position light	F	D718
	Main	W	Buckingham Jn home
	Position light	W	Buckingham Jn home
D724	Main	F	D718
	Position light	F	D718
	Main	W	Buckingham Jn home
	Position light	W	Buckingham Jn home
D726	Main	F	D718
	Position light	F	D718
	Main	W	Buckingham Jn home
	Position light	W	Buckingham Jn home
D728	Main	F	D718
	Position light	F	D718
	Main	W	Buckingham Jn home
	Position light	W	Buckingham Jn home
D730	Main	F	D718
	Position light	F	D718
	Main	W	Buckingham Jn home
	Position light	W	Buckingham Jn home
D737	Main	1	D755
	Position Light	1	D755
	Main	U	D757
	Position Light	U	D757

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN TAY BRIDGE SOUTH AND BROUGHTY FERRY - continued

Signal	Aspect	Route Indication	Application
D758	Main	4	Platform 4
	Position light	4	Platform 4
	Main	D	Down through line
	Position light	D	Down through line
D762	Main	U	D748
	Position Light	U	D748
	Main	1	D746
	Position Light	1	D746
D766	Main	Jn indicator	D762
	Main	-	D758
	Position light	-	Camperdown Sidings
D768	Main	-	D762
	Main	Jn indicator	D758
Buckingham Jn Section	Main Arm	D	Down through
	Main Arm	4	Platform 4
	Main Arm	3	Platform 3
	Main Arm	2	Platform 2
	Main Arm	1	Platform 1
	Sub Arm	S	Loco/DMU siding
	Sub Arm	L	East Reception line
D931	Position light	S	Loco/DMU sidings
	Position light	L	East Reception line
	Position light	D	Down through line
	Position light	4	Platform 4
	Position light	3	Platform 3
	Position light	2	Platform 2
	Position light	1	Platform 1
	Position light	X	D937
D933	Position light	S	Loco/DMU Siding
	Position light	L	East reception line
	Position light	D	Down through line
	Position light	4	Platform 4
	Position light	3	Platform 3
	Position light	2	Platform 2
	Position light	1	Platform 1
	Position light	X	D937
D938	Position light	F	D718
	Position light	W	Buckingham Jn home
D942	Position light	F	D718
	Position light	W	Buckingham Jn home

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN TAY BRIDGE SOUTH AND BROUGHTY FERRY - continued

AWS track equipment has been provided throughout the area in accordance with the standard arrangements.

Telephones with signs have been provided as shown on the accompanying sketches.

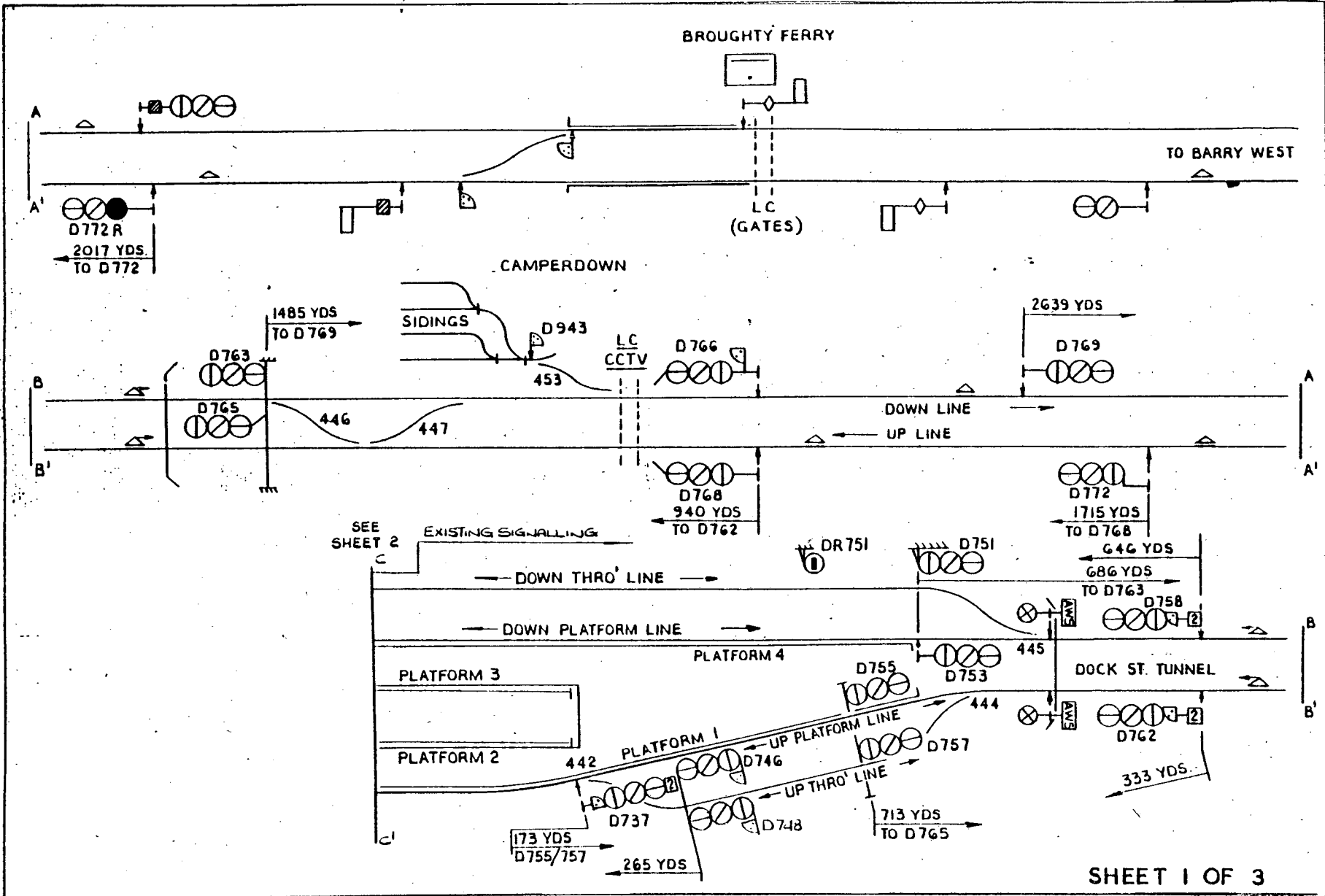
Although not shown on the sketches telephones with signs have been provided in accordance with Regional practice. (18)

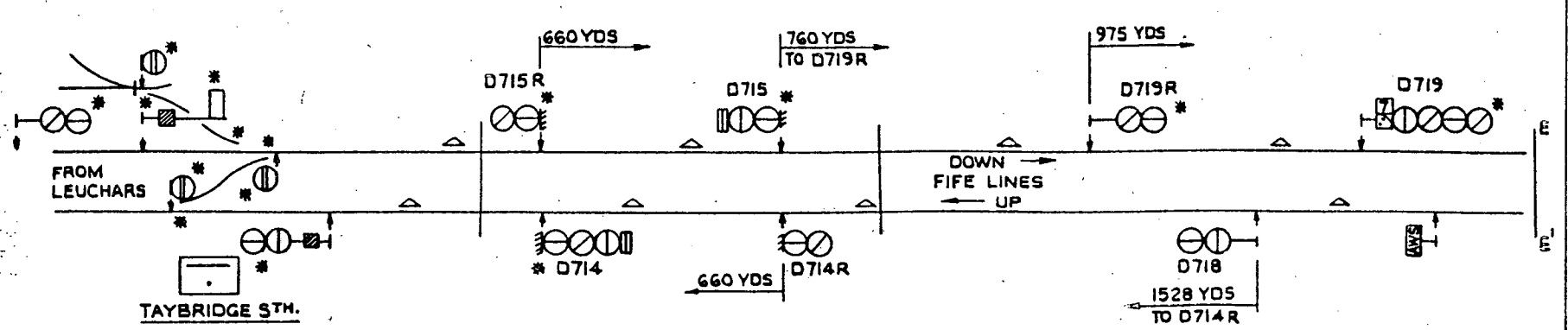
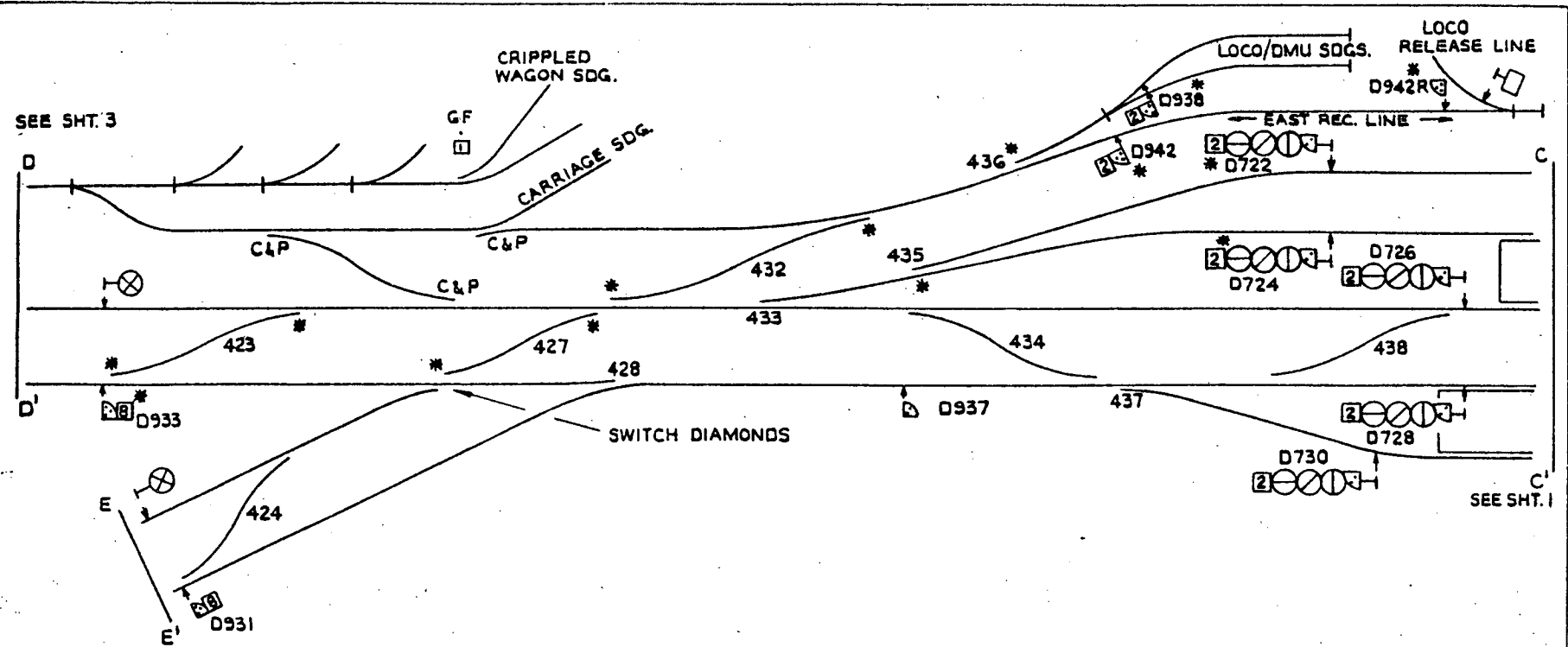
BUCKINGHAM JN - The connections to the engine shed sidings, coal sidings and Nos.15 and 15 sidings have been clamped out of use pending removal and all associated signals removed. (19)

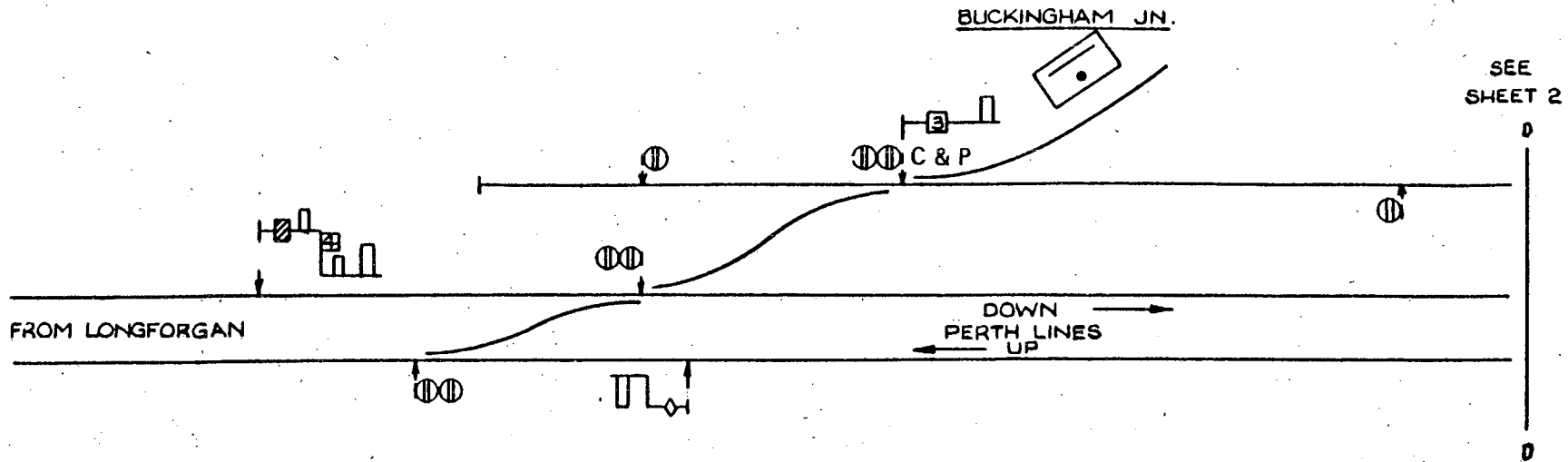
KEITH - The permanent speed restriction of 10mph on the Up and Down lines between 30m32ch and 30m24ch has been raised to 40mph.
(See Section D of this Notice). (19)

BETWEEN NEWTONMORE AND KINGUSSIE A new permanent speed restriction of 75mph on the single line has been brought into use and applies in both directions between 71m20ch and 71m60ch for High Speed trains only.
(See Section D of this Notice). (19)

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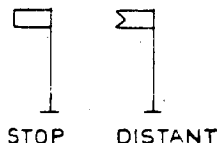
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued


EXPLANATION OF SYMBOLS

MAIN LINE COLOUR LIGHT SIGNAL

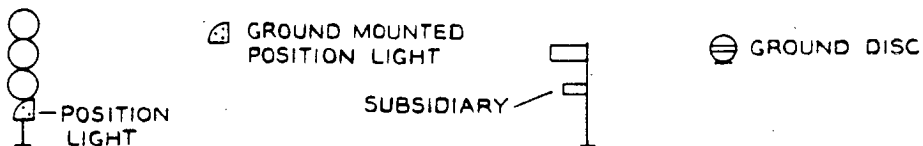
-  GREEN ASPECT
-  YELLOW ASPECT
-  RED ASPECT
-  ASPECT NOT IN USE

SEMAPHORE SIGNAL

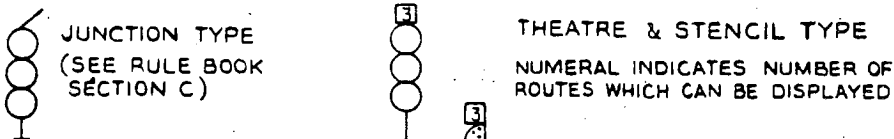


 BANNER REPEATER

POSITION LIGHT/SUBSIDIARY/SHUNTING SIGNALS



ROUTE INDICATORS



POINTS

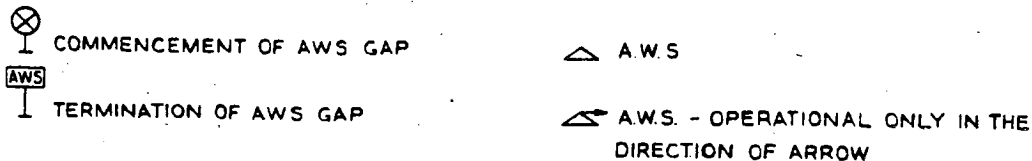


SIGNAL POST AND TELEPHONE SIGNS



ALL SIGNALS CONTROLLED BY DUNDEE (PREFIX LETTER 'D') CAPABLE OF DISPLAYING A RED ASPECT ARE PROVIDED WITH A SIGNAL POST TELEPHONE

MISCELLANEOUS



C & P: POINTS SECURED OUT OF USE IN THE LIE SHOWN

1985 - Week 19

WON-B39

4 MAY 85

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
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DINGWALL TO KYLE OF LOCHALSH
UNTIL FURTHER NOTICE

408 Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.
409 Achnasheen and Strathcarron LC	All	07 30 to 18 00 daily. Signalling work.

SUNDAY 5 MAY

410 Dingwall and Garve	Single	07 30 to 17 00. Signalling work at Dingwall No.2 crossing.
411 Achnasheen and Strathcarron	Single <u>Between Trains</u>	08 00 to 18 00. Track renewal and track maintenance between 43mp and 43m20ch.
412 Kyle of Lochalsh	All	07 30 to 17 00. Signalling work.

MONDAY 6 to FRIDAY 10 MAY

413 Dingwall and Garve	Single <u>Between Trains</u>	08 00 to 16 00 daily. Track renewal between 6m57ch and 7m14ch.
414 Achnasheen and Strathcarron	Single <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 27m72ch and 45m76ch.

GEORGEMAS JN TO THURSO

SATURDAY 4 to FRIDAY 3 MAY

415 Thurso	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Bridgework (footbridge) and work at lineside.
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SECTION CSIGNALLING 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 5 MAY - GLENGARNOCK - The Up siding will be temporarily secured out of use and associated signals disconnected.

The facing connection from the Up main to the Up siding will be temporarily secured out of use and associated signals disconnected. (22)

SUNDAY 5 MAY - BETWEEN BARRHILL AND DUNRAGIT - The Permanent Speed Restriction of 40mph on the Single line, in both directions between 28mp and 29m61ch no longer applies. (See Section D of this notice). (22)

SUNDAY 5 MAY - BETWEEN BELMONT AND KILKERRAN - In preparing for the commissioning of Stage 2 of the Ayr Resignalling scheme, the undernoted track and signalling alterations will be carried out:-

Permanent Way

The Benbane signal goods line will be severed at a point 2 miles 200 yards from Belmont signal box with the portion of line between Belmont and the point of severance connected into the single line to Kilkerran by a new connection, trailing to trains from Belmont. Trap points will not be provided.

The portion of goods line between the point of severance and Benbane will be connected into the single line to Kilkerran by a new connection, facing to trains from Belmont. Trap points will be provided.

The location of the above connections will be designated Dalrymple Junction.

SignallingDown Benbane branch (Belmont-Dalrymple Jn)

A colour light signal, red aspect 11 feet above rail level will be provided 384 yards on the Belmont side of Dalrymple Jn for trains proceeding to Benbane.

A colour light signal, yellow aspect 11 feet above rail level, will be provided 1207 yards on the Belmont side of the above signal

Up Benbane branch (Benbane-Dalrymple Jn)

A colour light signal, red aspect 12 feet above rail level, will be provided 350 yards from Dalrymple Jn for trains proceeding from Benbane.

A reflectorised distant board will be provided 400 yards on the Benbane side of the above signal.


Until the commissioning of Stage 2 of the Ayr Resignalling scheme, the movement of trains to and from the Benbane branch at Dalrymple Jn will be under the control of an Operating Department Supervisor. (22)


SUNDAY 5 MAY - BENBANE

The ground frame and associated spring points will be removed.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - continued

BETWEEN SUNDAY 5 AND WEDNESDAY 8 MAY - EDINBURGH WAVERLEY STATION - The scissors crossover facing to Down direction movements from the South loop to the South platform line, previously laid in and secured out of use, will be brought into operation.

A new Down direction position light signal E819, associated with the South platform line, will be provided on the gantry carrying position light signal E823 on left of drivers and will apply towards No.11 platform signal E469. A telephone with  sign will be provided.

A new Up direction position light signal E818, associated with the South loop, will be provided on the gantry carrying position light signal E824 on left of drivers and will apply towards South loop signal E440. A telephone with  sign will be provided.

The 1-way stencil route indicators associated with No.11 platform line signal E456 and South loop signal E453 will be removed and new 2-way theatre route indicators provided above each signal.

The applications of all running signals at the scissors crossovers will be as follows:-

Signal	Aspect	Route Indication	Application To or towards
<u>South loop (Down direction)</u>			
E453	Main	L	E467
	Main	11	E469
	Position light	L	South loop
	Position light	11	Platform 11
	Position light	-	E823 or E819
<u>South loop (Up direction)</u>			
E454	Main	10	E432
	Main	L	E440
	Position light	10	Platform 10
	Position light	L	South loop
	Position light	-	E824 or E818
<u>South Platform line (Down direction)</u>			
E455	Main	L	E467
	Main	11	E469
	Position light	L	South loop
	Position light	11	Platform 11
	Position light	-	E823 or E819
<u>South Platform line (Up direction)</u>			
E456	Main	10	E432
	Main	L	E440
	Position light	10	Platform 10
	Position light	L	South loop
	Position light	-	E824 or E818

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 5 MAY 1985 - KYLE OF LOCHALSH - The existing two lever Ground Frame controlling the connection Up and Down line to Down siding will be replaced by a new three lever Ground Frame.

The Down siding will be redesignated Down platform and will become available to passenger traffic. (22)

FRIDAY 10 MAY - BETWEEN TAYBRIDGE SOUTH AND BROUGHTY FERRY - the New Permanent Speed Restrictions associated with the rationalisation and resignalling work will apply from 10 00 hrs. (See Section D of this notice). (22)

FRIDAY 10 MAY - BETWEEN LONGFORGAN AND DUNDEE CENTRAL JN - The new permanent speed restrictions associated with the rationalisation and resignalling work will apply from 10 00 hrs. (See Section D of this notice). (22)

DETAILS OF WORK ALREADY CARRIED OUT

* *BETWEEN WEST KILBRIDE AND FAIRLIE HIGH - The permanent speed restriction * of 55 mph on the Down line between 36m50ch and 37m10ch no longer applies.

The permanent speed restriction of 55mph on the Up line between 38 $\frac{3}{4}$ mp and 38m07ch no longer applies. (See Section D of this Notice.) (19)

LARBERT NORTH - The Up distant signal has been repositioned 716 yards farther from the box, on the left of drivers, yellow aspect 11 feet above rail level.

The AWS track equipment has been repositioned accordingly. (20)

* *EDINBURGH WAVERLEY STATION - The crossover between the South platform * line and the South loop line has been replaced by a scissor type crossover and is secured out of use. (19)

EDINBURGH WAVERLEY - Permanent way and signalling alterations have been carried out as under :-

Permanent Way

The connection from Platform 11 line (at signal E471) to the South loop and South loop siding has been secured out of use pending removal.

The connection from the South loop siding to the South loop (west end) has been removed.

The facing connection on the connecting line between 'W' line and platforms 20 and 21, previously secured out of use, has been brought into use connected to the South loop via a new alignment.

A new connection has been provided from the South loop siding to the South loop (West end).

22-85 25 MM 85

WON-B37

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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DINGWALL TO KYLE OF LOCHALSH
UNTIL FURTHER NOTICE

405 Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.
406 Achnasheen and Strathcarron LC	All	07 30 to 18 00 daily. Signalling work.

SUNDAY 26 MAY

407 Dingwall Station	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside.
408 Achnasheen and Strathcarron	Single <u>Between Trains</u>	08 00 to 18 00. Track renewal and track maintenance between 43m19ch and 43m38ch.

MONDAY 27 to FRIDAY 31 MAY

409 Dingwall Station	Single <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside.
410 Dingwall and Garve	Single <u>Between Trains</u>	08 00 to 16 00 daily. Track renewal between 6m57ch and 7m14ch.
411 Achnasheen and Strathcarron	Single <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 27m72ch and 45m76ch.

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SECTION CSIGNALLING 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 26 MAY - BETWEEN GLENFINNAN AND MALLAIG - The level crossing gates at Morar will be removed together with the Up and Down distant signals and associated notice boards.

An automatic open crossing locally monitored installation as described in Section Y of the General Appendix will be provided and incorporate the following:-

	<u>Distance from crossing</u>	
	<u>Down direction</u>	<u>Up direction</u>
Advance warning board	650 yards	750 yards
10mph speed restriction board	117 yards	117 yards

Driver's white light unit will be provided 5 yards on each side of the crossing.

As trains approach the crossing, the crossing will be illuminated automatically (night and day).

(25)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CARSTAIRS EAST JN AND AUCHENGRAY LC - The permanent speed restrictions of 70mph on the Down line between 78m54ch and 79m35ch and 70mph on the Up line between 80m14ch and 79m73ch no longer apply. (See Section D of this notice).

(23)

BETWEEN AUCHENGRAY LC AND MIDCALDER JN - A new permanent speed restriction of 80mph on the Down line between 84m20ch and 86m29ch has become operational. (See Section D of this notice).

(23)

BETWEEN KILMARNOCK AND ST.MARNOCKS GF - A new permanent speed restriction of 60mph on the Single line in both directions over curves, 0m30ch and 2½mp has become operational. (See Section D of this notice).

(23)

BETWEEN ST.MARNOCKS GF AND GATEHEAD LC - A new permanent speed restriction of 50 mph on the Single line in both directions between 2½mp and 2½mp has become operational. (See Section D of this notice).

(23)

GATEHEAD LC - A new permanent speed restriction of 40mph on the Single line in both directions between 2½mp and 3mp has become operational. (See Section D of this notice).

(23)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN GOLSPIE AND BRORA - A new passenger station has been opened at 86ml5ch and named Dunrobin with a single platform on the Up side. (See Section D of this notice). (24)

BRORA - The North and South boxes have been closed, and all existing signals removed.

The points at the connection single line to loop line at the North and South ends have been converted to train operated.

Up trains run on the Up line.

Down trains run on the Down line.

The Down loop line to RCE siding is controlled by a three lever ground frame, released by Annett's Key, which is retained by the signalman.

The ground frame controlled crossover and trailing connection Down loop line to siding have been removed.

The existing reflectorised distant boards and associated AWS have been retained.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows :-

Yellow "proceed" light with Reflectorised "Points Set" sign

- Up direction - 50 yards from facing connection to the Up loop.
- Down direction - 50 yards from facing connection to the Down loop.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed"

- Up direction - 90 yards before trailing connection to single line
- Down direction - 50 yards before trailing connection to single line
- RCE Siding - approaching the exit from the siding

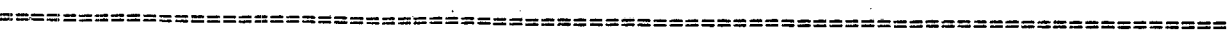
Reflectorised "Station Limits - Loop Clear" boards

Both directions - 300 yards beyond the loop connections.

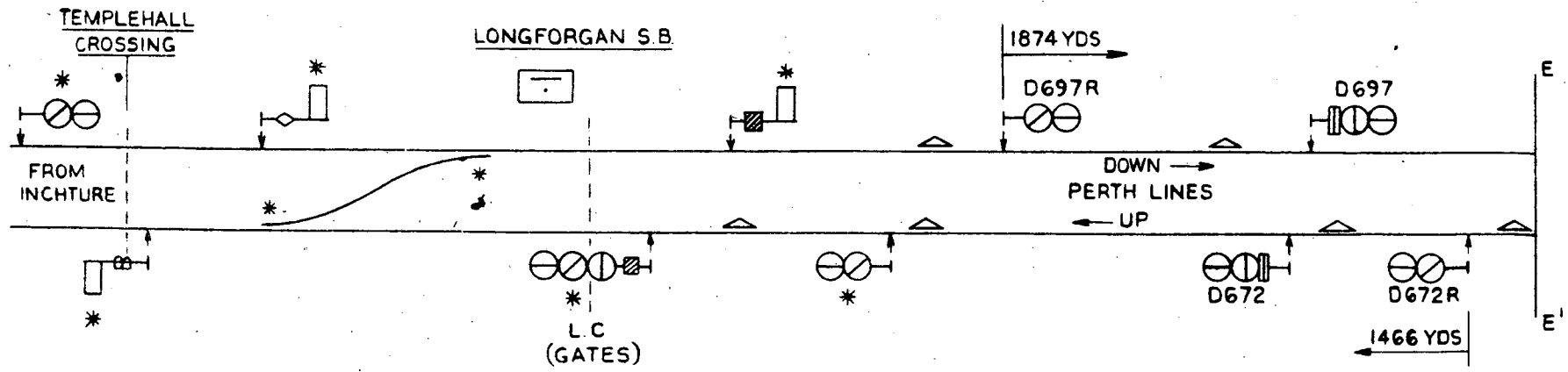
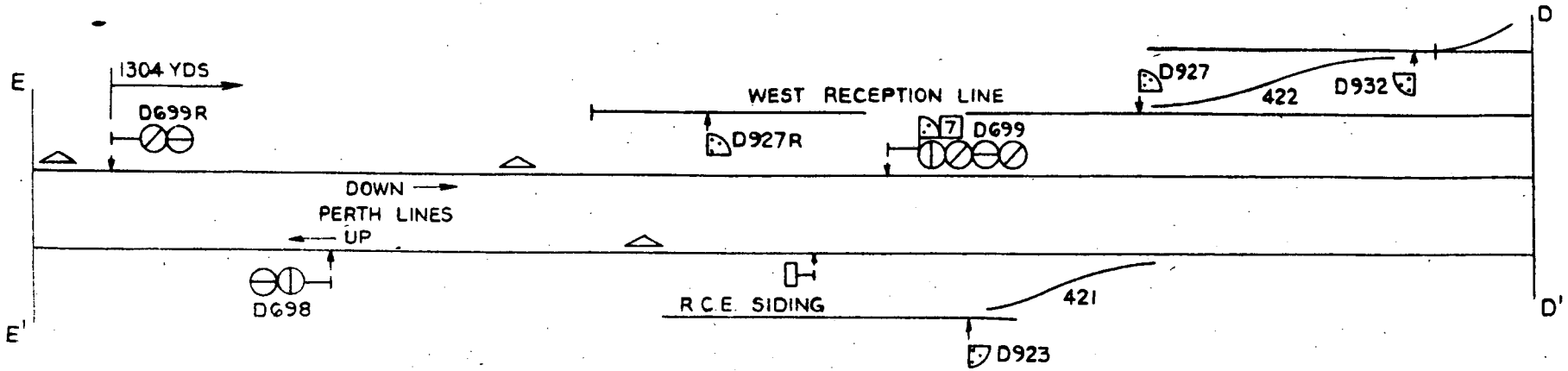
A sketch of the permanent way layout and notice boards is shown on page C11. (24)

* *KYLE OF LOCHALSH - The existing two lever ground frame controlling the * connection Up and Down line to Down siding has been replaced by a new three lever ground frame.

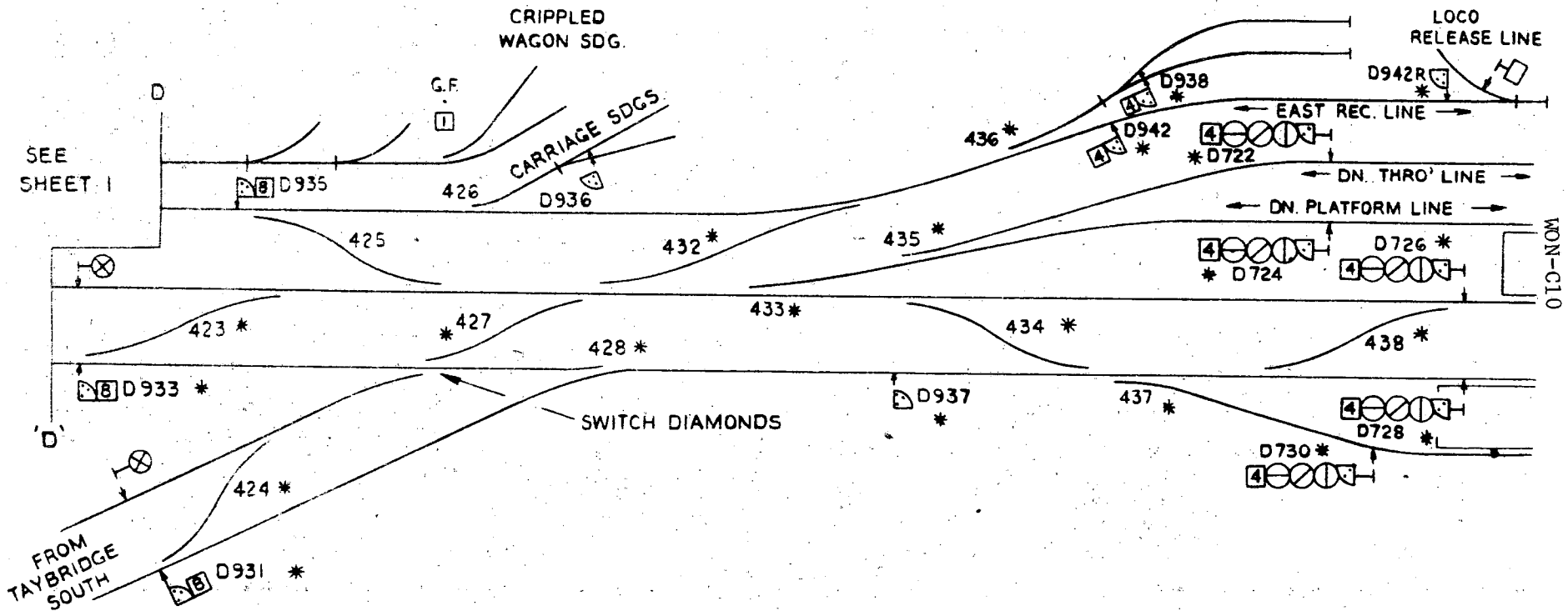
The Down siding has been redesignated Down platform and is available to passenger traffic. (22)



SEE SHT. 2



MON-C9



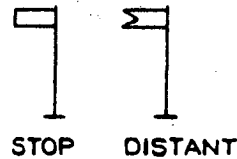
25 MAY 85

EXPLANATION OF SYMBOLS

MAIN LINE COLOUR LIGHT SIGNAL

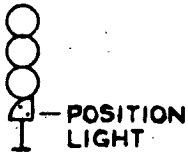
- ⊙ GREEN ASPECT
- ⊘ YELLOW ASPECT
- ⊖ RED ASPECT
- ASPECT NOT IN USE

SEMAPHORE SIGNAL



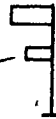
⊖ BANNER REPEATER

POSITION LIGHT/SUBSIDIARY SHUNTING SIGNALS



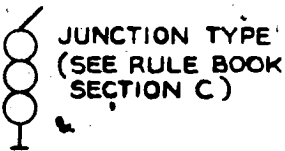
⊖ GROUND MOUNTED POSITION LIGHT

SUBSIDIARY



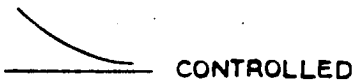
⊖ GROUND DISC.

ROUTE INDICATORS



THEATRE & STENCIL TYPE
NUMERAL INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED

POINTS



SIGNAL POST AND TELEPHONE SIGNALS



ALL SIGNALS CONTROLLED BY DUNDEE (PREFIX LETTER 'D') CAPABLE OF DISPLAYING A RED ASPECT ARE PROVIDED WITH A SIGNAL POST TELEPHONE

MISCELLANEOUS



* : EXISTING SIGNALS & POINTS

C & P : POINTS SECURED OUT OF USE IN THE LIE SHOWN



No.20

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 11 MAY
to
FRIDAY 17 MAY 1985
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - continued

MONDAY 13 MAY - BETWEEN HAYMARKET WEST JN AND DALMENY JN - The undernoted three new permanent speed restrictions will become operational.

- (i) 75mph on the Up and Down lines between 2m41ch and 3m69ch.
(for all trains including High Speed Trains).
- (ii) 75mph on the Down line between 4m75ch and 5m31ch.
(for all trains including High Speed Trains).
- (iii) 75mph on the Up and Down lines between 7m23ch and 7m65ch
(for all trains except High Speed Trains).

(See Section D of this notice) (23)

MONDAY 13 MAY - BETWEEN GOLF ST. HALT AND CARNOUSTIE LC - The permanent speed restriction of 75mph on the Down and Up lines between 10m08ch and 10m23ch for High Speed Trains only no longer applies. (See Section D of this notice). (23)

MONDAY 13 MAY - CARNOUSTIE - A new permanent speed restriction of 90mph on the Up and Down lines over curves, 10m35ch and 11m10ch will become operational. (See Section D of this notice). (23)

MONDAY 13 MAY - BETWEEN ARBROATH LC AND INVERKEILOR - The permanent speed restriction of 65mph on the Down line over curves, 18m51ch and 20mp no longer applies. (See Section D of this notice). (23)

MONDAY 13 MAY - BETWEEN INVERKEILOR AND USAN - The permanent speed restriction of 60mph on the Up and Down lines over curves, 26m57ch and 27m04ch no longer applies. (See Section D of this notice). (23)

MONDAY 13 MAY - BETWEEN USAN AND MONTROSE SOUTH - A new permanent speed restriction of 65mph on the Single line, in both directions for all trains (including High Speed Trains) over curves, 30m31ch and 203m11ch (total distance 2m75ch) will become operational. (See Section D of this notice). (23)

MONDAY 13 MAY - BETWEEN LAURENCEKIRK AND CARMONT LC - The Permanent speed restriction of 60mph on the Up and Down lines over curves, 217m63ch and 218m50ch no longer applies. (See Section D of this notice). (23)

FRIDAY 17 MAY - BETWEEN STONEHAVEN AND ABERDEEN - A new passenger station will be opened at 121m08ch and named Portlethen, platforms on both lines. (See Section D of this notice). (23)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT

GLENGARNOCK - The Up siding has been temporarily secured out of use and associated signals disconnected.

The facing connection from the Up main to the Up siding has been temporarily secured out of use and associated signals disconnected. (22)

BETWEEN BARRHILL AND DUNRAGIT - The permanent speed restriction of 40mph on the Single line, in both directions between 28mp and 29m6lch no longer applies. (See Section D of this notice). (22)

BETWEEN BELMONT AND KILKERRAN - In preparation for the commissioning of Stage 2 of the Ayr Resignalling scheme, the undernoted track and signalling alterations have been carried out:-

Permanent Way

The Benbane single goods line has been severed at a point 2 miles 200 yards from Belmont signal box with the portion of line between Belmont and the point of severance connected into the single line to Kilkerran by a new connection, trailing to trains from Belmont. Trap points have not been provided.

The portion of goods line between the point of severance and Benbane has been connected into the single line to Kilkerran by a new connection, facing to trains from Belmont. Trap points are provided.

The location of the above connections has been designated Dalrymple Juntion.

SignallingDown Benbane branch (Belmont-Dalrymple Jn)

A colour light signal, red aspect 11 feet above rail level has been provided 384 yards on the Belmont side of Dalrymple Jn for trains proceeding to Benbane.

A colour light signal, yellow aspect 11 feet above rail level, has been provided 1207 yards on the Belmont side of the above signal

Up Benbane branch (Benbane-Dalrymple Jn)

A colour light signal, red aspect 12 feet above rail level, has been provided 350 yards from Dalrymple Jn for trains proceeding from Benbane.

A reflectorised distant board has been provided 400 yards on the Benbane side of the above signal.

Until the ccommissioning of Stage 2 of the Ayr Resignalling scheme, the movement of trains to and from the Benbane branch at Dalrymple Jn is under the control of an Operating Department Supervisor. (22)

BENBANE

The ground frame and associated spring points have been removed. (22)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

* *LARBERT NORTH - The Up distant signal has been repositioned 716 yards
 * farther from the box, on the left of drivers, yellow aspect 11 feet above
 rail level.

The AWS track equipment has been repositioned accordingly. (20)

* *EDINBURGH WAVERLEY - Permanent way and signalling alterations have been
 * carried out as under :-

Permanent Way

The connection from Platform 11 line (at signal E471) to the South loop and
 South loop siding has been secured out of use pending removal.

The connection from the South loop siding to the South loop (west end) has
 been removed.

The facing connection on the connecting line between 'W' line and platforms
 20 and 21, previously secured out of use, has been brought into use
 connected to the South loop via a new alignment.

A new connection has been provided from the South loop siding to the South
 loop (West end).


Signalling


E484 - route indications to South loop (L) and South loop siding (S) have
 been removed.

E467 - application is to signal E493 ('W' line)

E831 - application is towards signal E845 (20)

EDINBURGH WAVERLEY STATION - The scissors crossover facing to Down direction
 movements from the South loop to the South platform line, previously laid in
 and secured out of use, has been brought into operation.

A new Down direction position light signal E819, associated with the South
 platform line, has been provided on the gantry carrying position light
 signal E823 on left of drivers and applies towards No.11 platform signal
 E469. A telephone with  sign has been provided.

A new Up direction position light signal E818, associated with the South
 loop, has been provided on the gantry carrying position light signal E824 on
 left of drivers and applies towards South loop signal E440. A telephone
 with  sign has been provided.

The 1-way stencil route indicators associated with No.11 platform line
 signal E456 and South loop signal E453 have been removed and new 2-way
 theatre route indicators provided above each signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

EDINBURGH WAVERLEY STATION (continued)

The applications of all running signals at the scissors crossovers is as follows:-

Signal	Aspect	Route Indication	Application To or towards
<u>South loop (Down direction)</u>			
E453	Main	L	E467
	Main	11	E469
	Position light	L	South loop
	Position light	11	Platform 11
	Position light	-	E823 or E819
<u>South loop (Up direction)</u>			
E454	Main	10	E432
	Main	L	E440
	Position light	10	Platform 10
	Position light	L	South loop
	Position light	-	E824 or E818
<u>South Platform line (Down direction)</u>			
E455	Main	L	E467
	Main	11	E469
	Position light	L	South loop
	Position light	11	Platform 11
	Position light	-	E823 or E819
<u>South Platform line (Up direction)</u>			
E456	Main	10	E432
	Main	L	E440
	Position light	10	Platform 10
	Position light	L	South loop
	Position light	-	E824 or E818 (22)

* *BETWEEN HAYMARKET TUNNELS AND HAYMARKET WEST JN - The permanent speed
 * restriction of 90mph over the Up and Down lines between 1m14ch and 44 $\frac{1}{2}$ mp
 no longer applies.

A new permanent speed restriction of 90mph over the Up and Down lines
 between 1m14ch and 44 $\frac{3}{4}$ mp has been brought into use. (See Section D of this
notice). (20)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN CRAIGENDORAN AND CRIANLARICH - The distant signals shown below have been replaced by reflectorised distant boards :-

Location	Direction	Distance from Token Station (in yards)	Approximate Height from Centre of Board to Rail Level
Garelochhead	Down	918	8 feet
Garelochhead	Up	2576	8 feet
Glen Douglas	Down	1306	8 feet
Glen Douglas	Up	1025	8 feet
Arrochar	Down	1869	8 feet
Arrochar	Up	1468	8 feet
Ardlui	Down	2215	8 feet
Ardlui	Up	1672	8 feet
Crianlarich	Down Main	1510	8 feet (21)

* BETWEEN GARELOCHHEAD AND FORT WILLIAM - The distant signals shown below
 * have been replaced by reflectorised distant boards :-

Location	Direction	Distance from Token Station (in yards)	Approximate Height from Centre of Board to Rail Level
Tulloch	Down	1960	8 feet
Tulloch	Up	818	8 feet
Spean Bridge	Down	1451	8 feet
Spean Bridge	Up	1922	8 feet
Rannoch	Down	975	8 feet
Rannoch	Up	1482	8 feet
Corroul	Down	1300	8 feet
Corroul	Up	925	8 feet
Crianlarich	Up main	913	8 feet
Tyndrum Upper	Down	657	8 feet
Tyndrum Upper	Up	2073	8 feet
Bridge of Orchy	Down	1842	8 feet
Bridge of Orchy	Up	1990	8 feet (20)

* BETWEEN CRIANLARICH AND OBAN - The distant signals shown below have been
 * replaced by reflectorised distant boards :-

Location	Direction	Distance from Token Station (in yards)	Approximate Height from Centre of Board to Rail Level
Crianlarich	Up Branch	2119	8 feet
Dalmally	Down	2424	8 feet
Dalmally	Up	1257	8 feet
Taynuilt	Down	1824	8 feet
Taynuilt	Up	2498	8 feet (20)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

* BETWEEN MALLAIG JN AND MALLAIG - The distant signals shown below have
 * been replaced by reflectorised distant boards :-

Location	Direction	Distance from Token Station (in yards)	Approximate Height from Centre of Board to Rail Level
Glenfinnan	Down	563	8 feet
Glenfinnan	Up	1309	8 feet
Mallaig	Down	-	8 feet
Canal Bridge	Down	1296	8 feet
Canal Bridge	Up	1403	8 feet
Annat	Down	782	8 feet
Annat	Up	1567	8 feet (20)

BETWEEN TAYBRIDGE SOUTH AND BROUGHT FERRY - The new permanent speed restrictions associated with the rationalisation and resignalling work are operational. (See Section D of this notice) (22)

BETWEEN LONGFORGAN AND DUNDEE CENTRAL JN - The new permanent speed restrictions associated with the rationalisation and resignalling work are operational. (See Section D of this notice). (22)

BETWEEN DINGWALL AND CARVE - The level crossing gates at Dingwall No.2 together with the existing Up home and Up distant signals have been removed.

An automatic open crossing locally monitored (AOCL) as described in section 7 of the General Appendix has been installed and incorporates the following:-

	Distance from crossing	
	Down direction	Up direction
Advance warning board	At Dingwall Crossing box home signal	1050 yards
10mph speed restriction board	117 yards	117 yards
Driver's white light	5 yards	5 yards


AWS equipment has been provided at the Up direction Advanced Warning Board.

As trains approach, the crossing is automatically illuminated (night and day).

A new Up direction colour light signal, capable of displaying a red, yellow or green aspect has been provided on the left of drivers red aspect 11 feet above rail level 152 yards in advance of Dingwall Crossing box.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN DINGWALL AND GARVE (continued)

A  sign has been provided.

This signal acts as the home signal for Dingwall Crossing box and the Up branch distant signal for Dingwall North box.

A new Up colour light signal capable of displaying a yellow or green aspect yellow aspect 11 feet above rail level, has been provided 452 yards in advance of Dingwall Crossing box.

AWS track equipment has not been provided. (21)

BETWEEN DINGWALL AND KYLE OF LOCHALSH - All existing AWS cancelling indicators have been removed. (21)

KYLE OF LOCHALSH - The existing two lever ground frame controlling the connection Up and Down line to Down siding has been replaced by a new three lever ground frame.

The Down siding has been redesignated Down platform and is available to passenger traffic. (22)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - continued

SECTION 4LOCAL INSTRUCTIONSINDEX

	A	Page
<u>Page(i) - Delete:-</u>		
Annbank		39
Ayr No.1		30
Ayr No.2		30
<u>Add:-</u>		
Ayr Townhead		30
		(12/5/85)

B

<u>Delete:-</u>		
Blackhouse Jn		39
<u>Page (v) - Amend:-</u> Mauchline entry to read:-		
	M	
Mauchline		24

Page 3Add :-CARLISLE YARD

Down arrival line - When a train arrives at the "Stop - Telephone" board on the Down arrival line, the guard must immediately contact the Chargeman at the Amenity Block who will instruct him in which of the Down recessing sidings the train is to be placed. The guard must then set the hand points for the necessary siding concerned and check that there is room for the whole of his train to be accommodated on that siding.

Down departure line - When a train arrives at the "Stop - Telephone" board on the Down departure line, the driver must telephone Carlisle box to obtain permission to proceed to signal CE 506. Upon arrival at signal CE 506, the guard must, provided he is satisfied that the train is complete, operate one of the 'Train arrived complete' plungers. If the telephone at the "Stop - Telephone" board has failed, the driver must wait 15 minutes and then proceed cautiously as far as the line is clear towards signal CE 506. Upon arrival at signal CE 506 he must report the telephone failure.

Up arrival line - When a train arrives at signal UD 1 the guard must, provided he is satisfied that the train is complete, operate one of the 'Train arrived complete' plungers. The person in charge at the Up Departure cabin must be advised by telephone the description of the train and he will then state to which line the train is to proceed and set the points which will clear the signal.

C&W and 'B' Group Sidings - Only one movement is allowed to be in the C&W and 'B' Group sidings at a time. (3/2/85)

Page 10GLASGOW CENTRALHydraulic buffers :-Amend first sentence to read :-

The hydraulic buffers in Nos.1, 2 and 4 to 13 platform lines must not be compressed in the ordinary course of working. (6/4/85)

Add :-

Friction buffer stops :- Drivers of trains and persons in charge of shunting movements working into No.3 platform, must not allow their trains to come into contact with these buffers in the ordinary course of working.

In the event of the train coming into contact with the friction buffer stops the Station Supervisor must be informed and he must immediately arrange with the ACE to have the buffers reset. (6/4/85)

Page 19NEWTON WEST JN TO REDPATH GF (GOODS LINE)Amend instruction under this heading to read :-

Train Working - Redpath ground frame is secured by padlock and the key kept by the Leading Railman or Person in Charge at Newton Station between the hours of 06 00 and 16 00.

The guard or shunter in charge of a train requiring to work the ground frame must obtain the padlock key from the Leading Railman or Person in Charge and when the work at the ground frame is completed, restore and secure the ground frame and thereafter return the key to the Leading Railman or Person in Charge at Newton Station.

Trains from Redpath ground frame must not be propelled. (2/2/85)

Page 24Add :-MAUCHLINE

Nos.1 and 2 Sidings - The stabling of vehicles or locomotives in the sidings and associated headshunt is prohibited. (30/3/85)

KNOCKSHINNOCH NCB DISPOSAL POINT

Page 25

Add :-

Layout and Signalling Arrangements.

Two lines are provided. One designated Bunker line, affording access to a loading bunker, the other designated Rounding line.

A headshunt is provided at the southern extremity of the layout.

The Rounding line is connected to the Bunker line by means of hand points, those at the headshunt end being of the spring type normally set for the Bunker line. The points at the approach to the Bunker, facing to an incoming train, should normally be left set towards the Bunker line Single-sided MGR signals, which normally display no aspect, will be illuminated by the bunker operating personnel. The shunting movement required is indicated by the appropriate three lamp aspect being displayed and these, together with application, are as follows :-

<u>Aspect</u>	<u>Application</u>
Red - white - red (horizontal)	Stop immediately
White - white - white (vertical)	Proceed at low speed
White - white - white (flashing diagonal)	Set back at low speed

Signals Nos.1-5 control incoming i.e. loading movements.

Signals Nos.6-9 control the outgoing movement.

A ground mounted position light signal normally unlit (No.10) controlling entry to the bunker, is located at the ingoing facing points.

Mechanism over which wagons will be weighed is provided in the Bunker line between the position light entry signal and the loading bunker.

Working Arrangements

1. When a train for the Disposal Point has arrived at the Stop board at Connel Park level crossing, the Guard must telephone the NCB Rail Weight Control Operator and request permission to enter the Disposal Point. On receiving permission to proceed, the Guard must open the level crossing gates.

Working Arrangements - continued

2. The Driver, on receipt of the proceed Signal from the Guard, must move the train forward at 3mph into the Disposal Point, past No.10 signal and bring his train to a stand at the notice board worded 'STOP, ENGAGE SLOW SPEED CONTROL' located at the approach to the Rail Weight Sensors. The guard must close the level crossing gates when the last wagon has passed clear of the level crossing into the Disposal Point. When the driver receives the appropriate aspect to draw forward, the train must be moved to the loading position at $\frac{1}{2}$ mph.
3. The Driver must ensure that the barriers at the level crossing at the loading bunker are across the road before proceeding over the crossing.
4. When loading operations are to commence, the MGR signals will be illuminated by the bunker operating personnel who will thereafter control the signals according to the movement required.
5. The leading 4 wagons are loaded in a stationary position while the remaining wagons are loaded on the move at $\frac{1}{2}$ mph. When the last wagon has been loaded, the train will be stopped and then set-back at $\frac{1}{2}$ mph and stopped in a position where the rear wagon will be at the Bank Jn end of the bunker.
6. If, during loading it is necessary for the train to be set-back, the necessary aspects will be displayed. On no account must the locomotive(s) be allowed to re-enter the bunker.
7. The guard must then reverse the hand points at the Bank Jn end of the bunker for a movements from the Rounding line and apply scotches to the wheels of the rear vehicle. He must then proceed along the train, examine the wagon discharge doors and apply half of the wagon hand brakes on the train. The locomotive(s) must be uncoupled by the guard who must instruct the driver to move into the headshunt.
8. On receiving instructions from the guard, the driver must move the locomotive(s) to the headshunt and proceed at 3mph along the Rounding line, bringing the locomotive(s) to a stand on the Bank Jn side of signal No.10. The facing points lever at the headshunt end of the Rounding line must be held over by the guard before allowing the locomotive(s) to proceed from the headshunt to the Rounding line.
9. When the locomotive(s) is at a stand at signal No.10, the guard must set the hand points at the departure end of the bunker line to give access to the bunker.
10. When signal No.10 displays a proceed aspect, the locomotive(s) must proceed to the end of the train and be recoupled by the guard.
11. The guard must then remove the scotches and proceed along the train, releasing the wagon handbrakes and an air brake continuity test must be carried out. The bunker operator must be advised by telephone when this has been completed.

Working Arrangements - continued

12. After the guard has advised the bunker operator that it is safe to move the train, the driver must set-back the train, under the control of the MGR signals, towards the headshunt, at $1\frac{1}{2}$ mph, coming to a stand when the appropriate aspect is displayed.
13. The driver, on receiving a proceed aspect, must move the train towards Connel Park level crossing at a speed not exceeding 3mph and stop short of the gates. If it is necessary to set back the train during this movement, the appropriate aspects will be displayed.

The guard must open the gates and the driver must move the train forward at a speed not exceeding 3mph to stop at the 'Clear of level crossing' marker.

14. The guard must then close the level crossing gates and phone the Rail Weight Unit Operator to confirm that the train is clear of the Disposal Point and obtain confirmation that weighing has been successfully completed before rejoining the train. (Amended 27/4/85)

Pages 28 and 29

Delete:-BETWEEN ELDERSLIE NO.1 AND ELDERSLIE NO.2 and relative information and

Add:-

ELDERSLIE NO.1

Rounding line - The stabling of vehicles in the Rounding line is prohibited. Vehicles capable of movement under their own power must not be left unattended in the Rounding line. (10/3/85)

Page 29

BARASSIE

Add as first paragraph:-

Electrification Depot:- The person in charge will be advised by the signalman of the approach of a train for the depot in sufficient time for the depot gates to be opened and the hand points set. (17/2/85)

Page 29BETWEEN TROON AND PRESTWICKAmend instruction under this heading to read:-

Prestwick Airport - Trip wires at approach to runway - A trip wire commencing approximately 370 yards after passing Up line signal PA314 and extending for a distance of 830 yards beyond that signal is provided on each side of the railway 18 feet above rail level and running parallel with the Up and Down lines.

In the event of either of these trip wires being broken it will cause Down line signal B291 and Up line signal PA314 to be placed or maintained at danger. (7/4/85)

Pages 29 and 30

Delete:- BETWEEN NEWTON JN AND FALKLAND JN and relative instructions. (7/4/85)

Page 30AYR DIESEL DEPOTAmend instruction under this heading to read:-

Securing of Vehicles - Vehicles must not be left on the leg of the Depot triangle adjacent to the Killoch branch line unless they have been secured and scotched. (30/3/85)

Page 30AYRSingle DMU Power CarsAmend reference to Ayr No.2 to read:- Ayr TownheadWorking of Coaching Stock Vehicles without a brake vanDelete heading and relative information. (12/5/85)Page 30

Delete:- BETWEEN AYR NO.1 AND AYR NO.2 and relative information. (12/5/85)

Page 30Add:-AYR TOWNHEAD

Washing Plant - a movement through the washing plant, from the Ayr station end of the Washing Plant Road, must proceed to the washing plant shunt spur and must not be withdrawn at the station end.

Washing Plant Shunt Spur - vehicles must not be stabled in the washing plant shunt spur. A movement from the Carriage Sidings or Bypass Loop must only be permitted to occupy the washing plant shunt spur in an emergency. (12/5/85)

Page 39

AYR HARBOUR

West storage sidings between Ayr Harbour and Falkland Jn

Amend:- reference to Falkland Jn to read:- Falkland.

(7/4/85)

Page 39

Delete:- NEWTON JN TO MAUCHLINE and relative information.

(30/3/85)

Page 41

LARBERT

Delete - instructions under this heading and
Add:-

Larbert North - Down Yard and goods loop line - Drivers entering the yard or Down goods loop line at Larbert North must stop clear of all crossings at the northmost end of the yard or loop line.

In the event of the rear part of the train not being clear of the crossing at the South end of the yard or loop line, it is the duty of the guard to protect the train.

(This supersedes the entry published on page 58 of WON 11). (4/3/85)

Page 47

EDINBURGH WAVERLEY

Friction buffer stops -

Amend first paragraph to read:-

Drivers of trains, and persons in charge of shunting movements, working into Nos.14, 15, 16 and 17 platforms must not allow their trains to come into contact with these buffers in the ordinary course of working. (6/4/85)

Page 48

EDINBURGH WAVERLEY

Add :-

Propelling movements from station area towards Princes Street Gardens - Drivers and guards or shunters must not commence a propelling movement from platforms 12 to 18 inclusive until they are advised where it must be brought to a stand and also the subsequent move. (11/2/85)

Pages 49 and 50

CADDER WEST AND EAST ENDS

Delete :- Bishopbriggs Oil Terminal and relative instructions.

Add :-

BISHOPBRIGGS OIL TERMINAL

Incoming Trains

A reflectorised marker post is provided on left of drivers in the Up goods line 1150 feet from signal C 95A and a stop board provided in the cress of the connecting line 1175 feet from the buffer stop of No.1 siding.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPages 49 and 50 - Add - continuedIncoming Trains - continued

The marker post and stop board are to guide trainmen in stopping trains based upon 32 x 45 tonne tanks or 16 x 102 tonne tanks. All trains being propelled into the terminal must be brought to a stand with the locomotive cab, which is nearest the tank wagons, opposite the stop board.

After bringing the train to a stand at the stop board no further propelling movement must be made into the siding (with the exception of easing couplings) and so on no account should an attempt be made to place the leading vehicles into their ultimate discharge position on the initial propelling movement into the Oil Terminal Sidings.

The clearing of signal C 95A for a train to proceed into the terminal will indicate to the guard that all working has ceased and the relative hand points are properly set. The Rule Book, Section J, clause 3.10 is modified accordingly.

When a train requires to enter the terminal, the firm's gatekeeper will ensure that the sidings to be occupied are clear, the hand points are in the correct position for the arrival of the train, the stop blocks have been removed and the terminal gates are open to rail traffic.

In emergency, the firm's gatekeeper will operate a switch to replace signal C 95A to danger and should this signal be replaced to danger a driver must immediately bring his train to a stand.

Trains conveying oil tanks will normally consist of either :-

- a) 32 x 45t tanks;
- b) 16 x 102t tanks;

or c) a combination of the above

Discharge facilities are provided in all 4 sidings to handle a maximum of 16 x 45t or 8 x 102t tanks.

Trains will be split when necessary into 2 portions between two of the four sidings and the combination of sidings occupied must be restricted to No.1 with No.2 and No.3 with No.4. A train which is to be split between two sidings must be brought to a stand when the leading portion of 16 x 45t or 8 x 102t tanks in the propelling movement passes clear of the connection between the two sidings concerned. The leading portion must then be detached and the remaining portion thereafter must be propelled to the other siding concerned, clear of the connection between the two sidings, and detached.

The locomotive(s) must then be attached to a barrier wagon standing in one of the remaining sidings. When this has been done, the locomotive(s) with barrier vehicle attached, must be returned of the siding into which the first portion of the train has been detached and these vehicles must then be correctly positioned in that siding. The other portion of the train must then be correctly positioned in its siding in a similar manner.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPages 49 and 50 - Add - continuedOutgoing Trains

A barrier wagon standing within the Terminal, must be attached to the locomotive(s).

The first portion of discharged tank wagons must be drawn forward and detached short of the connection with the adjacent siding. The other portion must then be drawn forward and detached in the same manner. When this has been done, the barrier wagon must be detached and left in one of the other two sidings and the two portions of the outgoing train combined ready for departure.

Trainmen of departing trains must communicate with the signalman at Cowlairs signal box by the telephone provided at signal C 84. (11/3/85)

Page 51

BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)

ASCENDING

Amend instructions under the tabular column to read :-

The following trains must be assisted from Queen Street (High level)

- (i) All trains carrying loads in excess of the unassisted load;
- (ii) Trains carrying ETHEL at the trailing end;
- (iii) Trains requiring to be turned via Cowlairs triangle.

The following trains may be assisted in rear from Queen Street (High Level)

- (i) Trains to the Eastfield passenger loop for the purpose of uncoupling the leading locomotive before proceeding towards Springburn station.

Assistance in accordance with Table 'J' is not permitted in any other circumstances. For the purposes of uncoupling the locomotive assisting in rear, the train must be brought to a stand at either signal C41, the Down Passenger loop at Cowlairs West Jn or the Passenger loop at Cowlairs East Jn. For the purpose of uncoupling the leading locomotive of a train being turned via Cowlairs triangle the train must be brought to a stand at signal C52. In the case of the trains carrying ETHEL at the trailing end, ETHEL must be uncoupled together with the assisting locomotive.

When trains are assisted in front, the train must be brought to a stand at signal C41 for the leading locomotive to be uncoupled. (16/3/85)

(This supersedes the entry published on Page 59 of WON 11)

Page 53

QUEEN STREET (HIGH LEVEL)

Friction buffer stops -
Amend first paragraph to read:-

Drivers of trains and persons in charge of shunting movements, working into Nos.2, 3, 4 and 5 platforms must not allow their trains to come into contact with these buffers in the ordinary course of working. (6/4/85)

Pages 57 and 58

Delete:- LIVINGSTON MOD SDG instructions.

(Amended 13/4/85)

Page 57

Add:-

Between Bathgate Yard and Newbridge Jn - During single line working over the down line, Up direction trains must observe the aspects displayed by signals EN576R EN576 and EN574 a handsignalman will, in addition, be provided at signal EN576 and drivers must work to his instructions.

(13/4/85)

Page 80

TAY BRIDGE

Delete :- Telecommunications cable casing and relative instructions.

(31/3/85)

Add :-

Between Tay Bridge South and Dundee Central Jn - During single line working over the Up line, Down direction trains must observe the aspect displayed by signal D719R in addition to the signals shown in the Rule Book, Section N, clause 9.5.

(13/4/85)

Page 81

DUNDEE TAY BRIDGE

Add :-

East Reception line - The stabling of vehicles in the head shunt of the East reception line beyond the connection with the loco release line is prohibited. Vehicles capable of movement under their own power must not be left unattended in the head shunt.

Dundee Tay Bridge Station

Amend second paragraph to read :-

Authority is given to propel empty DMU trains from the Down through or Down platform lines at the East end of the station to the Down Main line for shunting movements which come to a stand on the Camperdown side of signal D758 before proceeding to the Down through or Down platform lines and from the Up through or Up platform lines to the Up main line for shunting movements which come to a stand on the Camperdown side of signal D762 before proceeding to the Up through or Up platform lines. (Amended 6/4/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPage 81 - Dundee Tay Bridge Station - continuedAdd :-

Trains leaving station platforms - The person in charge must not authorise the guard of a passenger train to start from a platform until the platform starting signal has been cleared.

On through platform lines, after a train has come to a stand no further movement must be made towards the signal ahead until it has been cleared or the permission of the signaller has been obtained. A light locomotive having been detached may, however, go forward in the same direction as that which it entered the platform line to the signal ahead.

Delete :- The Rule Book, Section C, clauses 4.2 and 4.3 and relative instructions. (31/3/85)

Page 94Delete:-Newtonmore and relative instruction.

(14/4/85)

Page 99Add:-BETWEEN INVERGORDON AND TAIN AND TAIN ARDGAY

Referring to Section S of the Rule Book, clause 3.2.2 Protection of the Trolley by possession of the token is not permitted on this line.

The General Appendix instructions "Single Lines Worked by Electric Token - Instructions to Trainmen" apply subject to the following modifications:-

- 2.3 After receiving the token the Driver must not proceed until he has received verbal permission from the Signaller. He must keep the token under his own charge, except as laid down in clauses 6 and 11 until he reaches the end of the Section, when he must give it up to the Signaller or other duly authorised person, except as provided in clause 7.
- 3.1 The Signaller, except where some other person is specially appointed to the duty, is the sole person authorised to receive a token from and deliver one to the Driver or Drivers Assistant.

Tokens must only be exchanged between the Signaller and the Driver when a train comes to a stand at the stop board. The Driver, while the token is in his charge, must see that it is placed in a safe position.

4. Warning Arrangement

When a train is allowed to go forward from Tain under the Warning Arrangement the Signaller will when authorising the driver to proceed, verbally instruct him that the section is clear to the next home signal only.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued
Page 99 - Add - continued

4. Warning Arrangement - continued
 Trains from Invergordon and Ardgay are not allowed to go forward to Tain under the Warning Arrangement.

5. Engineer's train, Freight train or Officer's Special requiring to stop in Section
 Reference to the line being clear to the home signal at Tain does not apply.

6. Section obstructed by Accident or by Disabled Train
 Should a train fail within the crossing loop at Tain and require assistance from the rear, it will not be necessary to comply with the provisions of clause 6.2.2.

8. Obstructing Single Line for shunting purposes
 A Driver must not in any circumstances foul the single line for shunting purposes at Tain unless he has received the authority of the Signalman to do so and is in possession of a signed shunt authority card (sample below) for the section concerned.

A shunt authority card is authority to proceed only as far as the "Station Limits - Loop Clear" marker post. Under no circumstances must a shunt pass this post.

Immediately the shunting movement has been completed and the train has returned clear of the single line, the shunt authority card must be returned to the Signalman.

No. (SPECIMEN)	BRITISH RAILWAYS (Scottish Region)
TAIN SIGNAL BOX	
TIME.....	DATE.....
SHUNTING ONTO SINGLE LINE	
TO THE DRIVER OF.....TRAIN	
YOU ARE AUTHORISED TO PROCEED ONTO THE SINGLE LINE TOWARDS ARDGAY FOR SHUNTING PURPOSES	
SIGNATURE.....	SIGNALMAN

Working at token exchange points

References throughout the Rules and Regulations to distant signals must by taken as meaning distant boards and instructions concerned observed as far as can be applied.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued
Page 99 - Add - continued

Working at token exchange points - continued

References to stop/section signals throughout the Rules and Regulations must be taken as meaning stop boards and instructions concerned observed as far as can be applied.

Throughout the Rules reference to a signal being maintained at danger must be taken as meaning permission must NOT be given for a train to proceed.

On passing the distant board the driver must regulate the speed of his train in order to be able to stop at the 'points set' indicator, if necessary. Illumination of the light in this sign, means the points are set correctly.

Should any train be brought to a stand owing to the 'points set' light indicator not being illuminated, the provisions of the Rule Book, Section K, clause 3.1 must be complied with. (24/2/85)

Page 101

KYLE OF LOCHALSH

Delete: instruction under this heading (5/5/85)

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MISCELLANEOUS INSTRUCTIONS

WORKING OF FREIGHTLINER TRAINS

Amend clause (iv) under this heading to read as follows :-

- (iv) The General Appendix, Section 16, clause 3.5.2 is amended in respect of Freightliner trains as follows :-

Should it become necessary to isolate the brakes on a Freightliner vehicle the vehicle concerned may be allowed to make one loaded journey to enable it to be worked to a repair point. Should it not be possible to reach a repair point in this single movement then a second movement is permissible on a service train but in this instance the wagon must not be loaded with containers. If these arrangements cannot be applied then no further movement is permitted on a service train, alternative arrangements must be made to move the vehicle by special service to a repair point.

This supersedes clause (iv) published on Page 33 of Periodical Operating Notice No. 15D. (11/5/85)



No. 21

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 18 MAY

to

FRIDAY 24 MAY 1985

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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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


MILLERHILL - Signal M.188 situated on the Up Main line and applying through facing crossover towards signal P.603 has been repositioned 15 yards nearer Millerhill Yard, application unaltered. (23)

DETAILS OF WORK REFERRED TO IN SECTION B


SUNDAY 19 MAY - BETWEEN POLMAISE AND PLEAN JN - The Down Polmaise distant signal will be renewed on a right hand bracket post, 862 yards farther from the box on the left of drivers, yellow aspect 16 feet above rail level.

The AWS track equipment will be repositioned accordingly.

The Bannockburn Up IB home and Plean Jn Up distant signal will be removed and replaced by a new colour light signal 2228 yards on the Plean Jn side of Polmaise box capable of displaying a red, yellow or green aspect, red aspect 11 feet above rail level and will act as Bannockburn UP IB signal and Plean Jn's Up distant.

A  sign and AWS track equipment will be provided.

The Polmaise Up home signal and the Bannockburn Up IB distant signal will be removed and replaced by a new colour light signal 137 yards on the Plean Jn side of Polmaise box capable of displaying a red, yellow or green aspect, red aspect 11 feet above rail level and will act as the Polmaise Up home and Bannockburn Up IB distant signal.

A  sign and AWS track equipment will be provided. (24)

SUNDAY 19 MAY - BETWEEN LONGFORGAN AND DUNDEE CENTRAL JN - The altered Permanent Way and signalling arrangements described herein will be brought into use.

Buckingham Jn box will close as a block post and Dundee Signalling Centre will control the area formerly controlled by this box.

The West reception line and the RCE siding will be brought into use.

The Track Circuit Block Regulations will apply throughout the area controlled by Dundee Signalling Centre and on the lines to and from Longforgan box.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 19 MAY - BETWEEN LONGFORGAN AND DUNDEE CENTRAL JN - continued

The description of the application of all new signals is as follows :-

Signals prefixed by the letter D are controlled from Dundee Signalling Centre. The application of all running signal with the exception of those detailed below is to the next running signal capable of displaying a red aspect.

Signal	Aspect	Route Indication where provided	Application To or towards
D699	Main	D	Down through line
	Position light	D	Down through line
	Main	4	Platform 4
	Position light	4	Platform 4
	Main	3	Platform 3
	Position light	3	Platform 3
	Main	2	Platform 2
	Position light	2	Platform 2
	Main	1	Platform 1
	Position light	1	Platform 1
	Position light	S	Loco/DMU Sdgs
	Position light	L	East Reception line
D722	Main	F	D718
	Position light	F	D718
	Main	W	D698
	Position light	W	D698
	Position light	C	RCE Siding
	Position light	R	West Reception line
D724	Main	F	D718
	Position light	F	D718
	Main	W	D698
	Position light	W	D698
	Position light	C	RCE Siding
	Position light	R	West Reception line
D726	Main	F	D718
	Position light	F	D718
	Main	W	D698
	Position light	W	D698
	Position light	C	RCE Siding
	Position light	R	West Reception line
D728	Main	F	D718
	Position light	F	D718
	Main	W	D698
	Position light	W	D698
	Position light	C	RCE Siding
	Position light	R	West Reception line


SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued


DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 19 MAY - BETWEEN LONGFORGAN AND DUNDEE CENTRAL JN - continued

Signal	Aspect	Route Indication where provided	Application To or towards
D730	Main	F	D718
	Position light	F	D718
	Main	W	D698
	Position light	W	D698
	Position light	C	RCE Siding
	Position light	R	West Reception line
D927	Position light	-	Yard
	Position light	-	D935
D935	Position light	C	Carriage Sdgs
	Position light	S	Loco/DMU Sdgs
	Position light	L	East Reception line
	Position light	D	Down through line
	Position light	4	Platform 4
	Position light	3	Platform 3
	Position light	2	Platform 2
	Position light	1	Platform 1
D938	Position light	F	D718
	Position light	C	RCE Siding
	Position light	W	D698
	Position light	R	West Reception line
D942	Position light	F	D718
	Position light	C	RCE Siding
	Position light	W	D698
	Position light	R	West Reception line

AWS track equipment will be provided throughout the area in accordance with standard arrangements.

 signs will be provided.

 signs will be provided in accordance with Regional practice. (24)

SUNDAY 19 MAY - ELGIN - The Up Home 2 signal will be renewed 2 yards farther from the box, red aspect 14 feet above rail level.

The facing connection Up Main to Up sidings will be secured out of use pending removal together with associated signals. (24)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 19 MAY - BETWEEN GOLSPIE AND BRORA - A new passenger station will be opened at 86ml5ch and named Dunrobin with a single platform on the Up side. (See Section D of this notice). (24)

SUNDAY 19 MAY - BRORA - The North and South boxes will be closed, and all existing signals will be removed.

The points at the connection single line to loop line at the North and South ends will be converted to train operated.

Up trains will run on the Up line.

Down trains will run on the Down line.

The Down loop line to RCE siding will be controlled by a three lever ground frame, released by Annett's Key, which will be retained by the signalman.

The ground frame controlled crossover and trailing connection Down loop line to siding will be removed.

The existing reflectorised distant boards and associated AWS will be retained.

The Additional notice boards will be provided, on the left of drivers for the direction to which they apply, and positioned as follows :-

Yellow "proceed" light with Reflectorised "Points Set" sign

Up direction - 50 yards from facing connection to the Up loop.

Down direction - 50 yards from facing connection to the Down loop.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed"

Up direction - 90 yards before trailing connection to single line

Down direction - 50 yards before trailing connection to single line

RCE Siding - approaching the exit from the siding

Reflectorised "Station Limits - Loop Clear" boards

Both directions - 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on page C11. (24)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CARSTAIRS EAST JN AND AUCHENGRAY LC - The permanent speed restrictions of 70mph on the Down line between 78m54ch and 79m35ch and 70mph on the Up line between 80m14ch and 79m73ch no longer apply. (See Section D of this notice). (23)

BETWEEN AUCHENGRAY LC AND MIDCALDER JN - A new permanent speed restriction of 80mph on the Down line between 84m20ch and 86m29ch has become operational. (See Section D of this notice). (23)

BETWEEN KILMARNOCK AND ST.MARNOCKS GF - A new permanent speed restriction of 60mph on the Single line in both directions over curves, 0m30ch and 2¼mp has become operational. (See Section D of this notice). (23)

BETWEEN ST.MARNOCKS GF AND GATEHEAD LC - A new permanent speed restriction of 50 mph on the Single line in both directions between 2¼mp and 2½mp has become operational. (See Section D of this notice). (23)

GATEHEAD LC - A new permanent speed restriction of 40mph on the Single line in both directions between 2½mp and 3mp has become operational. (See Section D of this notice). (23)

BETWEEN GATEHEAD LC AND SHEWALTON MOSS GF - The undernoted two new permanent speed restrictions have become operational on the Single line in both directions:-

50mph between 3mp and 3m25ch
65mph between 3m25ch and 4m68ch

(See Section D of this notice). (23)

BETWEEN SHEWALTON MOSS GF AND BARASSIE - A new permanent speed restriction of 70mph on the Single line in both directions between 7mp and 7m40ch has become operational. (See Section D of this notice). (23)

LOCHSIDE - The station has been renamed Lochwinnoch. (23)

GLENGARNOCK - The trailing connection from the Up Yard to the Up Main has been removed.

The ground disc signal on the Up main applying towards the Up Yard has been removed.

The exit signals for the Iron Works sidings and the Up Goods Yard have been removed and replaced by a single miniature arm signal 39 yards on the Beith North side of Glengarnock box on the left of drivers and applies to the Up siding.

The Up siding previously secured out of use together with the facing connection from the Up main to the Up siding has been brought back into use.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

The ground disc signals on the Up siding have been renewed 48 yards nearer Glengarnock box and apply as before.

The ground disc signals on the Up and Down main lines leading to the Up siding have been brought back into use.

The yard connection to the Up goods yard has been removed.


The yard connection to the Iron Works and Young's sidings has been renewed. (23)


AYR RESIGNALLING - Stage 2 of the work described and illustrated in the special notice entitled Ayr Resignalling, dated April, 1985, has been introduced. (23)

BETWEEN BARRHILL AND DUNRAGIT - The permanent speed restriction of 40mph on the Single line, in both directions between 28mp and 29m6lch no longer applies. (See Section D of this notice). (22)

BETWEEN STIRLING NORTH AND DUNBLANE - A new passenger station has been opened at 121m10ch and named Bridge of Allan, platforms on both lines. (See Section D of this notice). (23)

EDINBURGH WAVERLEY STATION - The scissors crossover facing to Down direction movements from the South loop to the South platform line, previously laid in and secured out of use, has been brought into operation.

A new Down direction position light signal E819, associated with the South platform line, has been provided on the gantry carrying position light signal E823 on left of drivers and applies towards No.11 platform signal E469. A telephone with  sign has been provided.

A new Up direction position light signal E818, associated with the South loop, has been provided on the gantry carrying position light signal E824 on left of drivers and applies towards South loop signal E440. A telephone with  sign has been provided.

The 1-way stencil route indicators associated with No.11 platform line signal E456 and South loop signal E453 have been removed and new 2-way theatre route indicators provided above each signal.

The applications of all running signals at the scissors crossovers is as follows :-

Signal	Aspect	Route Indication	Application To or towards
<u>South loop (Down direction)</u>			
E453	Main	L	E467
	Main	11	E469
	Position light	L	South loop
	Position light	11	Platform 11
	Position light	-	E823 or E819

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

EDINBURGH WAVERLEY STATION - continued

Signal	Aspect	Route Indication	Application To or towards
<u>South loop (Up direction)</u>			
E454	Main	10	E432
	Main	L	E440
	Position light	10	Platform 10
	Position light	L	South loop
	Position light	-	E824 or E818
<u>South Platform line (Down direction)</u>			
E455	Main	L	E467
	Main	11	E469
	Position light	L	South loop
	Position light	11	Platform 11
	Position light	-	E823 or E819
<u>South Platform line (Up direction)</u>			
E456	Main	10	E432
	Main	L	E440
	Position light	10	Platform 10
	Position light	L	South loop
	Position light	-	E824 or E818 (22)

BETWEEN HAYMARKET WEST JN AND DALMENY JN - a new passenger station has been opened at 4m45ch and named South Gyle, platforms on both lines (See Section D of this notice). (22)

BETWEEN HAYMARKET WEST JN AND DALMENY JN - The undernoted three new permanent speed restrictions have become operational.

- (i) 75mph on the Up and Down lines between 2m41ch and 3m69ch.
(for all trains including High Speed Trains).
- (ii) 75mph on the Down line between 4m75ch and 5m31ch.
(for all trains including High Speed Trains).
- (iii) 75mph on the Up and Down lines between 7m23ch and 7m65ch
(for all trains except High Speed Trains).

(See Section D of this notice) (23)

BETWEEN TAYBRIDGE SOUTH AND BROUGHT FERRY - The new permanent speed restrictions associated with the rationalisation and resignalling work are operational. (See Section D of this notice) (22)

BETWEEN GOLF ST. HALT AND CARNOUSTIE LC - The permanent speed restriction of 75mph on the Down and Up lines between 10m08ch and 10m23ch for High Speed Trains only no longer applies. (See Section D of this notice). (23)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

CARNOUSTIE - A new permanent speed restriction of 90mph on the Up and Down lines over curves, 10m35ch and 11m10ch has become operational. (See Section D of this notice). (23)

BETWEEN ARBROATH LC AND INVERKEILOR - The permanent speed restriction of 65mph on the Down line over curves, 18m51ch and 20mp no longer applies. (See Section D of this notice). (23)

BETWEEN INVERKEILOR AND USAN - The permanent speed restriction of 60mph on the Up and Down lines over curves, 26m57ch and 27m04ch no longer applies. (See Section D of this notice). (23)

BETWEEN USAN AND CRAIGO - A new permanent speed restriction of 65mph in both directions for all trains (including High Speed Trains) over curves, 30m31ch and 203m11ch (total distance 2m75ch) has become operational. (See Section D of this notice). (23)

BETWEEN LAURENCEKIRK AND CARMONT LC - The Permanent speed restriction of 60mph on the Up and Down lines over curves, 217m63ch and 218m50ch no longer applies. (See Section D of this notice). (23)

BETWEEN STONEHAVEN AND ABERDEEN - A new passenger station has been opened at 121m08ch and named Portlethen, platforms on both lines. (See Section D of this notice). (23)

* *

* BETWEEN CRAIGENDORAN AND CRIANLARICH - The distant signals shown below have been replaced by reflectorised distant boards :-


Location	Direction	Distance from Token Station (in yards)	Approximate Height	
			from Centre of Board	to Rail Level
Garelochhead	Down	918	8 feet	
Garelochhead	Up	2576	8 feet	
Glen Douglas	Down	1306	8 feet	
Glen Douglas	Up	1025	8 feet	
Arrochar	Down	1869	8 feet	
Arrochar	Up	1468	8 feet	
Ardlui	Down	2215	8 feet	
Ardlui	Up	1672	8 feet	
Crianlarich	Down Main	1510	8 feet	(21)

BETWEEN DALMALLY AND TAYNUILT - A new passenger station has been opened at 49m48ch and named Loch Awe with a single platform on the Up side. (See Section D of this notice). (22)

BETWEEN ANNAT AND LOCHEILSIDE - A new passenger station has been opened at 4m20ch and named Locheil Outward Bound with a single platform on the Up side (See Section D of this notice). (22)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

LONGFORGAN - The Up home signal has been renewed as a colour light signal capable of displaying a red, yellow or green aspect on the left of drivers 203 yards farther from the box red aspect 12 feet above rail level.

A  sign and AWS track equipment has been provided.

The Up distant signal has been renewed 203 yards farther from the box on the left of drivers yellow aspect 11 feet above rail level. AWS track equipment has been provided. (23)

BETWEEN LONGFORGAN AND DUNDEE CENTRAL JN - The new permanent speed restrictions associated with the rationalisation and resignalling work are operational. (See Section D of this notice). (22)

* *

* BETWEEN DINGWALL AND GARVE - The level crossing gates at Dingwall No.2 together with the existing Up home and Up distant signals have been removed.


An automatic open crossing locally monitored (AOCL) as described in section 7 of the General Appendix has been installed and incorporates the following:-

	<u>Distance from crossing</u>	
	<u>Down direction</u>	<u>Up direction</u>
Advance warning board	At Dingwall Crossing box home signal	1050 yards
10mph speed restriction board	117 yards	117 yards
Driver's white light	5 yards	5 yards

AWS equipment has been provided at the Up direction Advanced Warning Board.

As trains approach, the crossing is automatically illuminated (night and day).

A new Up direction colour light signal, capable of displaying a red, yellow or green aspect has been provided on the left of drivers red aspect 11 feet above rail level 152 yards in advance of Dingwall Crossing box.

A  sign has been provided.

This signal acts as the home signal for Dingwall Crossing box and the Up branch distant signal for Dingwall North box.

A new Up colour light signal capable of displaying a yellow or green aspect yellow aspect 11 feet above rail level, has been provided 452 yards in advance of Dingwall Crossing box.

AWS track equipment has not been provided. (21)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

* *

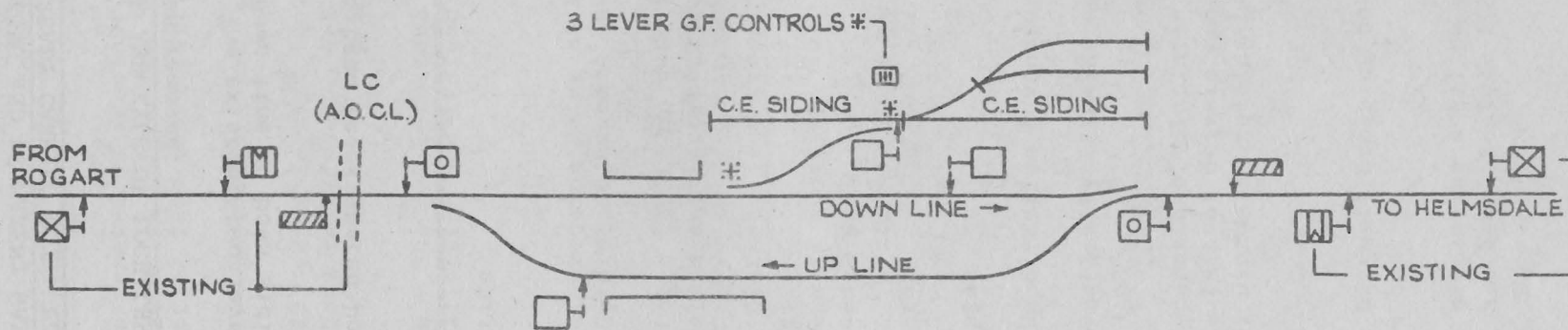
* BETWEEN DINGWALL AND KYLE OF LOCHALSH - All existing AWS cancelling indicators have been removed. (21)

KYLE OF LOCHALSH - The existing two lever ground frame controlling the connection Up and Down line to Down siding has been replaced by a new three lever ground frame.

The Down siding has been redesignated Down platform and is available to passenger traffic. (22)

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BRORA - RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS

⊗ - A.W.S. CANCELLING INDICATOR

▨ - LOOP CLEAR MARKER

⊞ - DISTANT BOARD

≡ - TRAIN OPERATED POINTS

○ - YELLOW LIGHT WITH "POINTS SET" SIGN

⌵ - HAND OPERATED POINTS

□ - NOTICE BOARD WORDED "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED."



MSB

No.23**WEEKLY OPERATING NOTICE**

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 1 JUNE
to
FRIDAY 7 JUNE 1985
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

SECTION CSIGNALLING 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 2 JUNE - LAW JN - A position light signal with associated route indicator showing indication 'X' will be provided below the main aspect of Up main signal M.542.

A new Limit of Shunt will be provided on the left of drivers in the Down passenger loop, 250 yards in rear of Down passenger loop signal M.543.

The application of the new position light signal together with indication 'X' will be towards the new Limit of Shunt. (26)

DETAILS OF WORK ALREADY CARRIED OUT

* * BETWEEN CARSTAIRS EAST JN AND AUCHENGRAY LC - The permanent speed
* restrictions of 70mph on the Down line between 78m54ch and 79m35ch and
70mph on the Up line between 80m14ch and 79m73ch no longer apply. (See
Section D of this notice). (23)

* * BETWEEN AUCHENGRAY LC AND MIDCALDER JN - A new permanent speed
* restriction of 80mph on the Down line between 84m20ch and 86m29ch has
become operational. (See Section D of this notice). (23)

* * BETWEEN KILMARNOCK AND ST.MARNOCKS GF - A new permanent speed
* restriction of 60mph on the Single line in both directions over curves,
0m30ch and 2¼mp has become operational. (See Section D of this notice). (23)

* * BETWEEN ST.MARNOCKS GF AND GATEHEAD LC - A new permanent speed
* restriction of 50 mph on the Single line in both directions between 2¼mp
and 2½mp has become operational. (See Section D of this notice). (23)

* * GATESHEAD LC - A new permanent speed restriction of 40mph on the Single
* line in both directions between 2½mp and 3mp has become operational.
(See Section D of this notice). (23)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN GATESHEAD LC AND SHEWALTON MOSS GF - The undernoted two new
 * permanent speed restrictions have become operational on the Single line
 in both directions:-

50mph between 3mp and 3m25ch
65mph between 3m25ch and 4m68ch

(See Section D of this notice). (23)

* * BETWEEN SHEWALTON MOSS GF AND BARASSIE - A new permanent speed
 * restriction of 70mph on the Single line in both directions between 7mp
 and 7m40ch has become operational. (See Section D of this notice). (23)

* * LOCHSIDE - The station has been renamed Lochwinnoch. (23)
 *

* * GLENGARNOCK - The trailing connection from the Up Yard to the Up Main
 * has been removed.

The ground disc signal on the Up main applying towards the Up Yard has been removed.

The exit signals for the Iron Works sidings and the Up Goods Yard have been removed and replaced by a single miniature arm signal 39 yards on the Beith North side of Glengarnock box on the left of drivers and applies to the Up siding.

The Up siding previously secured out of use together with the facing connection from the Up main to the Up siding has been brought back into use.

The ground disc signals on the Up siding have been renewed 48 yards nearer Glengarnock box and apply as before.

The ground disc signals on the Up and Down main lines leading to the Up siding have been brought back into use.

The yard connection to the Up goods yard has been removed.

The yard connection to the Iron Works and Young's sidings has been renewed. (23)


* * AYR RESIGNALLING - Stage 2 of the work described and illustrated in the
 * special notice entitled Ayr Resignalling, dated April, 1985, has been
 introduced. (23)

BETWEEN POLMAISE AND PLEAN JN - The Down Polmaise distant signal has been renewed on a right hand bracket post, 862 yards farther from the box on the left of drivers, yellow aspect 16 feet above rail level.


The AWS track equipment has been repositioned accordingly.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued
BETWEEN POLMAISE AND PLEAN JN - continued

The Bannockburn Up IB home and Plean Jn Up distant signal have been replaced by a new colour light signal 2228 yards on the Plean Jn side of Polmaise box capable of displaying a red, yellow or green aspect, red aspect 11 feet above rail level and acts as Bannockburn UP IB home signal and Plean Jn's Up distant.

A  sign and AWS track equipment have been provided.

The Polmaise Up home signal and the Bannockburn Up IB distant signal have been replaced by a new colour light signal 137 yards on the Plean Jn side of Polmaise box capable of displaying a red, yellow or green aspect, red aspect 11 feet above rail level and acts as the Polmaise Up home and Bannockburn Up IB distant signal.

A  sign and AWS track equipment have been provided. (24)

* * BETWEEN STIRLING NORTH AND DUNBLANE - A new passenger station has been
 * opened at 121ml0ch and named Bridge of Allan, platforms on both lines.
 (See Section D of this notice). (23)

WESTERTON - The catch points situated in the Up line have been removed. (24)

BETWEEN GLENFINNAN AND MALLAIG - The level crossing gates at Morar have been removed together with the Up and Down distant signals and associated notice boards.

An automatic open crossing locally monitored installation as described in Section 7 of the General Appendix has been provided and incorporate the following:-

	<u>Distance from crossing</u>	
	<u>Down direction</u>	<u>Up direction</u>
Advance warning board	650 yards	750 yards
10mph speed restriction board	117 yards	117 yards

Driver's white light unit has been provided 5 yards on each side of the crossing.

As trains approach the crossing, the crossing becomes illuminated automatically (night and day). (25)

* * MILLERHILL - Signal M.188 situated on the Up Main line and applying
 * through facing crossover towards signal P.603 has been repositioned 15
 yards nearer Millerhill Yard, application unaltered. (23)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN HAYMARKET WEST JN AND DALMENY JN - The undernoted three new
 * permanent speed restrictions have become operational.

- (i) 75mph on the Up and Down lines between 2m41ch and 3m69ch.
 (for all trains including High Speed Trains).
- (ii) 75mph on the Down line between 4m75ch and 5m31ch.
 (for all trains including High Speed Trains).
- (iii) 75mph on the Up and Down lines between 7m23ch and 7m65ch
 (for all trains except High Speed Trains).

(See Section D of this notice) (23)

* * BETWEEN GOLF ST. HALT AND CARNOUSTIE LC - The permanent speed
 * restriction of 75mph on the Down and Up lines between 10m08ch and
10m23ch for High Speed Trains only no longer applies. (See Section D of this
 notice). (23)

* * CARNOUSTIE - A new permanent speed restriction of 90mph on the Up and
 * Down lines over curves, 10m35ch and 11m10ch has become operational.
 (See Section D of this notice). (23)

* * BETWEEN ARBROATH LC AND INVERKEILOR - The permanent speed restriction of
 * 65mph on the Down line over curves, 18m51ch and 20mp no longer applies.
 (See Section D of this notice). (23)


* * BETWEEN INVERKEILOR AND USAN - The permanent speed restriction of 60mph
 * on the Up and Down lines over curves, 26m57ch and 27m04ch no longer
 applies. (See Section D of this notice). (23)

* * BETWEEN USAN AND CRAIGO - A new permanent speed restriction of 65mph in
 * both directions for all trains (including High Speed Trains) over
 curves, 30m31ch and 203m11ch (total distance 2m75ch) has become
 operational. (See Section D of this notice). (23)

* * BETWEEN LAURENCEKIRK AND CARMONT LC - The Permanent speed restriction of
 * 60mph on the Up and Down lines over curves, 217m63ch and 218m50ch no
 longer applies. (See Section D of this notice). (23)

* * BETWEEN STONEHAVEN AND ABERDEEN - A new passenger station has been
 * opened at 232m70ch and named Portlethen, platforms on both lines. (See
 Section D of this notice). (23)

* * LONGFORGAN - The Up home signal has been renewed as a colour light
 * signal capable of displaying a red, yellow or green aspect on the left
 of drivers 203 yards farther from the box red aspect 12 feet above rail
 level.

A  sign and AWS track equipment has been provided.

The Up distant signal has been renewed 203 yards farther from the box on the
 left of drivers yellow aspect 11 feet above rail level. AWS track equipment
 has been provided. (23)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

ELGIN - The Up Home 2 signal has been renewed 2 yards farther from the box, arm 14 feet above rail level.

The facing connection Up Main to Up sidings has been secured out of use pending removal together with associated signals. (24)

BETWEEN GOLSPIE AND BRORA - A new passenger station has been opened at 86m15ch and named Dunrobin with a single platform on the Up side. (See Section D of this notice). (24)

BRORA - The North and South boxes have been closed, and all existing signals removed.

The points at the connection single line to loop line at the North and South ends have been converted to train operated.

Up trains run on the Up line.

Down trains run on the Down line.

The Down loop line to RCE siding is controlled by a three lever ground frame, released by Annett's Key, which is retained by the signalman.

The ground frame controlled crossover and trailing connection Down loop line to siding have been removed.

The existing reflectorised distant boards and associated AWS have been retained.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows :-

Yellow "proceed" light with Reflectorised "Points Set" sign

Up direction - 50 yards from facing connection to the Up loop.
 Down direction - 50 yards from facing connection to the Down loop.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed"

Up direction - 90 yards before trailing connection to single line
 Down direction - 50 yards before trailing connection to single line
 RCE Siding - approaching the exit from the siding

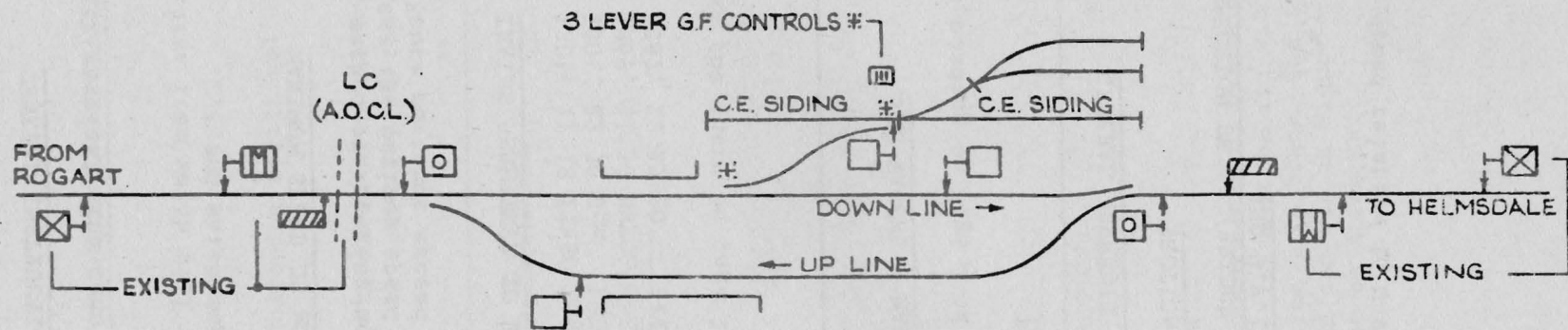
Reflectorised "Station Limits - Loop Clear" boards

Both directions - 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on page C6. (24)

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BRORA - RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS

☒ - A.W.S. CANCELLING INDICATOR

▨ - LOOP CLEAR MARKER

⊞ - DISTANT BOARD

// - TRAIN OPERATED POINTS

○ - YELLOW LIGHT WITH "POINTS SET" SIGN

∨ - HAND OPERATED POINTS

⊞ - NOTICE BOARD WORDED "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED."



m 56

No. 24

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 8 JUNE

to

FRIDAY 14 JUNE 1985

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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

SECTION CSIGNALLING 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 9 JUNE - BETWEEN MONKTONHALL JN AND PORTOBELLO - The 60mph permanent speed restriction between 5m54ch and 5m52ch (for other than H.S.T.s) will be removed. (See Section D of this Notice). (27)

SUNDAY 9 JUNE - INVERGORDON - The North and South boxes will be closed, and all existing signals will be removed.

The points at the connections single line to loop lines at the North and South ends will be converted to train operated.

Up trains will run on the Up line.

Down trains will run on the Down line.

The trailing connection Up loop line to goods yard will be controlled by a 3 lever ground frame, released by Annett's key, which will be retained by the signalman.

The connections Down siding to Down loop line, Up loop line to Down loop line and Up loop line to Up dock platform will be disconnected spiked and padlocked normal pending removal.

The existing reflectorised distant boards and associated AWS will be retained.

Additional notice boards will be provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "proceed" light with reflectorised "Points Set" sign

Up direction - 50 yards from facing connection to the Up loop.

Down direction - 50 yards from facing connection to the Down loop.

Reflectorised sign worded "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED"

Up direction - 90 yards before the loop exit connection.

Down direction - 50 yards before the loop exit connection..

Goods Yard - Approaching the exit from the yard.

Reflectorised "Station Limits - Loop Clear" boards

Both directions - 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on page C4.

(27)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT

LAW JN - A position light signal with associated route indicator showing indication 'X' has been provided below the main aspect of Up main signal M.542.

A new Limit of Shunt has been provided on the left of drivers in the Down passenger loop, 250 yards in rear of Down passenger loop signal M.543.

The application of the new position light signal together with indication 'X' is towards the new Limit of Shunt. (26)

* * BETWEEN POLMAISE AND PLEAN JN - The Down Polmaise distant signal has
* been renewed on a right hand bracket post, 862 yards farther from the box on the left of drivers, yellow aspect 16 feet above rail level.

The AWS track equipment has been repositioned accordingly.

The Bannockburn Up IB home and Plean Jn Up distant signal have been replaced by a new colour light signal 2228 yards on the Plean Jn side of Polmaise box capable of displaying a red, yellow or green aspect, red aspect 11 feet above rail level and acts as Bannockburn UP IB home signal and Plean Jn's Up distant.

A sign and AWS track equipment have been provided.

The Polmaise Up home signal and the Bannockburn Up IB distant signal have been replaced by a new colour light signal 137 yards on the Plean Jn side of Polmaise box capable of displaying a red, yellow or green aspect, red aspect 11 feet above rail level and acts as the Polmaise Up home and Bannockburn Up IB distant signal.

A sign and AWS track equipment have been provided. (24)

* * WESTERTON - The catch points situated in the Up line have been removed.
* (24)

BETWEEN GLENFINNAN AND MALLAIG - The level crossing gates at Morar have been removed together with the Up and Down distant signals and associated notice boards.

An automatic open crossing locally monitored installation as described in Section 7 of the General Appendix has been provided and incorporate the following:-

	<u>Distance from crossing</u>	
	<u>Down direction</u>	<u>Up direction</u>
Advance warning board	650 yards	750 yards
10mph speed restriction board	117 yards	117 yards

Driver's white light unit has been provided 5 yards on each side of the crossing.

As trains approach the crossing, the crossing becomes illuminated automatically (night and day). (25)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

- * * ELGIN - The Up Home 2 signal has been renewed 2 yards farther from the
 * box, arm 14 feet above rail level.

The facing connection Up Main to Up sidings has been secured out of use pending removal together with associated signals. (24)

- * * BETWEEN GOLSPIE AND BRORA - A new passenger station has been opened at
 * 86ml5ch and named Dunrobin with a single platform on the Up side.
 (See Section D of this notice). (24)

- * * BRORA - The North and South boxes have been closed, and all existing
 * signals removed.

The points at the connection single line to loop line at the North and South ends have been converted to train operated.

Up trains run on the Up line.

Down trains run on the Down line.

The Down loop line to RCE siding is controlled by a three lever ground frame, released by Annett's Key, which is retained by the signalman.

The ground frame controlled crossover and trailing connection Down loop line to siding have been removed.

The existing reflectorised distant boards and associated AWS have been retained.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows :-

Yellow "proceed" light with Reflectorised "Points Set" sign

Up direction - 50 yards from facing connection to the Up loop.
 Down direction - 50 yards from facing connection to the Down loop.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed"

Up direction - 90 yards before trailing connection to single line
 Down direction - 50 yards before trailing connection to single line
 RCE Siding - approaching the exit from the siding

Reflectorised "Station Limits - Loop Clear" boards

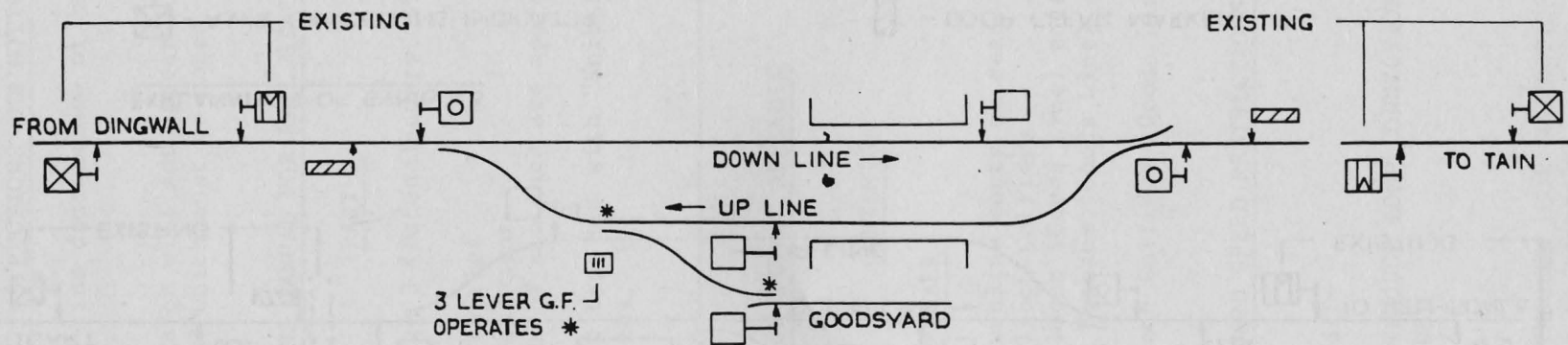
Both directions - 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on page C5. (24)

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INVERGORDON

RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS

☒ - AWS CANCELLING INDICATOR

▨ - LOOP CLEAR MARKER

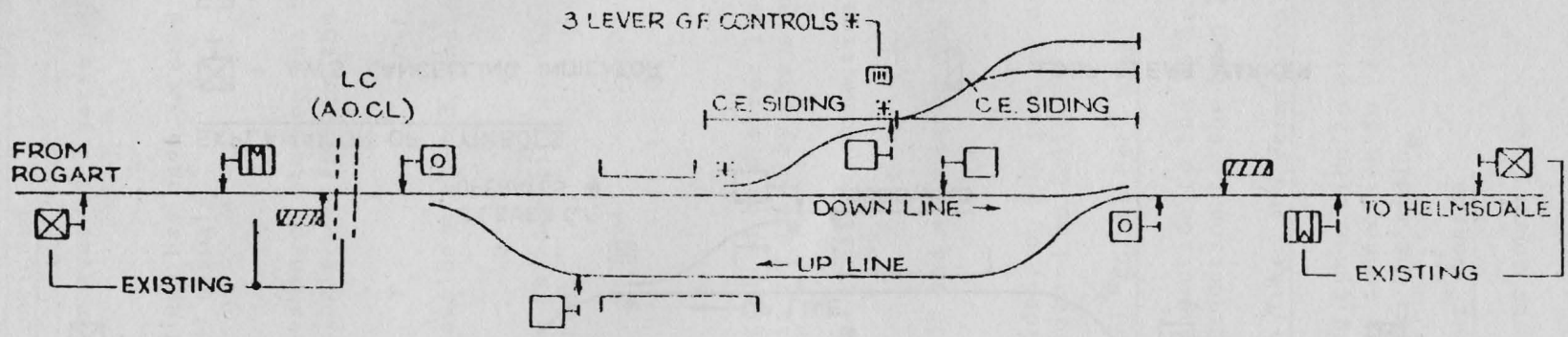
▩ - DISTANT BOARD

// - TRAIN OPERATED POINTS

○ - YELLOW LIGHT WITH "POINTS SET" SIGN

□ - NOTICE BOARD WORDED "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED"

BRORA - RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS

⊠ - A.W.S. CANCELLING INDICATOR

⊞ - DISTANT BOARD

⊞ - YELLOW LIGHT WITH "POINTS SET" SIGN

⊞ - NOTICE BOARD WORDED "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED"

▨ - LOOP CLEAR MARKER

≡ - TRAIN OPERATED POINTS

⤴ - HAND OPERATED POINTS

MON-C5

**No.25****WEEKLY OPERATING NOTICE**

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 15 JUNE

to

FRIDAY 21 JUNE 1985**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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

SECTION CSIGNALLING 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

MONDAY 17 JUNE - RUTHERGLEN - A new complex, located adjacent to the Rutherglen West Curve single line and to be known as the Regional Training Centre, will be brought into use.

A new siding, to be known as the Engineer's Training Siding, will be provided between the Regional Training Centre and the Rutherglen West Curve single line. Access to the siding will be via the existing West Curve ground frame.

A pedestrian level crossing, for the use of BR staff only, will be provided over the Down Argyle line, the Rutherglen West Curve line and the Engineer's Training siding giving access to the new Regional Training Centre from Rutherglen station.

A crossing keeper will be in attendance and staff must not use the crossing unless authorised to do so by the crossing keeper.

Notice boards worded - "STOP SOUND HORN BEFORE PROCEEDING" will be provided on the Engineer's Training Siding, 25 yards on each rail approach to the level crossing. (28)

TUESDAY 18 JUNE - BRIDGETON CENTRAL - Ground disc signal No.31, at the exit from No.7 Carriage Siding will be re-positioned on the right of drivers, application unaltered. (28)

DETAILS OF WORK ALREADY CARRIED OUT

LAW JN - A position light signal with associated route indicator showing indication 'X' has been provided below the main aspect of Up main signal M.542.

A new Limit of Shunt has been provided on the left of drivers in the Down passenger loop, 250 yards in rear of Down passenger loop signal M.543.

The application of the new position light signal together with indication 'X' is towards the new Limit of Shunt. (26)

KIRKCONNEL - No.2 siding has been secured out of use until further notice. (27)

WEMYSS BAY STATION - The connection to No.1 platform line has been secured out of use, pending removal, for movements to and from Nos.2 and 3 platform lines and the associated signal routes disconnected. (26)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

* BETWEEN GLENFINNAN AND MALLAIG - The level crossing gates at Morar have
 * been removed together with the Up and Down distant signals and associated
 notice boards.

An automatic open crossing locally monitored installation as described in
 Section 7 of the General Appendix has been provided and incorporate the
 following:-

	<u>Distance from crossing</u>	
	<u>Down direction</u>	<u>Up direction</u>
Advance warning board	650 yards	750 yards
10mph speed restriction board	117 yards	117 yards

Driver's white light unit has been provided 5 yards on each side of the
 crossing.

As trains approach the crossing, the crossing becomes illuminated
 automatically (night and day). (25)

BETWEEN MONKTONHALL JN AND PORTOBELLO - The 60mph permanent speed
 restriction between 5m54ch and 5m52ch (for other than H.S.T.s) has been
 removed. (See Section D of this Notice). (27)

INVERGORDON - The North and South boxes have been closed, and all existing
 signals removed.

The points at the connections single line to loop lines at the North and
 South ends have been converted to train operated.

Up trains run on the Up line.

Down trains run on the Down line.

The trailing connection Up loop line to goods yard is controlled by a
 3 lever ground frame, released by Annett's key, which is retained by the
 signalman.

The connections Down siding to Down loop line, Up loop line to Down loop
 line and Up loop line to Up dock platform have been disconnected, spiked and
 padlocked normal pending removal.

The existing reflectorised distant boards and associated AWS have been
 retained.

Additional notice boards have been provided, on the left of drivers for the
 direction to which they apply, and positioned as follows:-

Yellow "proceed" light with reflectorised "Points Set" sign
 Up direction - 50 yards from facing connection to the Up loop.
 Down direction - 50 yards from facing connection to the Down loop.

**No.26**

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 22 JUNE

to

FRIDAY 28 JUNE 1985

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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

SECTION CSIGNALLING 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 23 JUNE - NEWBRIDGE - Ratho 4-lever ground frame together with associated connections and ground position light signal will be removed.

Down Passenger loop signal EN585 will be repositioned 14 yards nearer Haymarket, application unaltered. (29)

DETAILS OF WORK ALREADY CARRIED OUT

* * LAW JN - A position light signal with associated route indicator showing * indication 'X' has been provided below the main aspect of Up main signal M.542.

A new Limit of Shunt has been provided on the left of drivers in the Down passenger loop, 250 yards in rear of Down passenger loop signal M.543.

The application of the new position light signal together with indication 'X' is towards the new Limit of Shunt. (26)

RUTHERGLEN - A new complex, located adjacent to the Rutherglen West Curve single line and known as the Regional Training Centre, has been brought into use.

A new siding, to be known as the Engineer's Training Siding, has been provided between the Regional Training Centre and the Rutherglen West Curve single line. Access to the siding is via the existing West Curve ground frame.

A pedestrian level crossing, for the use of BR staff only, has been provided over the Down Argyle line, the Rutherglen West Curve line and the Engineer's Training siding giving access to the new Regional Training Centre from Rutherglen station.

A crossing keeper is in attendance and staff must not use the crossing unless authorised to do so by the crossing keeper.

Notice boards worded - "STOP SOUND HORN BEFORE PROCEEDING" have been provided on the Engineer's Training Siding, 25 yards on each rail approach to the level crossing. (28)

BRIDGETON CENTRAL - Ground disc signal No.31, at the exit from No.7 Carriage Siding has been re-positioned on the right of drivers, application unaltered. (28)

KIRKCONNEL - No.2 siding has been secured out of use until further notice. (27)



MS6

No.27

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 29 JUNE

to

FRIDAY 5 JULY 1985

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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

LANARK - Lanark East ground frame has been disconnected and the connection, single line to rounding loop removed. (30)

ELDERSLIE NO.1 - The facing main line crossover at the Paisley end has been secured out of use pending removal and associated signals have been removed. (30)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 30 JUNE - SHETTLESTON - The existing connection from the Down main to Shettleston Workshops and its associated ground disc exit signal will be removed.

The RCE Siding will be reinstated.

Entry to the Workshops will be via the Down Main to carriage sidings connection. A new ground disc signal will be provided at the exit from the Workshops siding, with a 2-way stencil route indicator, applying as follows :-

- C - towards RCE siding
- S - towards carriage sidings

The ground disc signals at the exits from Nos.1 and 2 Carriage sidings will be renewed approximately 25 yards nearer the points and a new ground disc signal will be provided at the exit from the reinstated RCE siding. All three signals will be provided with 3-way stencil route indicators applying as follows :-

- W - towards Workshops siding
- D - towards Down main
- X - towards Up line limit of shunt

On the existing ground disc signal and associated 3-way stencil route indicator, situated at the Airdrie end of Shettleston Down platform, the 'W' indication which applied towards the Workshop siding will be replaced by a 'C' indication which will apply towards the RCE siding. Other routes will remain unaltered.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - continued
SUNDAY 30 JUNE - SHETTLESTON - continued

The existing 2-way stencil route indicator mounted on the right hand miniature yellow aspect on the Up main signal, situated at the Airdrie end of the Up Shettleston platform, will be replaced by a 3-way stencil route indicator, application as follows :-

- D - towards Down loop
- C - towards RCE Siding
- S - towards Carriage Siding

▨ signs will be provided at all new signals. (30)

SUNDAY 30 JUNE - GEORGEMAS - The North and Junction signal boxes will be closed.

The existing reflectorised distant boards and associated AWS will be retained.

All other signals with the exception of the following, which will be fixed at danger, will be removed.

- Up Single to Up main home signal.
- Up main to Up single section signal.
- Up branch home signal.
- Down branch section signal.
- Down main to Down single section signal.
- Down single to Down main home signal.

All points will be disconnected and will be clamped and scotched as required.

Handsignalmen will be in attendance and drivers must work to their instructions. (30)

DETAILS OF WORK ALREADY CARRIED OUT

RUTHERGLEN - A new complex, located adjacent to the Rutherglen West Curve single line and known as the Regional Training Centre, has been brought into use.

A new siding, to be known as the Engineer's Training Siding, has been provided between the Regional Training Centre and the Rutherglen West Curve single line. Access to the siding is via the existing West Curve ground frame.

A pedestrian level crossing, for the use of BR staff only, has been provided over the Down Argyle line, the Rutherglen West Curve line and the Engineer's Training siding giving access to the new Regional Training Centre from Rutherglen station.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued
RUTHERGLEN - continued

A crossing keeper is in attendance and staff must not use the crossing unless authorised to do so by the crossing keeper.

Notice boards worded - "STOP SOUND HORN BEFORE PROCEEDING" have been provided on the Engineer's Training Siding, 25 yards on each rail approach to the level crossing. (28)

BRIDGETON CENTRAL - Ground disc signal No.31, at the exit from No.7 Carriage Siding has been re-positioned on the right of drivers, application unaltered. (28)

* KIRKCONNEL - No.2 siding has been secured out of use until further
 * * notice. (27)

NEWBRIDGE - Ratho 4-lever ground frame together with associated connections and ground position light signal has been removed.

Down Passenger loop signal EN585 has been repositioned 14 yards nearer Haymarket, application unaltered. (29)

* BETWEEN MONKTONHALL JN AND PORTOBELLO - The 60mph permanent speed
 * * restriction between 5m54ch and 5m52ch (for other than H.S.T.s) has been removed. (See Section D of this Notice). (27)

* INVERGORDON - The North and South boxes have been closed, and all
 * * existing signals removed.

The points at the connections single line to loop lines at the North and South ends have been converted to train operated.

Up trains run on the Up line.

Down trains run on the Down line.

The trailing connection Up loop line to goods yard is controlled by a 3 lever ground frame, released by Annett's key, which is retained by the signalman.

The connections Down siding to Down loop line, Up loop line to Down loop line and Up loop line to Up dock platform have been disconnected, spiked and padlocked normal pending removal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* INVERGORDON - continued

* *

The existing reflectorised distant boards and associated AWS have been retained.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "proceed" light with reflectorised "Points Set" sign

Up direction - 50 yards from facing connection to the Up loop.

Down direction - 50 yards from facing connection to the Down loop.

Reflectorised sign worded "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED"

Up direction - 90 yards before the loop exit connection.

Down direction - 50 yards before the loop exit connection..

Goods Yard - Approaching the exit from the yard.

Reflectorised "Station Limits - Loop Clear" boards

Both directions - 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on page C4.

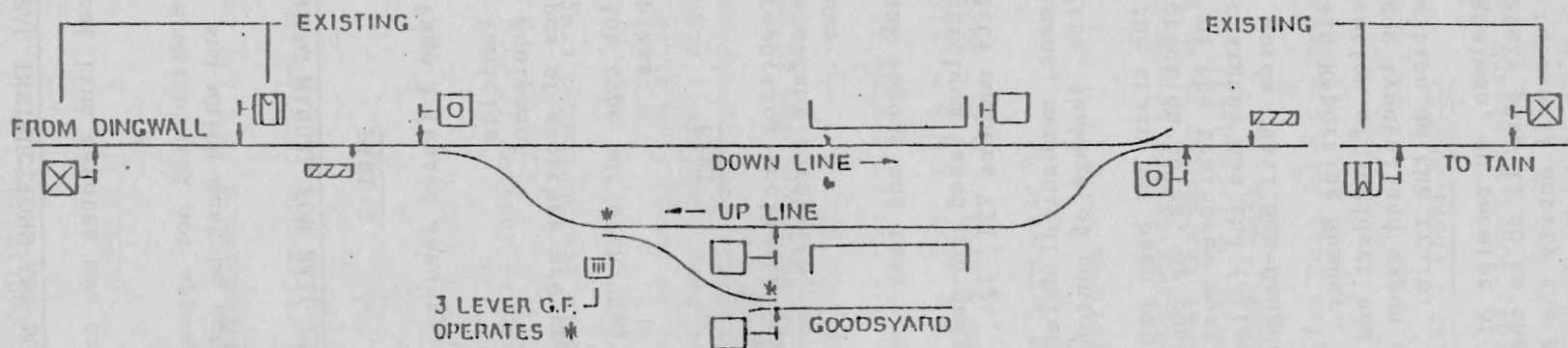
(27)

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SECRETARY GENERAL AND MANAGER

INVERGORDON

RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS

☒ - AWS CANCELLING INDICATOR

▮ - LOOP CLEAR MARKER

☒ - DISTANT BOARD

== - TRAIN OPERATED POINTS

⊙ - YELLOW LIGHT WITH "POINTS SET" SIGN

☐ - NOTICE BOARD WORDED "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED"

EXCESSIVE TRAIN SPEEDS

Permanent, Temporary and Train/Vehicle speed restrictions

Drivers are reminded that ALL speed restrictions applicable to the train which they are driving MUST be observed.

AOCLs where speed requires to be reduced

If a white light is provided at the level crossing and this light is not illuminated by the time a train passes the speed restriction board, the Driver MUST NOT, under any circumstances, pass over the level crossing until he is satisfied it is safe to do so.

Automatic level crossings

Users of Automatic half-barrier, Automatic Open (both remotely and locally monitored where trains are not required to stop) and Miniature Red/Green Warning lights level crossings are required, by law, to have a specified minimum period of warning of an approaching train. This period is determined by track circuit and signalling controls which are set in accordance with the permitted speed on the approaches to the level crossing concerned. Drivers must understand that if the approach speed is exceeded, users of the level crossings receive a reduced warning time before the arrival of the train.

(15/6/85)

**No.28****WEEKLY OPERATING NOTICE**

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 6 JULY
to
FRIDAY 12 JULY 1985
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DUNDEE TAY BRIDGE - The facing connection East Reception line to Down Main has been renewed 34 yards further from the box. (29)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 7 JULY - ELGIN - The connection Up main to Down loop will be renewed 75 yards nearer the box. (31)

DETAILS OF WORK ALREADY CARRIED OUT

- * RUTHERGLEN - A new complex, located adjacent to the Rutherglen West Curve single line * and known as the Regional Training Centre, has been brought into use.

A new siding, to be known as the Engineer's Training Siding, has been provided between the Regional Training Centre and the Rutherglen West Curve single line. Access to the siding is via the existing West Curve ground frame.

A pedestrian level crossing, for the use of BR staff only, has been provided over the Down Argyle line, the Rutherglen West Curve line and the Engineer's Training siding giving access to the new Regional Training Centre from Rutherglen station.

A crossing keeper is in attendance and staff must not use the crossing unless authorised to do so by the crossing keeper.

Notice boards worded - "STOP SOUND HORN BEFORE PROCEEDING" have been provided on the Engineer's Training Siding, 25 yards on each rail approach to the level crossing. (28)

LANARK - Lanark East ground frame has been disconnected and the connection, single line to rounding loop removed. (30)

ELDERSLIE NO.1 - The facing main line crossover at the Paisley end has been secured out of use pending removal and associated signals have been removed (30)

NEWBRIDGE - Ratho 4-lever ground frame together with associated connections and ground position light signal has been removed.

Down Passenger loop signal EN585 has been repositioned 14 yards nearer Haymarket, application unaltered. (29)

SHETTLESTON - The existing connection from the Down main to Shettleston Workshops and its associated ground disc exit signal has been removed.

The RCE Siding has been reinstated.

Entry to the Workshops is via the Down Main to carriage sidings connection. A new ground disc signal has been provided at the exit from the Workshops siding, with a 2-way stencil route indicator, applying as follows :-

- C - towards RCE siding
- S - towards carriage sidings

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued
SHETTLESTON - continued

The ground disc signals at the exits from Nos.1 and 2 Carriage sidings have been renewed approximately 25 yards nearer the points and a new ground disc signal has been provided at the exit from the reinstated RCE siding. All three signals have been provided with 3-way stencil route indicators applying as follows :-

- W - towards Workshops siding
- D - towards Down main
- X - towards Up line limit of shunt

On the existing ground disc signal and associated 3-way stencil route indicator, situated at the Airdrie end of Shettleston Down platform, the 'W' indication which applied towards the Workshop siding has been replaced by a 'C' indication which applies towards the RCE siding. Other routes remain unaltered.

The existing 2-way stencil route indicator mounted on the right hand miniature yellow aspect on the Up main signal, situated at the Airdrie end of the Up Shettleston platform, has been replaced by a 3-way stencil route indicator, application as follows :-

- D - towards Down loop
- C - towards RCE Siding
- S - towards Carriage Sidings

▨ signs have been provided at all new signals. (30)

* * BRIDGETON CENTRAL - Ground disc signal No.31, at the exit from No.7 Carriage Siding
 * has been repositioned on the right of drivers, application unaltered. (28)

CLYDEBANK DOCK JUNCTION - The Yard loop line has been put out of use, the connections thereto secured for movements along the Up and Down Dock line and the relative signals disconnected

The connection to Rothesay Dock has been secured for movements from the connecting line to the Up dock line and the relative signals disconnected. (29)

GEORGEMAS - The North and Junction signal boxes have been closed.

The existing reflectorised distant boards and associated AWS have been retained.

All other signals with the exception of the following, which are fixed at danger, have been removed.

- Up Single to Up main home signal.
- Up main to Up single section signal.
- Up branch home signal.
- Down branch section signal.
- Down main to Down single section signal.
- Down single to Down main home signal.

All points have been disconnected and have been clamped and scotched as required.

Handsignalmen are in attendance and drivers must work to their instructions. (30)

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**No.31**

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 27 JULY

to

FRIDAY 2 AUGUST 1985

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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN CADDER (EAST END) AND COWLAIRS - The Up Goods loop has been redesignated Up slow line. The position light signal at C93 has been removed. The position 1 junction route indicator provided at C93 when exhibited together with a main aspect applies to signal CR214.

The existing ground position light signal C98 situated on the Up Goods loop has been renumbered C95AR.

A new colour light signal capable of displaying a yellow aspect only has been provided on the Up slow line, 880 yards from signal CR214, on the left of drivers, yellow aspect 11 feet above rail level and applying along Up slow line to signal CR214.

The trap points at the exit of the Up Goods loop have been secured for the passage of trains pending removal.

Ground position light signal C94 has been provided with a new 3 way stencil route indicator, indications applying as follows :-

Indication	Applying towards
S	Up Slow
M	Up Main
D	Down Goods

The existing fixed red signal, C89, and associated position light signal has been removed. (34)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 27 JULY GLASGOW QUEEN ST HL - No 1 platform line and adjoining carriage siding will be shortened by approximately 50 yards and new buffer stops installed. The 'OFF' indicator applicable to Platform 1 will be repositioned accordingly. (34)

SUNDAY 28 JULY - ELDERSLIE NO.1 - The Up main line between UB 15 and Elderslie No.1 box will be temporarily put out of use and the associated signals disconnected.

The connection Up main to Rounding line, previously installed but secured for movements along the Up main line, will be secured for and Up trains diverted over, the Rounding line.

The existing Rounding line exit signal will be redesignated Up home signal. (34)

SUNDAY 28 JULY - MILNGAVIE - The existing platform No.1 will be secured out of use pending removal and the existing platform No.3 will be redesignated platform No.1

The route indications associated with signals giving entry to the platforms will now show the following indications.

'1' - To Platform 1
'2' - To Platform 2 (34)

SUNDAY 28 JULY - TAY BRIDGE SOUTH - The existing connection Down main to Down sidings will be secured out of use and associated ground disc signal Down siding to down main will be removed. The existing ground disc signal Down main to Up main or Down siding will apply towards the Up main only. A new connection Down main to Down sidings will be installed and clamped out of use. (34)

SUNDAY 28 JULY - ABERDEEN - A barrow crossing will be provided at the North end of platforms 6 and 7 between signals A95/7 and the connection to single line. (34)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 28 JULY DALCROSS - A 3 lever ground frame controlling the connection to the Highland Forrest Products private siding will be brought into use. The ground frame will be released by the Millburn/Nairn section key token. Trains will not be able to shut in. A marker board worded "TRAINS WORKING SIDING MUST NOT PASS THIS BOARD", will be provided 180 yards on the Nairn side of the ground frame.

The whistle boards on the approach to Dalcross LC will be removed. (34)

DETAILS OF WORK ALREADY CARRIED OUT

GLASGOW CENTRAL - Platform 2 which was previously brought back into operation for diesel traction only is now available for electric traction. (34)

CORKERHILL CSMD - Reflectorised notice boards, ground mounted and worded "STOP. TELEPHONE FOR INSTRUCTIONS", have been provided between the Hawkhead branch and the Up sidings, between the Up sidings and No.3 Departure siding and between No.3 and No.4 Departure sidings, on the depot side of structure LC2 16.

The telephone for signal G598 has been repositioned to be adjacent to the notice board located between the Hawkhead branch and the Up sidings. (33)

DUNDEE WEST YARD - The connection East reception to the Loco and DMU sidings has been temporarily secured normal for movements to/from the East reception line.

All associated routes has been disconnected.

The Position light signal, D938, is fixed at Danger.

Position light signal D942 and associated stencil route indicator together with phone has been repositioned at the connection East reception line to Down line. (33)

ABERDEEN - The former platform 1 line has been shortened by 60 yards and the buffer stop repositioned accordingly. (33)

* * ELGIN - the connection Up main to Down loop has been renewed 75 yards nearer the box.
 * (31)

INVERNESS TO WICK AND THURSO - All existing AWS cancel boards have been removed.

AWS track equipment has been provided 200 yards on the approach side of the Down and Up Advance Warning boards at:-

Deiny AOCL
 Kinbrace AOCL
 Halkirk AOCL
 Hoy AOCL
 Watten AOCL

At the following AOCL crossings the Advance Warning boards has been repositioned as shown, AWS track equipment is being provided 200 yards on the approach side in each case:-

Kirkton Down AWB 335 yards further from the crossing

Up AWB 440 yards further from the crossing

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued
INVERNESS TO WICK AND THURSO - continued

Brora Down AWB 880 yards further from the crossing on the same post as the existing reflectorised distant board.

Up AWB 15 yards in advance of the reflectorised "Stop - Obtain Token and Permission to Proceed" board on the Up line.

Kildonan Down AWB 220 yards further from the crossing.

Up AWB 820 yards further from the crossing

At Dingwall the existing Up main fixed semaphore distant signal has been renewed as a reflectorised distant board 110 yards further from Dingwall North signal box. AWS track equipment has been provided 200 yards on the approach side. (34)

GEORGEMAS - The North and South Up sidings have been redesignated RCE sidings.

The Up main line has been redesignated Up line.

The Down main line has been redesignated Down line.

All existing signals have been removed, with the exception of the reflectorised distant boards and associated AWS track equipment.

The South end connection single line to Up line has been converted to train operated.

The South end connection Up line to RCE sidings is controlled by a new three lever ground frame released by an Annett's key retained by the signalman.

The connection Down line to Thurso branch is controlled by a new three lever ground frame released by an Annett's Key, retained by the signalman.

The North end connection single line to Up line, has been converted to train operated.

The connection Down main to Down sidings has been temporarily secured out of use.

The North connection Up line to RCE sidings is controlled by a three lever ground frame released by an Annett's key, retained by the signalman.

The catch points in the RCE siding shunt spur have been converted to hand operated spring points.

The Down direction advance warning board for Hoy AOCL has been repositioned on the Thurso branch, 140 yards from the connection Down line to Thurso branch.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "Proceed" light with reflectorised "Points Set" sign
 Up direction - 50 yards from the facing connection to the Up line.

Down direction - 50 yards from the facing connection to the Down line.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed"
 Up direction - On the Up line 103 yards before the loop exit connection.

On the RCE siding, on the approach to the South end connection RCE siding to Up line.

Down direction - On the Down line, 124 yards before the loop exit connection.

On the Thurso branch, on the same post as the repositioned Advance Warning board for Hoy AOCL.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued
GEORGEMAN - continued

Reflectorised sign worded "Stop - Obtain Permission to Proceed"

Up direction - On the Thurso branch, 50 yards before the connection Thurso branch to Down line.

A sign has been provided.

- On the RCE sidings, on the approach to the North end connection RCE sidings to Up line.

Reflectorised "Station limits - Loop clear" boards

Up direction - On the single line 300 yards on the Forsinard side of the loop connection.

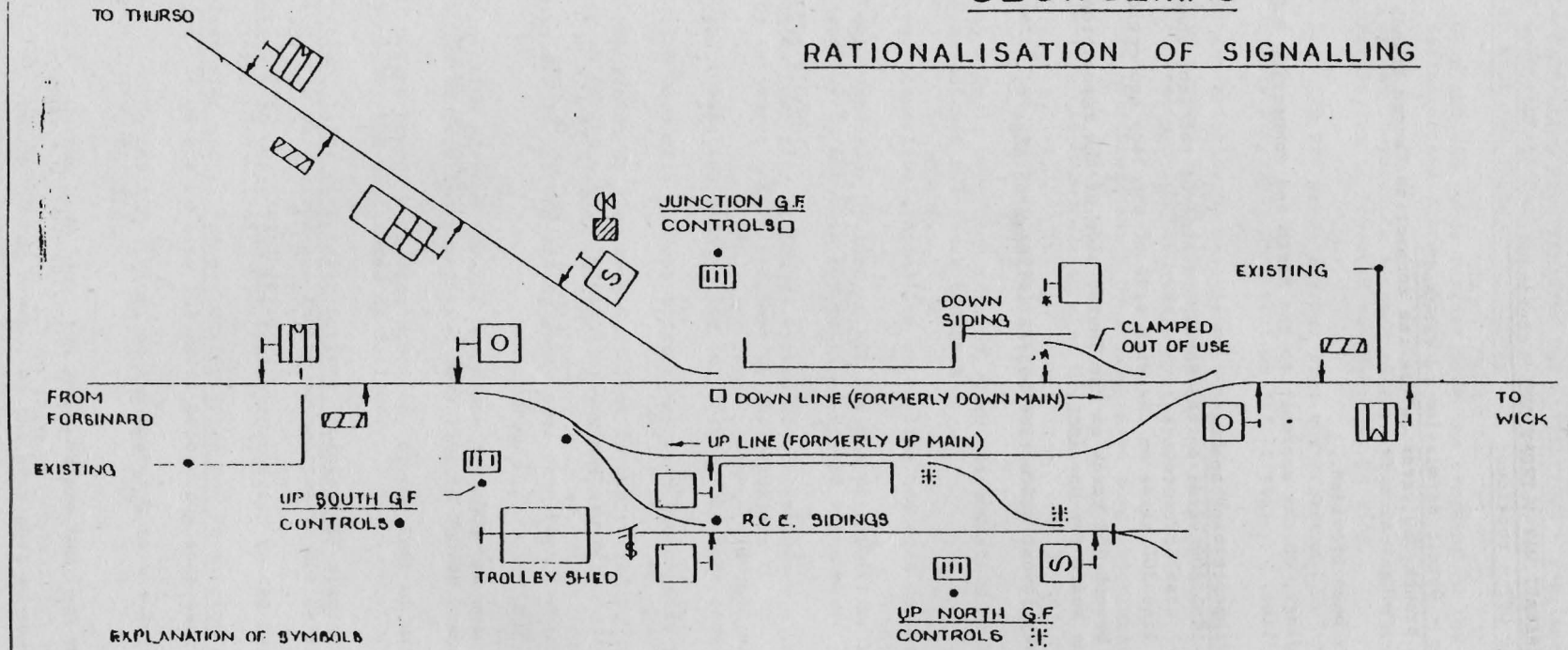
Down direction - On the single line 300 yards on the Wick side of the loop connection.

- On the Thurso branch 250 yards on the Thurso side of the repositioned Advance Warning board for Hoy AOCL.










A sketch of the new permanent way layout and notice boards is shown on page 5. (33)

GEORGEMAS

RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS

- | | | | | | |
|---|---|---|---|---|-----------------------------------|
|  | DISTANT BOARD |  | A.O.C.L. ADVANCE WARNING BOARD |  | TELEPHONE CONNECTED TO B.O. |
|  | YELLOW LIGHT WITH "POINTS SET" SIGN |  | LOOP CLEAR MARKER |  | HAND OPERATED SPRING CATCH POINTS |
|  | NOTICE BOARD WORDED "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED" |  | NOTICE BOARD WORDED "STOP OBTAIN PERMISSION TO PROCEED" |  | TRAIN OPERATED POINTS |

**No.32**

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 3 AUGUST
to
FRIDAY 9 AUGUST 1985
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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


DINGWALL - The existing Up main fixed semaphore distant signal has been renewed as a reflectorised distant board 230 yards further from Dingwall North signal box. AWS track equipment has been provided 200 yards on the approach side. (34)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 4 AUGUST - TAY BRIDGE SOUTH - The existing trailing crossover will be clamped out of use pending removal and associated ground disc signals will be removed.


A new trailing crossover will be installed and brought into use.

The new connection Down main to Down sidings, at present clamped out of use, will be brought into use.

The existing Down home/section signal will be replaced by a clear light signal, capable of displaying a red or green aspect, on the left of drivers, 285 yards on the Cupar side of the signal box, red aspect 11 feet above rail level. AWS track equipment and a  will be provided.

New position light signals will be provided on the left of drivers as follows :-

Down sidings to Down main
Up main to Down main
Down main to Down sidings or Up main

A lockfast cupboard housing the clamp lock pump handle will be provided together with a  sign adjacent to the new power operated connections. (35)

SUNDAY 4 AUGUST - ARDGAY - The North and South boxes will be closed and all existing signals, with the exception of the reflectorised distant boards, will be removed.

The North and South connection single line to Up and Down line will be converted to be train operated.

Up trains will run on the Up line.

Down trains will run on the Down line.

The facing connection Down line to RCE siding will be controlled by a 3-lever ground frame released by Annett's key which will be retained by the signman.

Additional notice boards will be provided, on the left of drivers for the direction to which they apply and position as follows :-

Yellow "Proceeds" lights with reflectorised "Points set " sign :-

Up direction - 50 yards from facing connection single line to Up line.
Down direction - 50 yards from facing connection single line to Down line.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed" :-

Up direction - approaching the loop exit connection.
Down direction - approaching the loop exit connection.
RCE siding - approaching the exit from the siding.

Reflectorised "Station Limits - Loop Clear" boards :-

300 yards from the North and South connections.

A sketch of the new permanent way and notice boards layout is shown on page C6. (35)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT

GLASGOW CENTRAL - Platform 2 which was previously brought back into operation for diesel traction only is now available for electric traction. (34)

ELDERSLIE NO.1 - The Up main line between UB 15 and Elderslie No.1 box has been temporarily put out of use and the associated signals disconnected.

The connection Up main to Rounding line, previously installed but secured for movements along the Up main line, has been secured for and Up trains diverted over, the Rounding line.

The existing Rounding line exit signal has been redesignated Up home signal. (34)

CORKERHILL CSMD - Reflectorised notice boards, ground mounted and worded "STOP. TELEPHONE FOR INSTRUCTIONS", have been provided between the Hawkhead branch and the Up sidings, between the Up sidings and No.3 Departure siding and between No.3 and No.4 Departure sidings, on the depot side of structure LC2 16.

The telephone for signal G598 has been repositioned to be adjacent to the notice board located between the Hawkhead branch and the Up sidings. (33)

BETWEEN CADDER (EAST END) AND COWLAIRS - The Up Goods loop has been redesignated Up slow line. The position light signal at C93 has been removed. The position 1 junction route indicator provided at C93 when exhibited together with a main aspect applies to signal CR214.

The existing ground position light signal C98 situated on the Up Goods loop has been renumbered C95AR.

A new colour light signal capable of displaying a yellow aspect only has been provided on the Up slow line, 880 yards from signal CR214, on the left of drivers, yellow aspect 11 feet above rail level and applying along Up slow line to signal CR214.

The trap points at the exit of the Up Goods loop have been removed.

Ground position light signal C94 has been provided with a new 3 way stencil route indicator, indications applying as follows :-

<u>Indication</u>	<u>Applying towards</u>
S	Up Slow
M	Up Main
D	Down Goods

The existing fixed red signal, C89, and associated position light signal has been removed. (34)

GLASGOW QUEEN ST HL - No 1 platform line and adjoining carriage siding have been shortened by approximately 50 yards and new buffer stops installed. The 'OFF' indicator applicable to Platform 1 has been repositioned accordingly. (34)

MILNGAVIE - The existing platform No.1 has been secured out of use pending removal and the existing platform No.3 has been redesignated platform No.1

The route indications associated with signals giving entry to the platforms will now show the following indications.

- '1' - To Platform 1
 - '2' - To Platform 2
- (34)

TAY BRIDGE SOUTH - The existing connection Down main to Down sidings has been secured out of use and associated ground disc signal Down siding to Down main has been removed. The existing ground disc signal Down main to Up main or Down siding applies towards the Up main only. A new connection Down main to Down sidings has been installed and clamped out of use. (34)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

DUNDEE WEST YARD - The connection East reception to the Loco and DMU sidings has been temporarily secured normal for movements to/from the East reception line.

All associated routes has been disconnected.

The Position light signal, D938, is fixed at Danger.

Position light signal D942 and associated stencil route indicator together with phone has been repositioned at the connection East reception line to Down line. (33)

ABERDEEN - The former platform 1 line has been shortened by 60 yards and the buffer stop repositioned accordingly. (33)

ABERDEEN - A barrow crossing has been provided at the North end of platforms 6 and 7 between signals A95/7 and the connection to single line. (34)

DALCROSS - A 3 lever ground frame controlling the connection to the Highland Forrest Products private siding has been brought into use. The ground frame is released by the Millburn/Nairn section key token. Trains are not be able to shut in. A marker board worded "TRAINS WORKING SIDING MUST NOT PASS THIS BOARD", has been provided 180 yards on the Nairn side of the ground frame.

The whistle boards on the approach to Dalcross LC have been removed. (34)

INVERNESS TO WICK AND THURSO - All existing AWS cancel boards have been removed.

AWS track equipment has been provided 200 yards on the approach side of the Down and Up Advance Warning boards at:-

Delny AOCL
 Kinbrace AOCL
 Halkirk AOCL
 Hoy AOCL
 Watten AOCL

At the following AOCL crossings the Advance Warning boards has been repositioned as shown, AWS track equipment is being provided 200 yards on the approach side in each case:-

Kirkton Down AWB 335 yards further from the crossing

Up AWB 440 yards further from the crossing

Brora Down AWB 880 yards further from the crossing on the same post as the existing reflectorised distant board.

Up AWB 15 yards in advance of the reflectorised "Stop - Obtain Token and Permission to Proceed" board on the Up line.

Kildonan Down AWB 220 yards further from the crossing.

Up AWB 820 yards further from the crossing

GEORGEMAS - The North and South Up sidings have been redesignated RCE sidings.

The Up main line has been redesignated Up line.

The Down main line has been redesignated Down line.

All existing signals have been removed, with the exception of the reflectorised distant boards and associated AWS track equipment.

The South end connection single line to Up line has been converted to train operated.

The South end connection Up line to RCE sidings is controlled by a new three lever ground frame released by an Annett's key retained by the signalman.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued
GEORGEMAS - continued

The connection Down line to Thurso branch is controlled by a new three lever ground frame released by an Annett's Key, retained by the signalman.

The North end connection single line to Up line, has been converted to train operated.

The connection Down main to Down sidings has been temporarily secured out of use.

The North connection Up line to RCE sidings is controlled by a three lever ground frame released by an Annett's key, retained by the signalman.

The catch points in the RCE siding shunt spur have been converted to hand operated spring points.

The Down direction advance warning board for Hoy AOCL has been repositioned on the Thurso branch, 140 yards from the connection Down line to Thurso branch.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "Proceed" light with reflectorised "Points Set" sign

Up direction - 50 yards from the facing connection to the Up line.

Down direction - 50 yards from the facing connection to the Down line.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed"

Up direction - On the Up line 103 yards before the loop exit connection.


- On the RCE siding, on the approach to the South end connection RCE siding to Up line.

Down direction - On the Down line, 124 yards before the loop exit connection.

On the Thurso branch, on the same post as the repositioned Advance Warning board for Hoy AOCL.

Reflectorised sign worded "Stop - Obtain Permission to Proceed"

Up direction - On the Thurso branch, 50 yards before the connection Thurso branch to Down line.

A  sign has been provided.

- On the RCE sidings, on the approach to the North end connection RCE sidings to Up line.

Reflectorised "Station limits - Loop clear" boards

Up direction - On the single line 300 yards on the Forsinard side of the loop connection.

Down direction - On the single line 300 yards on the Wick side of the loop connection.

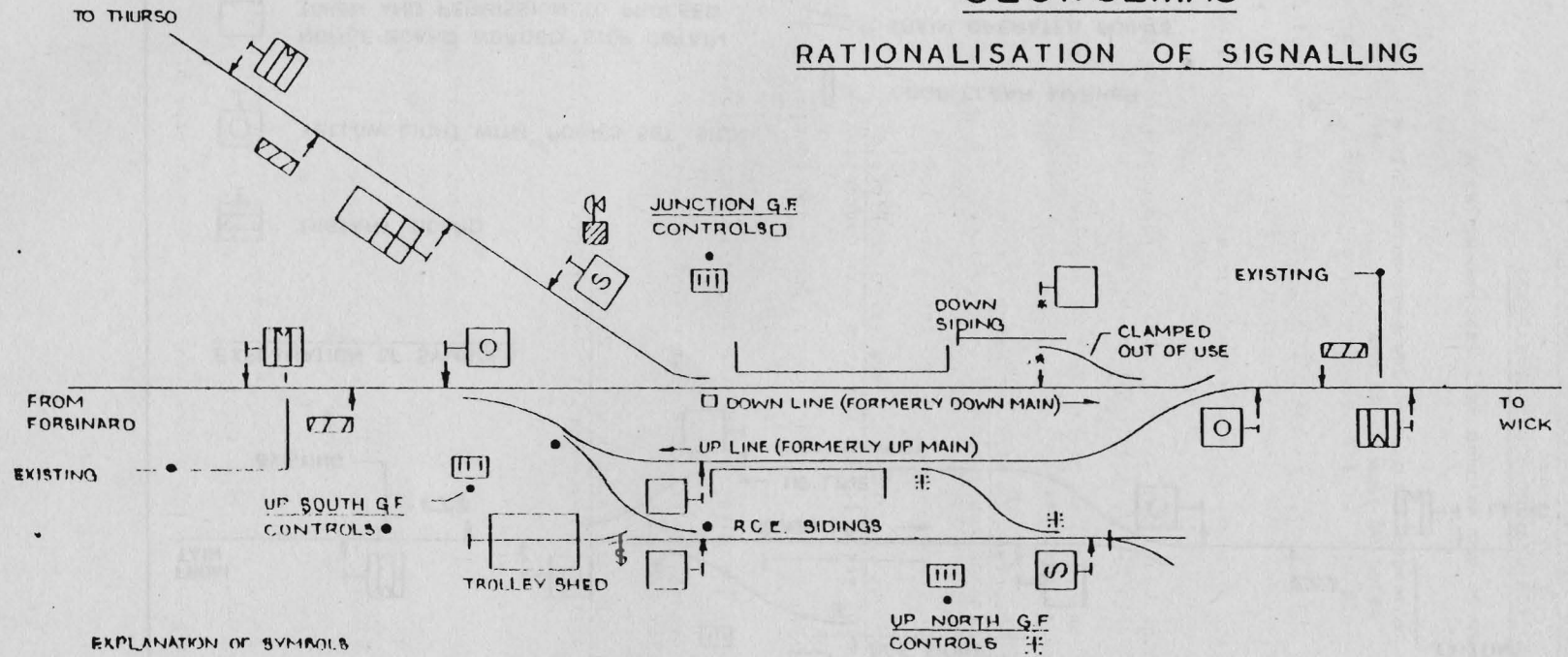
- On the Thurso branch 250 yards on the Thurso side of the repositioned Advance Warning board for Hoy AOCL.

A sketch of the new permanent way layout and notice boards is shown on page 5.










(33)

GEORGEMAS

RATIONALISATION OF SIGNALLING

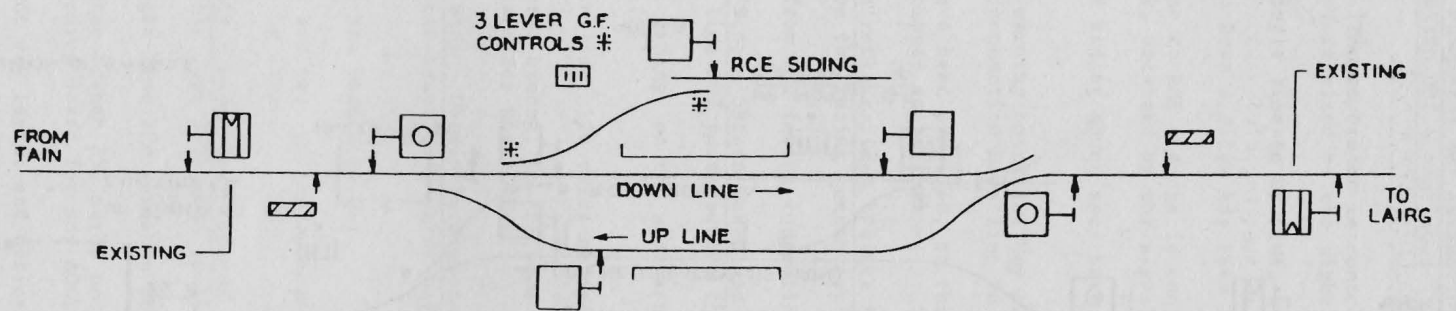


EXPLANATION OF SYMBOLS

- | | | | | | |
|---|---|---|---|---|-----------------------------------|
|  | DISTANT BOARD |  | A.O.C.L. ADVANCE WARNING BOARD |  | TELEPHONE CONNECTED TO B.O. |
|  | YELLOW LIGHT WITH "POINTS SET" SIGN |  | LOOP CLEAR MARKER |  | HAND OPERATED SPRING CATCH POINTS |
|  | NOTICE BOARD WORDED "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED" |  | NOTICE BOARD WORDED "STOP OBTAIN PERMISSION TO PROCEED" |  | TRAIN OPERATED POINTS |

MON-05

ARDGAY - RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH "POINTS SET" SIGN



NOTICE BOARD WORDED STOP OBTAIN
TOKEN AND PERMISSION TO PROCEED



LOOP CLEAR MARKER



TRAIN OPERATED POINTS

**No. 33**

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 10 AUGUST
to
FRIDAY 16 AUGUST 1985
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

JOHNSTONE - A temporary signal box has been provided to replace the existing, fire-damaged box and is located on the Down side on the Glasgow side of the existing box.

The existing Up section signal, which also acts as Elderslie No.1 Up distant, has been altered to be capable of displaying a yellow or green aspect only and has been redesignated Elderslie No.1 Up distant.

The Down home 1 and Down section signals have been removed and the existing Down home 2 signal redesignated Down home/section signal. (36)

DETAILS OF WORK REFERRED TO IN SECTION BSATURDAY 10 AND SUNDAY 11 AUGUST : BETWEEN CRIANLARICH AND RANNOCH

The regulations for signalling on single lines by the electric token block system and the General Appendix instructions "Single Lines Worked by Electric Token - Instructions to Trainmen" will apply on the following sections :-

Crianlarich-Tyndrum Upper
Tyndrum Upper-Bridge of Orchy
Bridge of Orchy-Rannoch

The notice boards worded "End of Token Working" at the Down loop exit signal at Crianlarich and at Up loop exit signal at Rannoch will be removed.

At Tyndrum Upper the Down main will be redesignated Down loop and the Up home signal applying to the existing Down main will be removed.

At Bridge of Orchy, the Up main will be redesignated Up loop and the Down home signal applying to the existing Up main will be removed. (36)

DETAILS OF WORK ALREADY CARRIED OUT

GLASGOW CENTRAL - Platform 2 which was previously brought back into operation for diesel traction only is now available for electric traction. (34)

ELDERSLIE NO.1 - The Up main line between UB 15 and Elderslie No.1 box has been temporarily put out of use and the associated signals disconnected.

The connection Up main to Rounding line, previously installed but secured for movements along the Up main line, has been secured for and Up trains diverted over, the Rounding line.

The existing Rounding line exit signal has been redesignated Up home signal. (34)

- * *CORKERHILL CSMD - Reflectorised notice boards, ground mounted and worded "STOP. * TELEPHONE FOR INSTRUCTIONS", have been provided between the Hawkhead branch and the Up sidings, between the Up sidings and No.3 Departure siding and between No.3 and No.4 Departure sidings, on the depot side of structure LC2 16.

The telephone for signal G598 has been repositioned to be adjacent to the notice board located between the Hawkhead branch and the Up sidings. (33)

BETWEEN CADDER (EAST END) AND COWLAIRS - The Up Goods loop has been redesignated Up slow line. The position light signal at C93 has been removed. The position 1 junction route indicator provided at C93 when exhibited together with a main aspect applies to signal CR214.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued
BETWEEN CADDER (EAST END) AND COWLAIRS - continued

The existing ground position light signal C98 situated on the Up Goods loop has been renumbered C95AR.

A new colour light signal capable of displaying a yellow aspect only has been provided on the Up slow line, 880 yards from signal CR214, on the left of drivers, yellow aspect 11 feet above rail level and applying along Up slow line to signal CR214.

The trap points at the exit of the Up Goods loop have been removed.

Ground position light signal C94 has been provided with a new 3 way stencil route indicator, indications applying as follows :-

<u>Indication</u>	<u>Applying towards</u>
S	Up Slow
M	Up Main
D	Down Goods

The existing fixed red signal, C89, and associated position light signal has been removed. (34)

GLASGOW QUEEN ST HL - No 1 platform line and adjoining carriage siding have been shortened by approximately 50 yards and new buffer stops installed. The 'OFF' indicator applicable to Platform 1 has been repositioned accordingly. (34)

MILNGAVIE - The existing platform No.1 has been secured out of use pending removal and the existing platform No.3 has been redesignated platform No.1


The route indications associated with signals giving entry to the platforms will now show the following indications.

- '1' - To Platform 1
 - '2' - To Platform 2
- (34)

TAY BRIDGE SOUTH - The existing trailing crossover has been clamped out of use pending removal and associated ground disc signals removed.


A new trailing crossover has been installed and brought into use.

The new connection Down main to Down sidings, previously clamped out of use, has been brought into use.

The existing Down home/section signal has been replaced by a colour light signal, capable of displaying a red or green aspect, on the left of drivers, 285 yards on the Cupar side of the signal box, red aspect 11 feet above rail level. AWS track equipment and a  has been provided.

New position light signals have been provided on the left of drivers as follows :-

- Down sidings to Down main
- Up main to Down main
- Down main to Down sidings or Up main

A lockfast cupboard housing the clamp lock pump handle has been provided together with a  sign adjacent to the new power operated connections. (35)

* * DUNDEE WEST YARD - The connection East reception to the Loco and DMU sidings has been temporarily secured normal for movements to/from the East reception line.

All associated routes has been disconnected.

The Position light signal, D938, is fixed at Danger.

Position light signal D942 and associated stencil route indicator together with phone has been repositioned at the connection East reception line to Down line. (33)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

* ABERDEEN - The former platform 1 line has been shortened by 60 yards and the buffer stop repositioned accordingly. (33)

ABERDEEN - A barrow crossing has been provided at the North end of platforms 6 and 7 between signals A95/7 and the connection to single line. (34)

DALCROSS - A 3 lever ground frame controlling the connection to the Highland Forrest Products private siding has been brought into use. The ground frame is released by the Millburn/Nairn section key token. Trains are not be able to shut in. A marker board worded "TRAINS WORKING SIDING MUST NOT PASS THIS BOARD", has been provided 180 yards on the Nairn side of the ground frame.

The whistle boards on the approach to Dalcross LC have been removed. (34)

INVERNESS TO WICK AND THURSO - All existing AWS cancel boards have been removed.

AWS track equipment has been provided 200 yards on the approach side of the Down and Up Advance Warning boards at:-

Delny AOCL
 Kinbrace AOCL
 Halkirk AOCL
 Hoy AOCL
 Watten AOCL

At the following AOCL crossings the Advance Warning boards has been repositioned as shown, AWS track equipment is being provided 200 yards on the approach side in each case:-

Kirkton Down AWB 335 yards further from the crossing

Up AWB 440 yards further from the crossing

Brora Down AWB 880 yards further from the crossing on the same post as the existing reflectorised distant board.

Up AWB 15 yards in advance of the reflectorised "Stop - Obtain Token and Permission to Proceed" board on the Up line.

Kildonan Down AWB 220 yards further from the crossing.

Up AWB 820 yards further from the crossing

DINGWALL - The Up main distant signal has been renewed as a reflectorised distant board 230 yards farther from the box. AWS track equipment has been provided 200 yards on the approach side. (34)

ARDGAY - The North and South boxes have been closed and all existing signals, with the exception of the reflectorised distant boards, have been removed.

The North and South connections single line to Up and Down line have been converted to be train operated.

Up trains will run on the Up line.

Down trains will run on the Down line.

The facing connection Down line to RCE siding is controlled by a 3-lever ground frame released by Annett's key which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply and position as follows :-

Yellow "Proceed" lights with reflectorised "Points set " sign :-

Up direction - 50 yards from facing connection single line to Up line.

Down direction - 50 yards from facing connection single line to Down line.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued
ARDGAY - continued

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed" :-

Up direction - approaching the loop exit connection.
 Down direction - approaching the loop exit connection.
 RCE siding - approaching the exit from the siding.

Reflectorised "Station Limits - Loop Clear" boards :-

300 yards from the North and South connections.

A sketch of the new permanent way and notice boards layout is shown on page C7. (35)

* *GEORGEMAS - The North and South Up sidings have been redesignated RCE sidings.

*

The Up main line has been redesignated Up line.

The Down main line has been redesignated Down line.

All existing signals have been removed, with the exception of the reflectorised distant boards and associated AWS track equipment.

The South end connection single line to Up line has been converted to train operated.

The South end connection Up line to RCE sidings is controlled by a new three lever ground frame released by an Annett's key retained by the signalman.

The connection Down line to Thurso branch is controlled by a new three lever ground frame released by an Annett's Key, retained by the signalman.

The North end connection single line to Up line, has been converted to train operated.

The connection Down main to Down sidings has been temporarily secured out of use.

The North connection Up line to RCE sidings is controlled by a three lever ground frame released by an Annett's key, retained by the signalman.

The catch points in the RCE siding shunt spur have been converted to hand operated spring points.

The Down direction advance warning board for Hoy AOCL has been repositioned on the Thurso branch, 140 yards from the connection Down line to Thurso branch.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "Proceed" light with reflectorised "Points Set" sign

Up direction - 50 yards from the facing connection to the Up line.

Down direction - 50 yards from the facing connection to the Down line.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed"

Up direction - On the Up line 103 yards before the loop exit connection.


On the RCE siding, on the approach to the South end connection RCE siding to Up line.

Down direction - On the Down line, 124 yards before the loop exit connection.

On the Thurso branch, on the same post as the repositioned Advance Warning board for Hoy AOCL.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedGEORGEMAS - continuedReflectorised sign worded "Stop - Obtain Permission to Proceed"

Up direction - On the Thurso branch, 50 yards before the connection Thurso branch to Down line.

A  sign has been provided.

- On the RCE sidings, on the approach to the North end connection RCE sidings to Up line.

Reflectorised "Station limits - Loop clear" boards

Up direction - On the single line 300 yards on the Forsinard side of the loop connection.

Down direction - On the single line 300 yards on the Wick side of the loop connection.

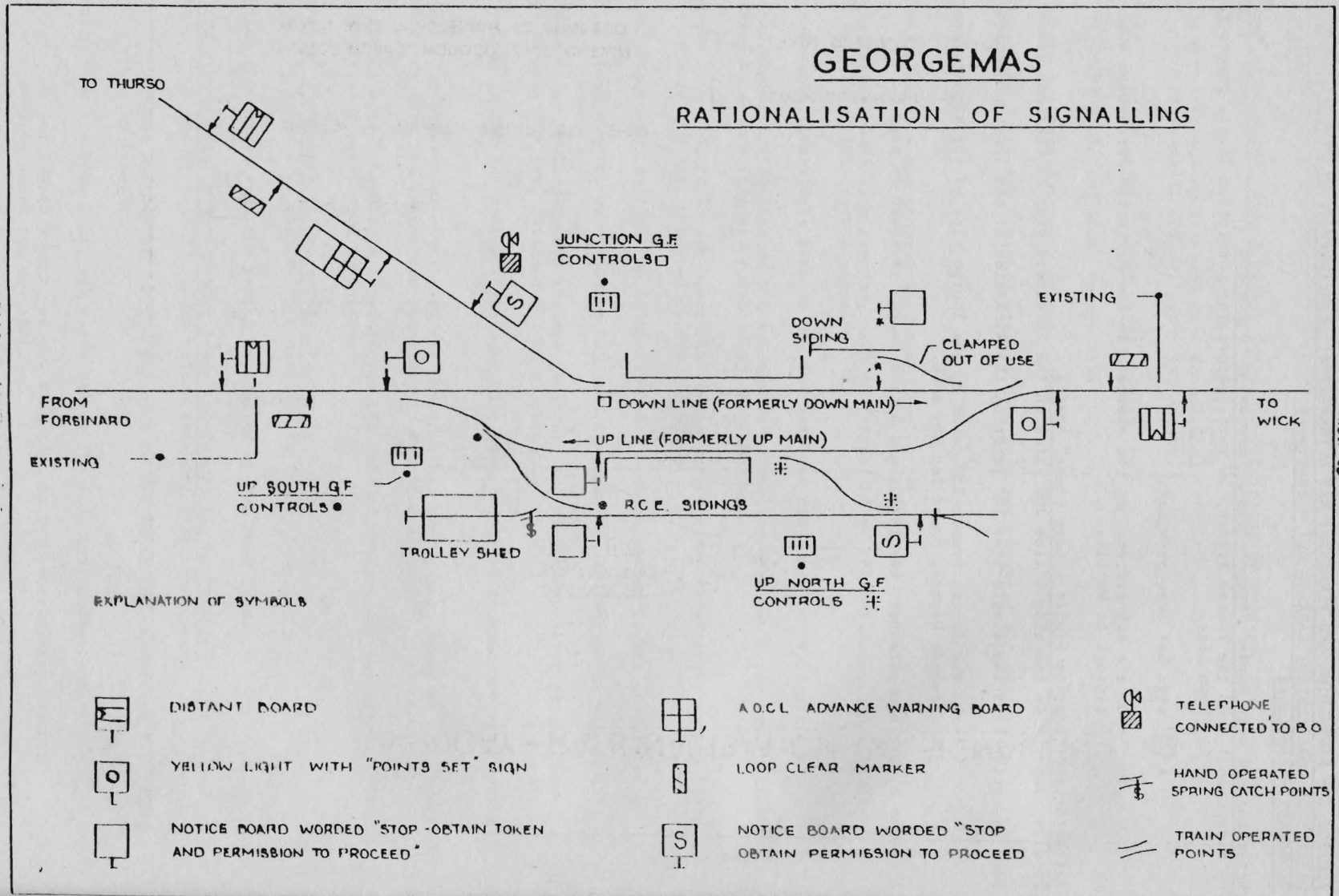
- On the Thurso branch 250 yards on the Thurso side of the repositioned Advance Warning board for Hoy AOCL.

A sketch of the new permanent way layout and notice boards is shown on page 6.

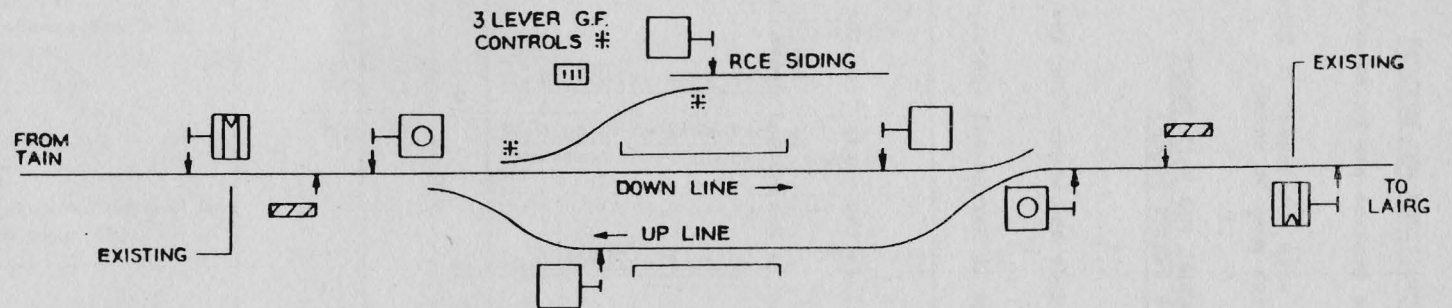
(33)

GEORGEMAS

RATIONALISATION OF SIGNALLING



ARDGAY - RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH "POINTS SET" SIGN



NOTICE BOARD WORDED STOP OBTAIN
TOKEN AND PERMISSION TO PROCEED



LOOP CLEAR MARKER



TRAIN OPERATED POINTS



No.34

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 17 AUGUST
to
FRIDAY 23 AUGUST 1985
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

PORTOBELLO - The Down and Up Leith lines have been repositioned to a permanent alignment 16 yards nearer the main line. The trailing connection Down Leith to single line has been repositioned 36 yards further from Portobello.

Signals EP613 and EP614 have been repositioned accordingly. (37)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 18 AUGUST - BETWEEN RUTHERGLEN EAST JN AND LANGLOAN JN - The connection Clydebridge Down Yard loop to Up Carmyle line and the Carmyle lines facing crossover, at the Langloan end of Clydebridge Yard, will be removed together with associated signal routes. (37)

SUNDAY 18 AUGUST - LINLITHGOW - The Ground switch panel controlling the main line emergency crossover will be removed, and the points will now come under the sole control of Edinburgh Signalling Centre.

The existing 3-lever ground frame controlling the Engineer's siding, will be replaced by a 4-lever type.

A new ground position light signal plated EL954, together with an associated 3-way stencil route indicator, will be provided in the cess of the Down main, at the Glasgow end of the main line crossover, application as follows:-

<u>Indication</u>	<u>Application Towards</u>
L	EL618
U	EL622
S	Engineers siding

A new ground position light signal plated EL953, will be provided in the cess at the Glasgow end of the Up Passenger loop, application towards EL623.

A new ground position light signal plated EL951 will be provided between the Up main and the Up passenger loop opposite new signal EL953 application from the Up main line towards EL623.

▣ signs will be provided at the three new signals Down main semi-automatic signal EL617 will become a fully controlled signal and will be replated accordingly. (37)

SUNDAY 18 AUGUST - ROGART - The South signal box will be closed. The North signal box will be retained to control the level crossing gates lock.

All signals, with the exception of the reflectorised distant boards, will be removed.

The connection single line to loop line at the North and South ends will be converted to train operated.

Up trains will run on the Up line.
Down trains will run on the Down line.

Additional notice boards will be provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "proceed" light with reflectorised "points set" sign:-

Up direction - 50 yards from facing connection single line to Up line.
Down Direction - 50 yards from facing connection single line to Down line.

Reflectorised sign worded "Stop Obtain Token and Permission to Proceed:-

Up direction - approaching loop exit connection.
Down direction - approaching loop exit connection.

Reflectorised "Station Limits - Loop clear" boards:-
300 yards beyond loop connections.

A sketch of the permanent way layout and notice boards is shown on page C5. (37)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

* * GLASGOW CENTRAL - Platform 2 which was previously brought back into operation for diesel traction only is now available for electric traction. (34)

* * ELDERSLIE NO.1 - The Up main line between UB 15 and Elderslie No.1 box has been temporarily put out of use and the associated signals disconnected.

The connection Up main to Rounding line, previously installed but secured for movements along the Up main line, has been secured for and Up trains diverted over, the Rounding line.

The existing Rounding line exit signal has been redesignated Up home signal. (34)

JOHNSTONE - A temporary signal box has been provided to replace the existing, fire-damaged box and is located on the Down side on the Glasgow side of the existing box.

The existing Up section signal, which also acts as Elderslie No.1 Up distant, has been altered to be capable of displaying a yellow or green aspect only and has been redesignated Elderslie No.1 Up distant. The existing Up home signal has been redesignated Up home/section signal.

The Down home 1 and Down section signals have been removed and the existing Down home 2 signal redesignated Down home/section signal. (36)

* * BETWEEN CADDER (EAST END) AND COWLAIRS - The Up Goods loop has been redesignated Up slow line. The position light signal at C93 has been removed. The position 1 junction route indicator provided at C93 when exhibited together with a main aspect applies to signal CR214.

The existing ground position light signal C98 situated on the Up Goods loop has been renumbered C95AR.

A new colour light signal capable of displaying a yellow aspect only has been provided on the Up slow line, 880 yards from signal CR214, on the left of drivers, yellow aspect 11 feet above rail level and applying along Up slow line to signal CR214.

The trap points at the exit of the Up Goods loop have been removed.

Ground position light signal C94 has been provided with a new 3 way stencil route indicator, indications applying as follows :-

<u>Indication</u>	<u>Applying towards</u>
S	Up Slow
M	Up Main
D	Down Goods

The existing fixed red signal, C89, and associated position light signal has been removed. (34)

* * GLASGOW QUEEN ST HL - No 1 platform line and adjoining carriage siding have been shortened by approximately 50 yards and new buffer stops installed. The 'OFF' indicator applicable to Platform 1 has been repositioned accordingly. (34)

* * MILNGAVIE - The existing platform No.1 has been secured out of use pending removal and the existing platform No.3 has been redesignated platform No.1

The route indications associated with signals giving entry to the platforms will now show the following indications.

'1' - To Platform 1
'2' - To Platform 2 (34)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN CRIANLARICH AND RANNOCH - The regulations for signalling on single lines by the electric token block system and the General Appendix instructions "Single Lines Worked by Electric Token - Instructions to Trainmen" apply on the following sections :-

Crianlarich-Tyndrum Upper
 Tyndrum Upper-Bridge of Orchy
 Bridge of Orchy-Rannoch

The notice boards worded "End of Token Working" at the Down loop exit signal at Crianlarich and at Up loop exit signal at Rannoch have been removed.

At Tyndrum Upper the Down main has been redesignated Down loop and the Up home signal applying to the existing Down main has been removed.

At Bridge of Orchy, the Up main has been redesignated Up loop and the Down home signal applying to the existing Up main has been removed. (36)

TAY BRIDGE SOUTH - The existing trailing crossover has been clamped out of use pending removal and associated ground disc signals removed.

A new trailing crossover has been installed and brought into use.

The new connection Down main to Down sidings, previously clamped out of use, has been brought into use.

The existing Down home/section signal has been replaced by a colour light signal, capable of displaying a red or green aspect, on the left of drivers, 285 yards on the Cupar side of the signal box, red aspect 11 feet above rail level. AWS track equipment and a ** has been provided.

New position light signals have been provided on the left of drivers as follows :-

Down sidings to Down main
 Up main to Down main
 Down main to Down sidings or Up main

A lockfast cupboard housing the clamp lock pump handle has been provided together with a sign adjacent to the new power operated connections. (35)

* * ABERDEEN - A barrow crossing has been provided at the North end of platforms 6 and 7
 * between signals A95/7 and the connection to single line. (34)

* * DALCROSS - A 3 lever ground frame controlling the connection to the Highland Forrest
 * Products private siding has been brought into use. The ground frame is released by the Millburn/Nairn section key token. Trains are not be able to shut in. A marker board worded "TRAINS WORKING SIDING MUST NOT PASS THIS BOARD", has been provided 180 yards on the Nairn side of the ground frame.

The whistle boards on the approach to Dalcross LC have been removed. (34)

* * INVERNESS TO WICK AND THURSO - All existing AWS cancel boards have been removed.

*
 AWS track equipment has been provided 200 yards on the approach side of the Down and Up Advance Warning boards at:-

Delny AOCL
 Kinbrace AOCL
 Halkirk AOCL
 Hoy AOCL
 Watten AOCL

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * INVERNESS TO WICK AND THURSO - continued

*

At the following AOCL crossings the Advance Warning boards has been repositioned as shown, AWS track equipment is being provided 200 yards on the approach side in each case:-

Kirkton Down AWB 335 yards further from the crossing

Up AWB 440 yards further from the crossing

Brora Down AWB 880 yards further from the crossing on the same post as the existing reflectorised distant board.

Up AWB 15 yards in advance of the reflectorised "Stop - Obtain Token and Permission to Proceed" board on the Up line.

Kildonan Down AWB 220 yards further from the crossing.

Up AWB 820 yards further from the crossing (34)

DINGWALL - The Up main distant signal has been renewed as a reflectorised distant board 230 yards farther from the box. AWS track equipment has been provided 200 yards on the approach side. (35)

ARDGAY - The North and South boxes have been closed and all existing signals, with the exception of the reflectorised distant boards, have been removed.

The North and South connections single line to Up and Down line have been converted to be train operated.

Up trains will run on the Up line.

Down trains will run on the Down line.

The facing connection Down line to RCE siding is controlled by a 3-lever ground frame released by Annett's key which is retained by the signaller.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply and position as follows :-

Yellow "Proceed" lights with reflectorised "Points set " sign :-

Up direction - 50 yards from facing connection single line to Up line.

Down direction - 50 yards from facing connection single line to Down line.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed" :-

Up direction - approaching the loop exit connection.

Down direction - approaching the loop exit connection.

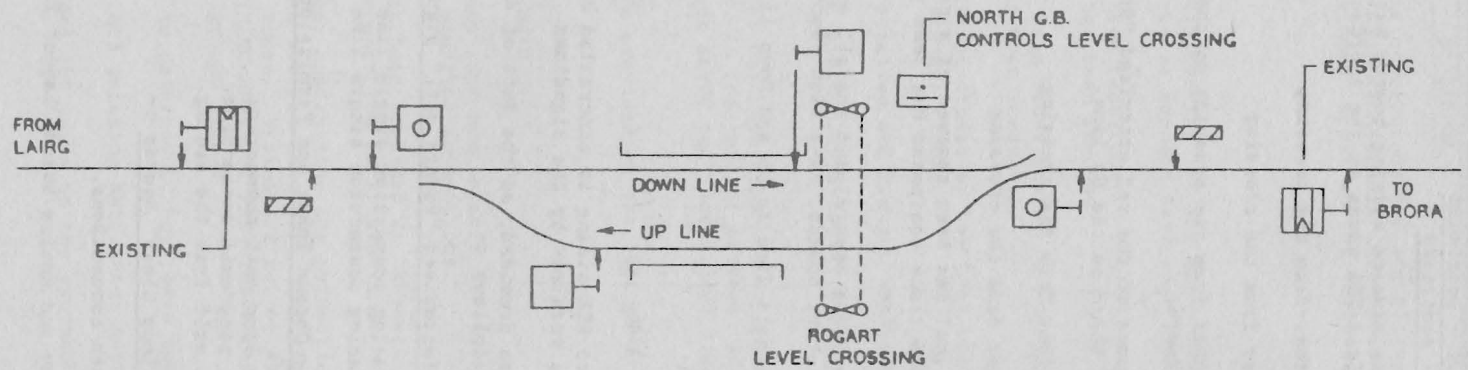
RCE siding - approaching the exit from the siding.

Reflectorised "Station Limits - Loop Clear" boards :-

300 yards from the North and South connections.

A sketch of the new permanent way and notice boards layout is shown on page C6. (35)

ROGART RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH "POINTS SET" SIGN



NOTICE BOARD WORDED "STOP OBTAIN
TOKEN AND PERMISSION TO PROCEED"

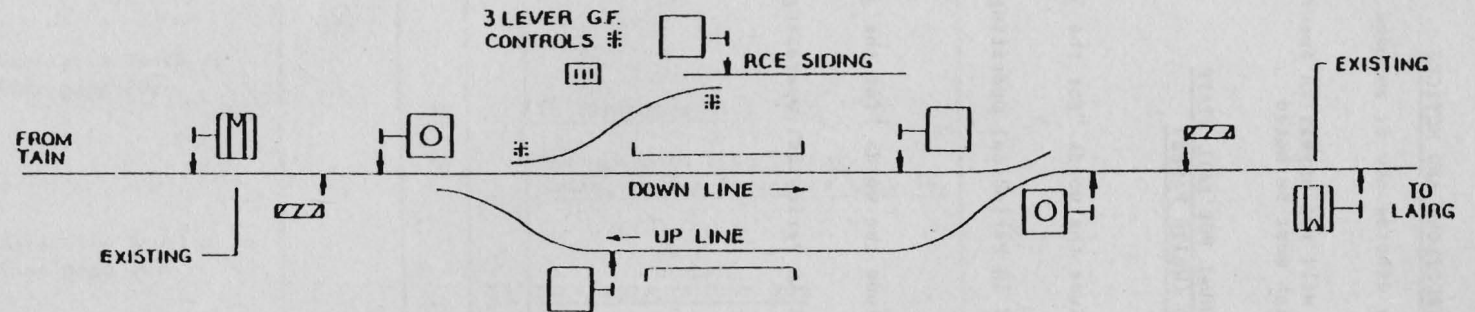


LOOP CLEAR MARKER



TRAIN OPERATED POINTS

ARDGAY - RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH "POINTS SET" SIGN



NOTICE BOARD WORDED STOP OBTAIN
TOKEN AND PERMISSION TO PROCEED



LOOP CLEAR MARKER



TRAIN OPERATED POINTS

**No.35**

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 24 AUGUST
to
FRIDAY 30 AUGUST 1985
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

WON-C1
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 AUGUST HELMSDALE - The North and South signal boxes will be closed and all signals, with the exception of the reflectorised distant boards, will be removed.

The connections single line to loop line at the North and South ends will be converted to train operated.

Up trains will run on the Up line.

Down trains will run on the Down line.

The trailing connection Up line to RCE siding will be controlled by a 3 lever ground frame released by Annett's Key which will be retained by the signalman. The connections Down sidings to Down line and Up line to Down line will be secured normal out of use pending removal.

Additional notice boards will be provided, on the left of drivers for the direction to which they apply, and positioned as follows :-

Yellow "Proceed" light with reflectorised "Points Set" sign :-

Up direction - 50 yards from the facing connection single line to Up line.
Down direction - 50 yards from the facing connection single line to Down line.

Reflectorised sign worded "Stop Obtain Token and Permission to Proceed" :-

Up direction - approaching loop exit connection.
Down direction - approaching loop exit connection.
RCE Siding - approaching exit from siding.

Reflectorised "Station Limits - Loop Clear" boards :-

300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on Page C7.

(39)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN RUTHERGLEN EAST JN AND LANGLOAN JN - The connection Clydebridge Down Yard loop to Up Carmyle line and the Carmyle lines facing crossover, at the Langloan end of Clydebridge Yard, have been removed together with associated signal routes. (37)

JOHNSTONE - A temporary signal box has been provided to replace the existing, fire-damaged box and is located on the Down side on the Glasgow side of the existing box.

The existing Up section signal, which also acts as Elderslie No.1 Up distant, has been altered to be capable of displaying a yellow or green aspect only and has been redesignated Elderslie No.1 Up distant. The existing Up home signal has been redesignated Up home/section signal.

The Down home 1 and Down section signals have been removed and the existing Down home 2 signal redesignated Down home/section signal. (36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

LINLITHGOW - The Ground switch panel controlling the main line emergency crossover has been removed, and the points are now under the sole control of Edinburgh Signalling Centre.

The existing 3-lever ground frame controlling the Engineer's siding, has been replaced by a 4-lever type.

A new ground position light signal plated EL954, together with an associated 3-way stencil route indicator, has been provided in the cress of the Down main, at the Glasgow end of the main line crossover, application as follows:-

<u>Indication</u>	<u>Application Towards</u>
L	EL618
U	EL622
S	Engineers siding

A new ground position light signal plated EL953, has been provided in the cress at the Glasgow end of the Up Passenger loop, application towards EL623.

A new ground position light signal plated EL951 has been provided between the Up main and the Up passenger loop opposite new signal EL953 application from the Up main line towards EL623.

▣ signs have been provided at the three new signals Down main semi-automatic signal EL617 will become a fully controlled signal and will be replated accordingly. (37)

PORTOBELLO - The Down and Up Leith lines have been repositioned to a permanent alignment 16 yards nearer the main line. The trailing connection Down Leith to single line has been repositioned 36 yards further from Portobello.

Signals EP613 and EP614 have been repositioned accordingly. (37)

BETWEEN CRANLARICH AND RANNOCH - The regulations for signalling on single lines by the electric token block system and the General Appendix instructions "Single Lines Worked by Electric Token - Instructions to Trainmen" apply on the following sections :-

Crianlarich-Tyndrum Upper
 Tyndrum Upper-Bridge of Orchy
 Bridge of Orchy-Rannoch

The notice boards worded "End of Token Working" at the Down loop exit signal at Crianlarich and at Up loop exit signal at Rannoch have been removed.

At Tyndrum Upper the Down main has been redesignated Down loop and the Up home signal applying to the existing Down main has been removed.

At Bridge of Orchy, the Up main has been redesignated Up loop and the Down home signal applying to the existing Up main has been removed. (36)

* *TAY BRIDGE SOUTH - The existing trailing crossover has been clamped out of use pending
 * removal and associated ground disc signals removed.

A new trailing crossover has been installed and brought into use.

The new connection Down main to Down sidings, previously clamped out of use, has been brought into use.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** TAY BRIDGE SOUTH - continued

*

The existing Down home/section signal has been replaced by a colour light signal, capable of displaying a red or green aspect, on the left of drivers, 285 yards on the Cupar side of the signal box, red aspect 11 feet above rail level. AWS track equipment and a ** has been provided.

New position light signals have been provided on the left of drivers as follows :-

Down sidings to Down main
Up main to Down main
Down main to Down sidings or Up main

A lockfast cupboard housing the clamp lock pump handle has been provided together with a sign adjacent to the new power operated connections. (35)

* DINGWALL - The Up main distant signal has been renewed as a reflectorised distant board
* 230 yards farther from the box. AWS track equipment has been provided 200 yards on the approach side. (35)

* ARDGAY - The North and South boxes have been closed and all existing signals, with the exception of the reflectorised distant boards, have been removed.

The North and South connections single line to Up and Down line have been converted to be train operated.

Up trains will run on the Up line.

Down trains will run on the Down line.

The facing connection Down line to RCE siding is controlled by a 3-lever ground frame released by Annett's key which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply and position as follows :-

Yellow "Proceed" lights with reflectorised "Points set " sign :-

Up direction - 50 yards from facing connection single line to Up line.
Down direction - 50 yards from facing connection single line to Down line.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed" :-

Up direction - approaching the loop exit connection.
Down direction - approaching the loop exit connection.
RCE siding - approaching the exit from the siding.

Reflectorised "Station Limits - Loop Clear" boards :-

300 yards from the North and South connections.

A sketch of the new permanent way and notice boards layout is shown on page C6. (35)

ROGART - The South signal box has been closed. The North signal box will be retained to control the level crossing gates lock.

All signals, with the exception of the reflectorised distant boards, have been removed.

The connection single line to loop line at the North and South ends has been converted to train operated.

Up trains run on the Up line.

Down trains run on the Down line.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued
ROGART - continued

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "proceed" light with reflectorised "points set" sign:-

Up direction - 50 yards from facing connection single line to Up line.

Down Direction - 50 yards from facing connection single line to Down line.

Reflectorised sign worded "Stop Obtain Token and Permission to Proceed:-

Up direction - approaching loop exit connection.

Down direction - approaching loop exit connection.

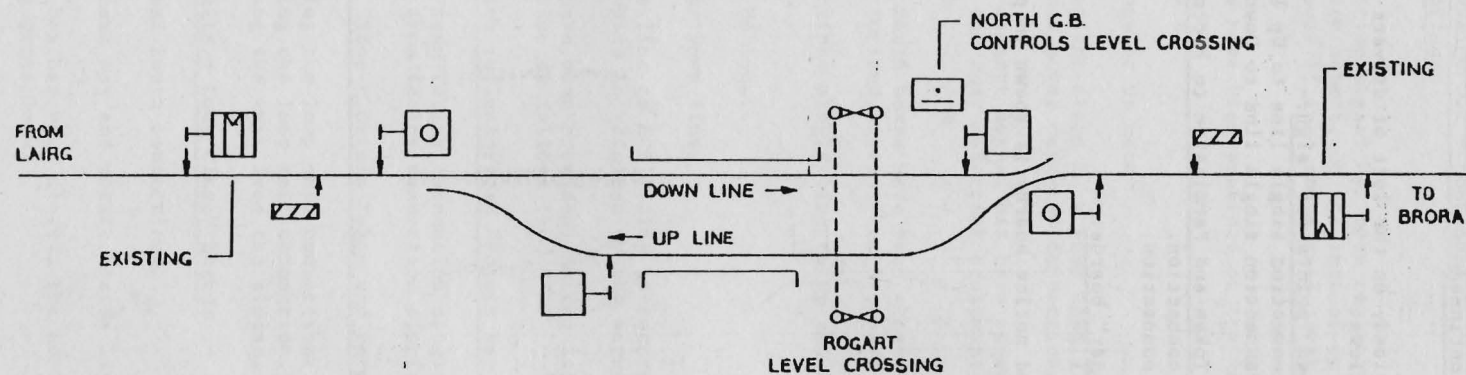
Reflectorised "Station Limits - Loop clear" boards:-

300 yards beyond loop connections.

A sketch of the permanent way layout and notice boards is shown on page C5.

(37)

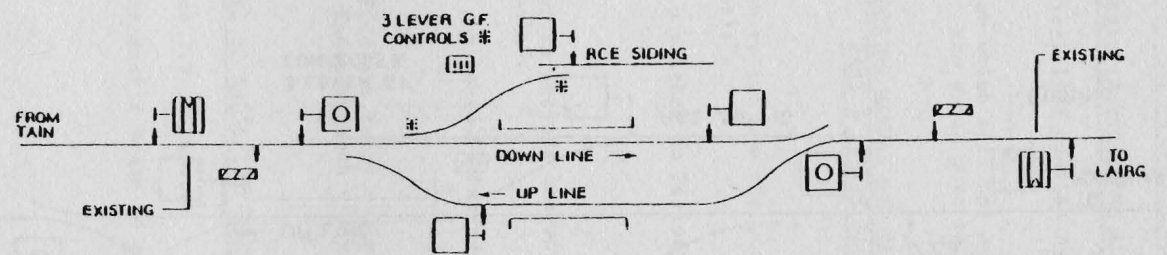
ROGART RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS

- | | | | |
|--|---|--|-----------------------|
| | DISTANT BOARD | | LOOP CLEAR MARKER |
| | YELLOW LIGHT WITH "POINTS SET" SIGN | | TRAIN OPERATED POINTS |
| | NOTICE BOARD WORDED "STOP OBTAIN TOKEN AND PERMISSION TO PROCEED" | | |

ARDGAY - RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH "POINTS SET" SIGN



NOTICE BOARD WORDED STOP OBTAIN
TOKEN AND PERMISSION TO PROCEED

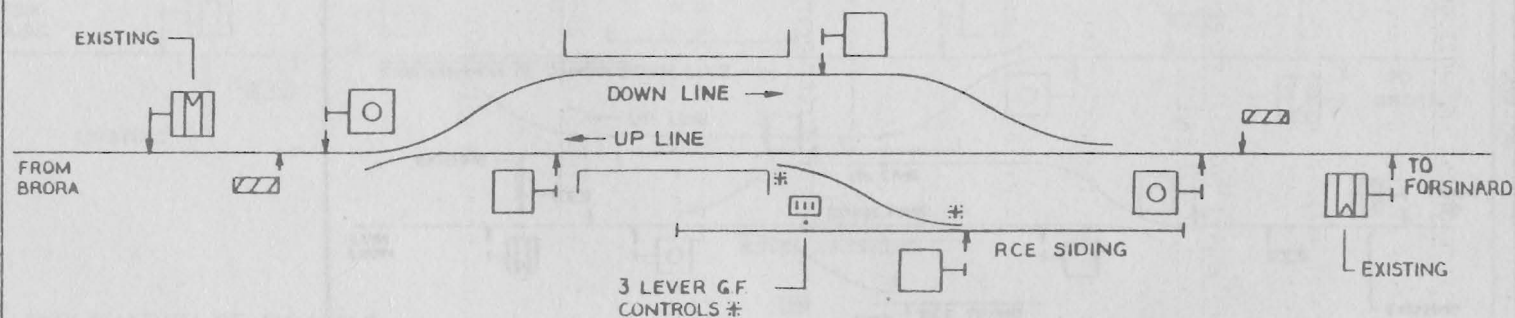


LOOP CLEAR MARKER



TRAIN OPERATED POINTS

HELMSDALE RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH "POINTS SET" SIGN



NOTICE BOARD WORDED "STOP - OBTAIN
TOKEN AND PERMISSION TO PROCEED"



LOOP CLEAR MARKER



TRAIN OPERATED POINTS

MSB

**No. 36**

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 31 AUGUST
to
FRIDAY 6 SEPTEMBER 1985
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS


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

CARDOWAN - The signal box has been closed, all signals controlled therefrom removed and all connections disconnected pending removal. (39)


LINLITHGOW - Up Passenger Loop signal EL618 has been repositioned 9 yards nearer Linlithgow station, application unaltered. (39)

WELSH'S BRIDGE - A notice board worded "STOP. OBTAIN PERMISSION TO PROCEED" and associated telephone has been provided at the convergence of the Carriage Shed group of sidings and the connection to the temporary Fuel Road. (39)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 1 SEPTEMBER - HILLINGTON WEST - Down line signal P3 will become an automatic signal and a  sign will be provided. (39)

SUNDAY 1 SEPTEMBER - PAISLEY GILMOUR STREET - Stoneybrae 2 lever ground frame will be disconnected pending removal. (39)

SUNDAY 1 SEPTEMBER - BETWEEN CARTSDYKE AND GREENOCK CENTRAL - Down line signals P92 and P96 will become automatic signals and  signs will be provided. (39)

SUNDAY 1 SEPTEMBER - FORSINARD - The North signal box will be closed.

The South signal box will be retained to control the level crossing gates lock.

All existing signals with the exception of the reflectorised distant boards will be removed.

The connections single line to loop line and the North and South ends will be converted to train operated.

Up trains will run on the Up line.

Down trains will run on the Down line.

The trailing connection Down line to RCE siding will be controlled by a 3-lever ground frame, released by Annetts key, which will be retained by the signalman.

Additional notice boards will be provided, on the left of drivers for the direction to which they apply, and positioned as follows :-

Yellow "Proceed" light with reflectorised "Points Set" sign :-

Up direction - 50 yards from facing connection single line to Up line.

Down direction - 50 yards from facing connection single line to Down line.

Reflectorised sign worded "Stop. Obtain Token and Permission to Proceed"

Up direction - approaching the loop exit connection.

Down direction - approaching the loop exit connection.

RCE siding - approaching the exit from the siding.

Reflectorised "Station Limits - Loop Clear" boards :-

300 yards beyond loop connection.

A sketch of the Permanent Way layout notice boards is shown on Page C4. (39)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN RUTHERGLEN EAST JN AND LANGLOAN JN - The connection Clydebridge Down Yard loop to Up Carmyle line and the Carmyle lines facing crossover, at the Langloan end of Clydebridge Yard, have been removed together with associated signal routes. (37)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

* * JOHNSTONE - A temporary signal box has been provided to replace the existing,
 * fire-damaged box and is located on the Down side on the Glasgow side of the existing box.

The existing Up section signal, which also acts as Elderslie No.1 Up distant, has been altered to be capable of displaying a yellow or green aspect only and has been redesignated Elderslie No.1 Up distant. The existing Up home signal has been redesignated Up home/section signal.

The Down home 1 and Down section signals have been removed and the existing Down home 2 signal redesignated Down home/section signal. (36)

LINLITHGOW - The Ground switch panel controlling the main line emergency crossover has been removed, and the points are now under the direct control of Edinburgh Signalling Centre.

The existing 3-lever ground frame controlling the Engineer's siding, has been replaced by a 4-lever type.

A new ground position light signal plated EL954, together with an associated 3-way stencil route indicator, has been provided in the cess of the Down main, at the Glasgow end of the main line crossover, application as follows:-

<u>Indication</u>	<u>Application Towards</u>
L	EL618
U	EL622
S	Engineers siding

A new ground position light signal plated EL959, has been provided in the cess at the Glasgow end of the Up Passenger loop, application towards EL623.

A new ground position light signal plated EL951 has been provided between the Up main and the Up passenger loop opposite new signal EL959 application from the Up main line towards EL623.

▣ signs have been provided at the three new signals Down main semi-automatic signal EL617 will become a fully controlled signal and will be replated accordingly. (37)

PORTOBELLO - The Down and Up Leith lines have been repositioned to a permanent alignment 16 yards nearer the main line. The trailing connection Down Leith to single line has been repositioned 36 yards further from Portobello.

Signals EP613 and EP614 have been repositioned accordingly. (37)

* * BETWEEN CRIANLARICH AND RANNOCH - The regulations for signalling on single lines by
 * the electric token block system and the General Appendix instructions "Single Lines Worked by electric Token - Instructions to Trainmen" apply on the following sections :-

Crianlarich-Tyndrum Upper
 Tyndrum Upper-Bridge of Orchy
 Bridge of Orchy-Rannoch

The notice boards worded "End of Token Working" at the Down loop exit signal at Criannlarich and at Up loop exit signal at Rannoch have been removed.

At Tyndrum Upper the Down main has been redesignated Down loop and the Up home signal applying to the existing Down main has been removed.

At Bridge of Orchy, the Up main has been redesignated Up loop and the Down home signal applying to the existing Up main has been removed. (36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

ROGART - The South signal box has been closed. The North signal box will be retained to control the level crossing gates lock.

All signals, with the exception of the reflectorised distant boards, have been removed.

The connection single line to loop line at the North and South ends has been converted to train operated.

Up trains run on the Up line.
 Down trains run on the Down line.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "proceed" light with reflectorised "points set" sign:-
 Up direction - 50 yards from facing connection single line to Up line.
 Down Direction - 50 yards from facing connection single line to Down line.

Reflectorised sign worded "Stop Obtain Token and Permission to Proceed:-
 Up direction - approaching loop exit connection.
 Down direction - approaching loop exit connection.

Reflectorised "Station Limits - Loop clear" boards:-
 300 yards beyond loop connections.

A sketch of the permanent way layout and notice boards is shown on page C5. (37)

HELMSDALE - The North and South signal boxes have been closed and all signals, with the exception of the reflectorised distant boards, have been removed.

The connections single line to loop line at the North and South ends have been converted to train operated.

Up trains run on the Up line.

Down trains run on the Down line.

The trailing connection Up line to RCE siding is controlled by a 3 lever ground frame released by Annett's Key which is retained by the signalman. The connections Down sidings to Down line and Up line to Down line have been secured normal out of use pending removal.

Additional notice boards have been provided, on the left of drivers unless otherwise shown, for the direction to which they apply, and positioned as follows :-

Yellow "Proceed" light with reflectorised "Points Set" sign :-
 Up direction - 50 yards from the facing connection single line to Up line.
 Down direction - 50 yards from the facing connection single line to Down line on the right of drivers.

Reflectorised sign worded "Stop Obtain Token and Permission to Proceed" :-

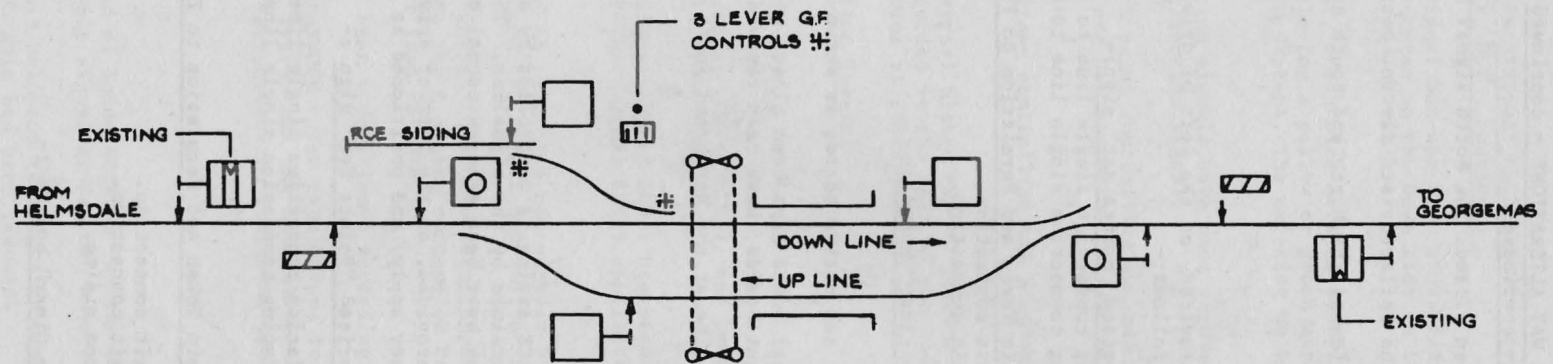
Up direction - approaching loop exit connection.
 Down direction - approaching loop exit connection.
 RCE Siding - approaching exit from siding.

Reflectorised "Station Limits - Loop Clear" boards :-

300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on Page C6.

FORSINARD RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH "POINTS SET" SIGN



NOTICE BOARD WORDED "STOP-OBTAIN TOKEN AND PERMISSION TO PROCEED"



NORTH G.B.
CONTROLS LEVEL CROSSING

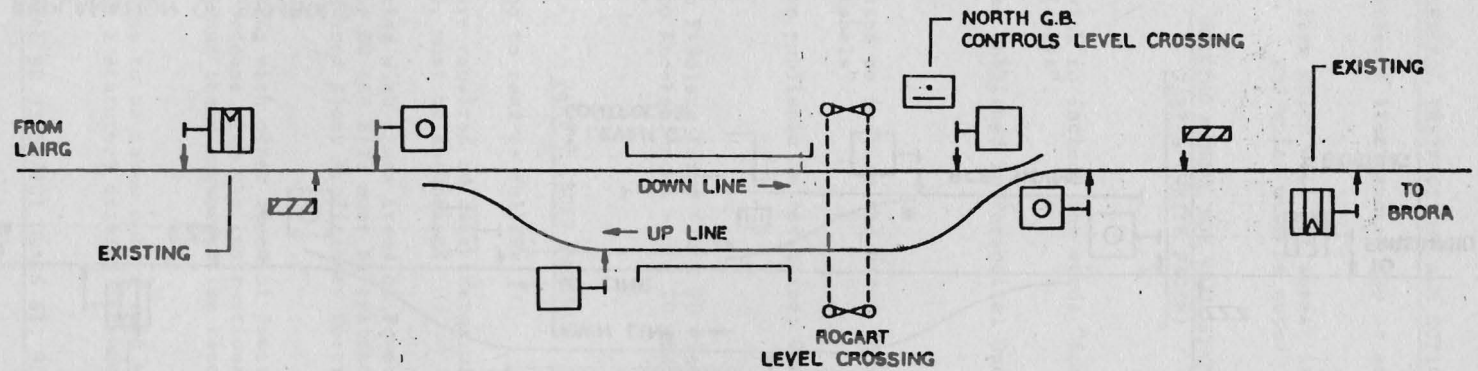


LOOP CLEAR MARKER








TRAIN OPERATED POINTS.

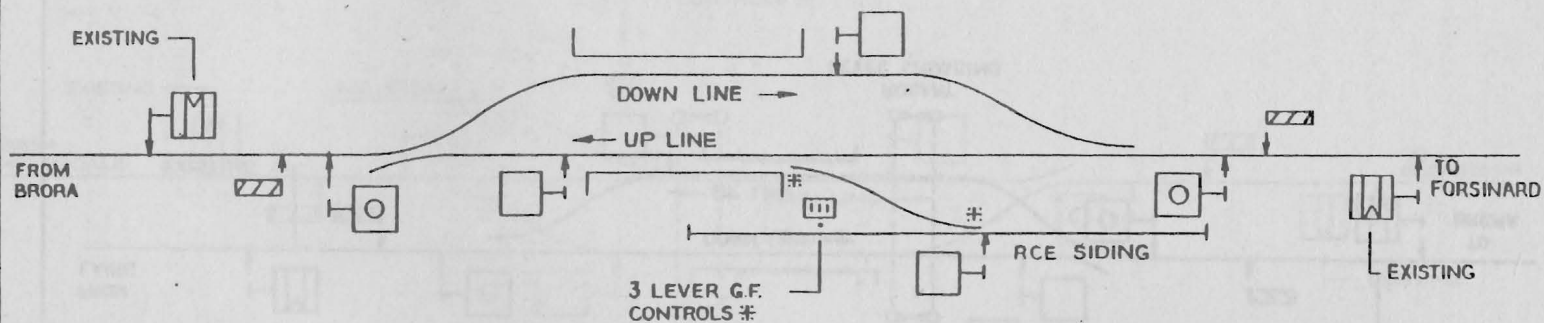
ROGART RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS

- | | | | |
|---|---|---|-----------------------|
|  | DISTANT BOARD |  | LOOP CLEAR MARKER |
|  | YELLOW LIGHT WITH 'POINTS SET' SIGN |  | TRAIN OPERATED POINTS |
|  | NOTICE BOARD WORDED "STOP OBTAIN TOKEN AND PERMISSION TO PROCEED" | | |

HELMSDALE RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH "POINTS SET" SIGN



NOTICE BOARD WORDED "STOP - OBTAIN
TOKEN AND PERMISSION TO PROCEED"



LOOP CLEAR MARKER



TRAIN OPERATED POINTS

**No.37**

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 7 SEPTEMBER
to
FRIDAY 13 SEPTEMBER 1985
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

WON-C1

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 8 SEPTEMBER - ELDERSLIE NO.1 - The Up Main line between UB15 and Elderslie No.1 Box will be reinstated together with the home signal, 102 yards on the Johnstone side of Elderslie No.1 box, on left of drivers.

The Rounding line will be put out of use and all relative signals removed.

The Up Shunting Siding will be put out of use pending removal and the siding exit signal removed. (40)

SUNDAY 8 SEPTEMBER - BETWEEN CADDER (WEST END) AND COWLAIRS - The trap points at the Cowlairs end of the Down Goods loop will be removed. A new connection from the Down Departure to the Down Goods loop, incorporating trap points at the exit from the Down Departure, will be brought into use.

A new colour light signal, C.98, capable of displaying a red, yellow or green aspect, will be provided on the Down Goods loop, 676 yards on the Cadder side of Down main signal C.92, on left of drivers, red aspect 11 feet above rail level, applying from Down Goods loop to signal C.92. A telephone with  sign will be provided.


A new colour light signal, capable of displaying a yellow aspect only, will be provided on the Down Goods loop, 494 yards from signal C.98, on left of drivers, yellow aspect 12 feet above rail level, applying along Down Goods loop to Signal C.98.

Existing ground position light signals C.97 (1) and C.97 (2) will be removed.


A new ground position light signal, C.97, will be provided on left of drivers, on the Down Departure line, applying towards signal C.92. (40)

MONDAY 9 SEPTEMBER - BETWEEN SHEWALTON MOSS GF AND BARASSIE - The permanent speed restriction of 70 mph on the single line between 7mp and 7m40ch will no longer apply. (40)

DETAILS OF WORK ALREADY CARRIED OUT

HILLINGTON WEST - Down line signal P3 has become an automatic signal and a  sign has been provided. (39)

PAISLEY GILMOUR STREET - Stoneybrae 2 lever ground frame has been disconnected pending removal. (39)

BETWEEN CARTSDYKE AND GREENOCK CENTRAL - Down line signals P92 and P96 have become automatic signals and  signs have been provided. (39)

* * BETWEEN RUTHERGLEN EAST JN AND LANGLOAN JN - The connection Clydebridge Down Yard loop * to Up Carmyle line and the Carmyle lines facing crossover, at the Langloan end of Clydebridge Yard, have been removed together with associated signal routes. (37)

CARDOWAN - The signal box has been closed, all signals controlled therefrom removed and all connections disconnected pending removal.

The block section has been extended to be Gartcosh Jn to Sighthill Jn. (39)

LINLITHGOW - Up Passenger Loop signal EL618 has been repositioned 9 yards nearer Linlithgow station, application unaltered. (39)

* * LINLITHGOW - The Ground switch panel controlling the main line emergency crossover has * been removed, and the points are now under the direct control of Edinburgh Signalling Centre.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** LINLITHGOW - continued

*

The existing 3-lever ground frame controlling the Engineer's siding, has been replaced by a 4-lever type.

A new ground position light signal plated EL954, together with an associated 3-way stencil route indicator, has been provided in the cress of the Down main, at the Glasgow end of the main line crossover, application as follows:-

<u>Indication</u>	<u>Application Towards</u>
L	EL618
U	EL622
S	Engineers siding

A new ground position light signal plated EL959, has been provided in the cress at the Glasgow end of the Up Passenger loop, application towards EL623.

A new ground position light signal plated EL951 has been provided between the Up main and the Up passenger loop opposite new signal EL959 application from the Up main line towards EL623.

▨ signs have been provided at the three new signals Down main semi-automatic signal EL617 will become a fully controlled signal and will be replated accordingly. (37)

** PORTOBELLO - The Down and Up Leith lines have been repositioned to a permanent * alignment 16 yards nearer the main line. The trailing connection Down Leith to single line has been repositioned 36 yards further from Portobello.

Signals EP613 and EP614 have been repositioned accordingly. (37)

WELSH'S BRIDGE - A single-sided notice board worded "STOP. OBTAIN PERMISSION TO PROCEED" and associated telephone has been provided at the convergence of the Carriage Shed group of sidings and the connection to the temporary Fuel Road. (39)

** ROGART - The South signal box has been closed. The North signal box will be retained * to control the level crossing gates lock.

All signals, with the exception of the reflectorised distant boards, have been removed.

The connection single line to loop line at the North and South ends has been converted to train operated.

Up trains run on the Up line.

Down trains run on the Down line.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "proceed" light with reflectorised "points set" sign:-

Up direction - 50 yards from facing connection single line to Up line.

Down Direction - 50 yards from facing connection single line to Down line.

Reflectorised sign worded "Stop Obtain Token and Permission to Proceed:-

Up direction - approaching loop exit connection.

Down direction - approaching loop exit connection.

Reflectorised "Station Limits - Loop clear" boards:-

300 yards beyond loop connections.

A sketch of the permanent way layout and notice boards is shown on page C4. (37)

HELMSDALE - The North and South signal boxes have been closed and all signals, with the exception of the reflectorised distant boards, have been removed.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedHELMSDALE - continued

The connections single line to loop line at the North and South ends have been converted to train operated.

Up trains run on the Up line.

Down trains run on the Down line.

The trailing connection Up line to RCE siding is controlled by a 3 lever ground frame released by Annett's Key which is retained by the signalman. The connections Down sidings to Down line and Up line to Down line have been secured normal out of use pending removal.

Additional notice boards have been provided, on the left of drivers unless otherwise shown, for the direction to which they apply, and positioned as follows :-

Yellow "Proceed" light with reflectorised "Points Set" sign :-

Up direction - 50 yards from the facing connection single line to Up line.

Down direction - 50 yards from the facing connection single line to Down line on the right of drivers.

Reflectorised sign worded "Stop Obtain Token and Permission to Proceed" :-

Up direction - approaching loop exit connection.

Down direction - approaching loop exit connection.

RCE Siding - approaching exit from siding.

Reflectorised "Station Limits - Loop Clear" boards :-

300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on Page C5.

(38)

FORSINARD - The North signal box has been closed.

The South signal box has been retained to control the level crossing gates lock.

All existing signals with the exception of the reflectorised distant boards have been removed.

The connections single line to loop line and the North and South ends have been converted to train operated.

Up trains run on the Up line.

Down trains run on the Down line.

The trailing connection Down line to RCE siding is controlled by a 3-lever ground frame, released by Annetts key, which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows :-

Yellow "Proceed" light with reflectorised "Points Set" sign :-

Up direction - 50 yards from facing connection single line to Up line.

Down direction - 50 yards from facing connection single line to Down line.

Reflectorised sign worded "Stop. Obtain Token and Permission to Proceed"

Up direction - approaching the loop exit connection.

Down direction - approaching the loop exit connection.

RCE siding - approaching the exit from the siding.

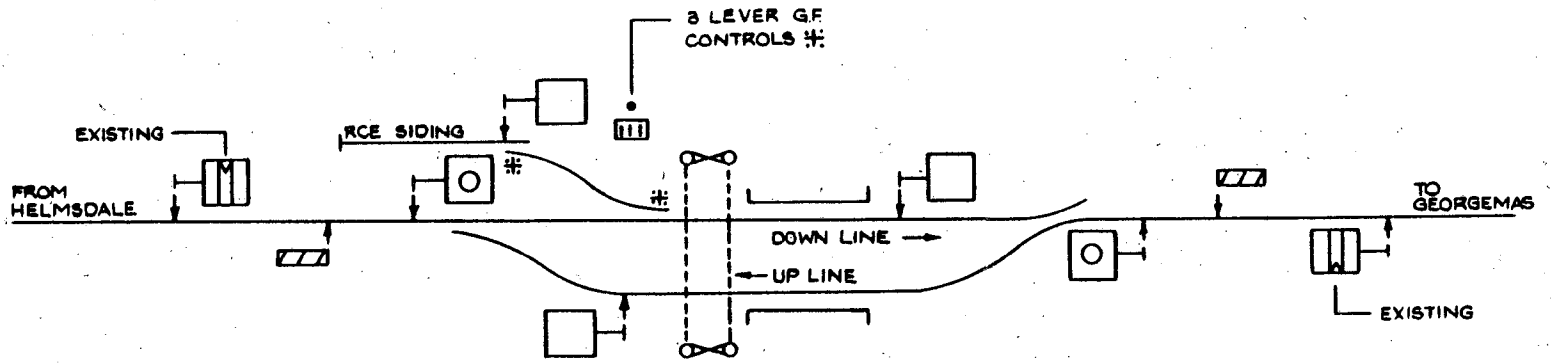
Reflectorised "Station Limits - Loop Clear" boards :-

300 yards beyond loop connection.

A sketch of the Permanent Way layout and notice boards is shown on Page C6.

(39)

FORSINARD RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH "POINTS SET" SIGN



NOTICE BOARD WORDED "STOP-OBTAIN TOKEN AND PERMISSION TO PROCEED"



NORTH G.B.
CONTROLS LEVEL CROSSING

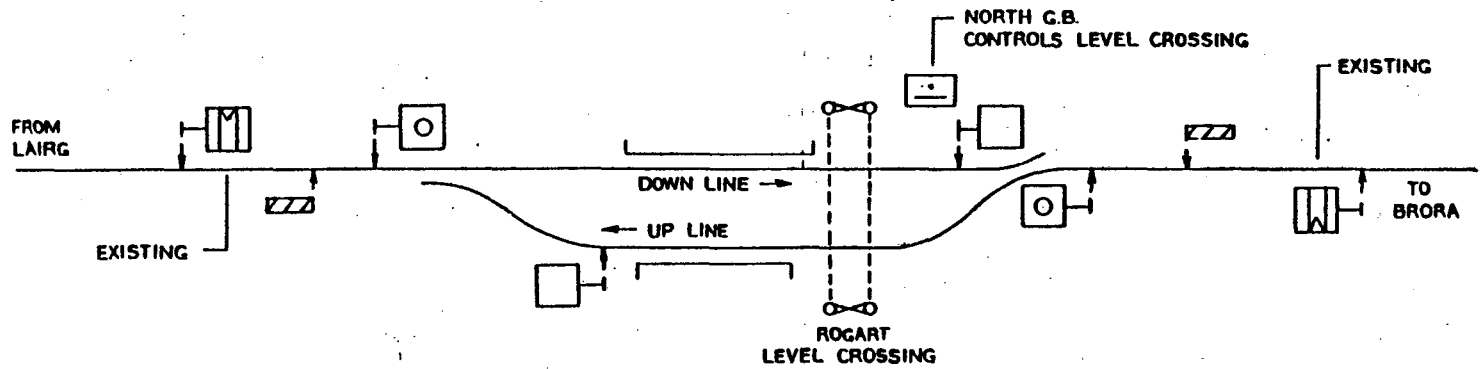


LOOP CLEAR MARKER



TRAIN OPERATED POINTS

ROGART RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH 'POINTS SET' SIGN



NOTICE BOARD WORDED "STOP OBTAIN
TOKEN AND PERMISSION TO PROCEED"

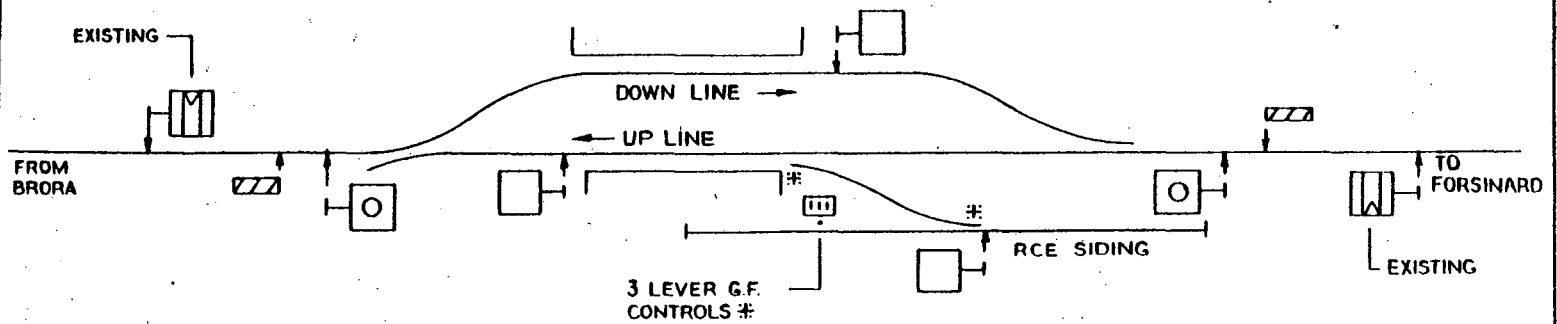


LOOP CLEAR MARKER








TRAIN OPERATED POINTS

HELMSDALE RATIONALISATION OF SIGNALLING

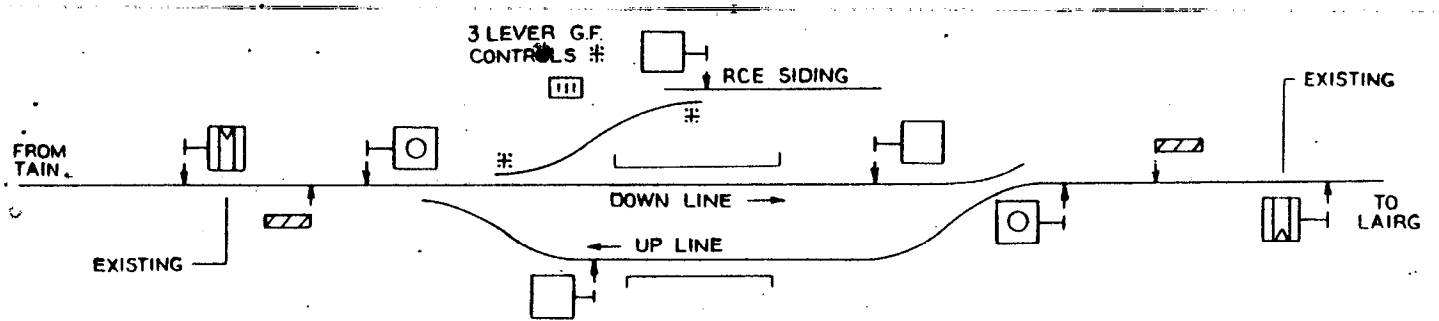


EXPLANATION OF SYMBOLS

- | | | |
|--|--|--|
|  <p>DISTANT BOARD</p> |  <p>YELLOW LIGHT WITH "POINTS SET" SIGN</p> |  <p>LOOP CLEAR MARKER</p> |
|  <p>NOTICE BOARD WORDED "STOP - OBTAIN
TOKEN AND PERMISSION TO PROCEED"</p> |  <p>TRAIN OPERATED POINTS</p> | |



ARDGAY - RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH "POINTS SET" SIGN



NOTICE BOARD WORDED STOP OBTAIN
TOKEN AND PERMISSION TO PROCEED



LOOP CLEAR MARKER



TRAIN OPERATED POINTS

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

WORKING MANUAL FOR RAIL STAFF
PART 6 (WHITE PAGES)

PAGE H7

ITEM 4.15

Amend 2nd paragraph to include the words "for the journey to be made" after "load examined labels".

(This amends item published in Periodical Operating Notice No.32D)
(MPF/491/CA) (12/8/85)

PAGE H7

ITEM 4.16

Amend 2nd paragraph to include the words "for the journey to be made" after "load examined labels".

(This amends item published in Periodical Operating Notice No.32D)
(MPF/491/CA) (12/8/85)

**No.38**

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 14 SEPTEMBER
to
FRIDAY 20 SEPTEMBER 1985
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER


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 15 AND MONDAY 16 SEPTEMBER - GOUROCK - In preparation for the elimination of Gourock signal box, the undernoted permanent way and signalling alterations will be carried out :-

The Through Siding and connection to the Loading Bank and Platform 4 will be removed together with all associated signals.

Down line signals GK10 and GK11 will be removed and a new 2 aspect colour light signal, capable of displaying a red or yellow aspect, will be provided on the Down line, 390 yards on the Paisley side of the box, red aspect 12 feet above rail level. A telephone with  sign and AWS track equipment will be provided.

Until Gourock signal box is eliminated, all train movements at Gourock will be under the control of an Operating Department Representative. (41)

SATURDAY 14 SEPTEMBER - CLYDEBANK DOCK JUNCTION - The connections Down main to Dock line and connecting line to Down main will be secured out of use and all associated signals removed.

The offset position light signal associated with signal CD74 applying Down main to connecting line will be repositioned below the main aspect and will now apply back along Down main. (41)

SUNDAY 15 SEPTEMBER - BLAIR ATHOLL - The facing connection Down single line to Down line will be renewed 17 yards farther from the box.


The ground disc signal Down line to Up line will be replaced by a two tier ground disc signal applying as follows :-

Top Signal - Down line to Up line, controlled by box.
Bottom Signal - Down line to Down sidings, controlled by ground frame. (41)

SUNDAY 15 SEPTEMBER - INVERGORDON - The reflectorised "Station Limits - Loop Clear" board, 300 yards beyond the north loop connection, will be repositioned on the opposite side of the line. (41)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN SHEWALTON MOSS GF AND BARASSIE - The permanent speed restriction of 70mph on the single line between 7mp and 7m40ch no longer applies. (40)

HILLINGTON WEST - Down line signal P3 has become an automatic signal and a  sign has been provided. (39)

ELDERSLIE NO.1 - The Up Main line between UB15 and Elderslie No.1 Box has been reinstated together with the home signal, 102 yards on the Johnstone side of Elderslie No.1 box, on left of drivers.

The Rounding line has been put out of use and all relative signals removed.

The Up Shunting Siding has been put out of use pending removal and the siding exit signal removed. (40)

PAISLEY GILMOUR STREET - Stoneybrae 2 lever ground frame has been disconnected pending removal. (39)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN CARTSDYKE AND GREENOCK CENTRAL - Down line signals P92 and P96 have become automatic signals and signs have been provided. (39)

CARDOWAN - The signal box has been closed, all signals controlled therefrom removed and all connections disconnected pending removal.

The block section has been extended to be Gartcosh Jn to Sighthill Jn. (39)

LINLITHGOW - Up Passenger Loop signal EL618 has been repositioned 9 yards nearer Linlithgow station, application unaltered. (39)

MILLERHILL - Ground signal M91, applying to NCB sidings, has been repositioned 5 yards farther from the box.

The South Down Reception sidings headshunt has been realigned, shortened to 180 feet and the associated ground signal M9, repositioned 20 yards nearer the box, application unaltered. (40)

WELSH'S BRIDGE - A single-sided notice board worded "STOP. OBTAIN PERMISSION TO PROCEED" and associated telephone has been provided at the convergence of the Carriage Shed group of sidings and the connection to the temporary Fuel Road. (39)

* HELMSDALE - The North and South signal boxes have been closed and all signals, with the * exception of the reflectorised distant boards, have been removed.

The connections single line to loop line at the North and South ends have been converted to train operated.

Up trains run on the Up line.
 Down trains run on the Down line.

The trailing connection Up line to RCE siding is controlled by a 3 lever ground frame released by Annett's Key which is retained by the signalman. The connections Down sidings to Down line and Up line to Down line have been secured normal out of use pending removal.

Additional notice boards have been provided, on the left of drivers unless otherwise shown, for the direction to which they apply, and positioned as follows :-

Yellow "Proceed" light with reflectorised "Points Set" sign :-

Up direction - 50 yards from the facing connection single line to Up line.
 Down direction - 50 yards from the facing connection single line to Down line on the right of drivers.

Reflectorised sign worded "Stop Obtain Token and Permission to Proceed" :-

Up direction - approaching loop exit connection.
 Down direction - approaching loop exit connection.
 RCE Siding - approaching exit from siding.

Reflectorised "Station Limits - Loop Clear" boards :-

300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on Page C5. (38)

FORSINARD - The North signal box has been closed.

The South signal box has been retained to control the level crossing gates lock.

All existing signals with the exception of the reflectorised distant boards have been removed.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued
FORSINARD - continued

The connections single line to loop line and the North and South ends have been converted to train operated.

Up trains run on the Up line.

Down trains run on the Down line.

The trailing connection Down line to RCE siding is controlled by a 3-lever ground frame, released by Annetts key, which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows :-

Yellow "Proceed" light with reflectorised "Points Set" sign :-

Up direction - 50 yards from facing connection single line to Up line.

Down direction - 50 yards from facing connection single line to Down line.

Reflectorised sign worded "Stop. Obtain Token and Permission to Proceed"

Up direction - approaching the loop exit connection.

Down direction - approaching the loop exit connection.

RCE siding - approaching the exit from the siding.

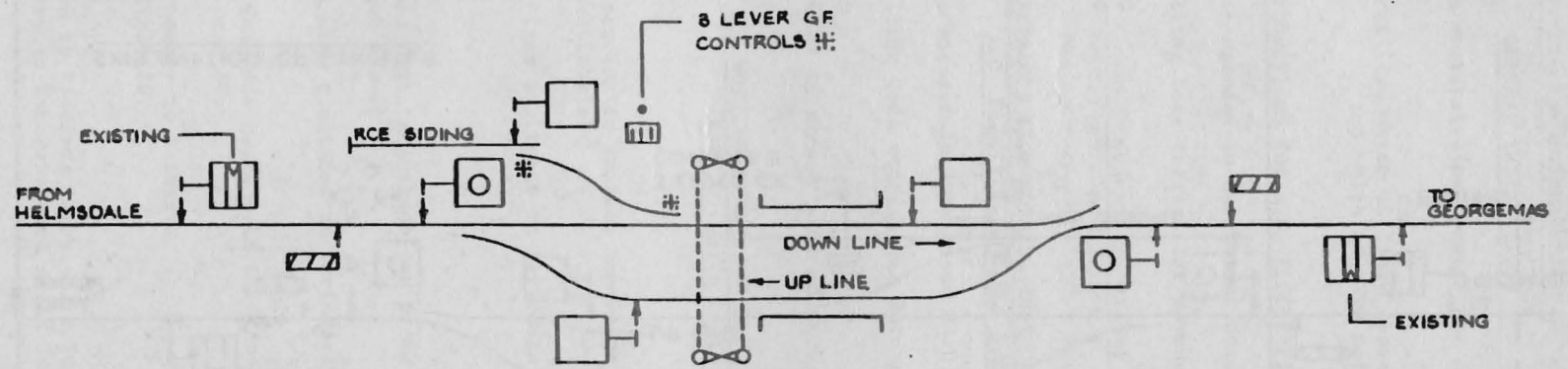
Reflectorised "Station Limits - Loop Clear" boards :-

300 yards beyond loop connection.

A sketch of the Permanent Way layout and notice boards is shown on Page C4.

(3)

FORSINARD RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH "POINTS SET" SIGN



NOTICE BOARD WORDED "STOP-OBTAIN TOKEN AND PERMISSION TO PROCEED"



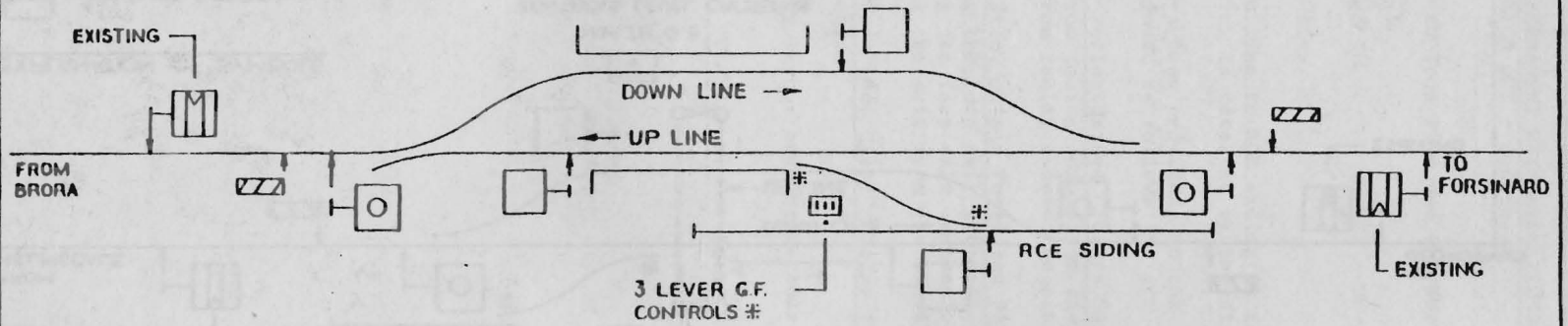
LOOP CLEAR MARKER



TRAIN OPERATED POINTS.

MON-CL

HELMSDALE RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH "POINTS SET" SIGN



NOTICE BOARD WORDED "STOP - OBTAIN
TOKEN AND PERMISSION TO PROCEED"



LOOP CLEAR MARKER



TRAIN OPERATED POINTS

**No.39****WEEKLY OPERATING NOTICE**

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 21 SEPTEMBER**to****FRIDAY 27 SEPTEMBER 1985****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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

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 22 SEPTEMBER - LOCHSIDE - The main line crossover and associated signals will be removed. (42)

SUNDAY 22 SEPTEMBER - GOUROCK - The altered permanent way and signalling arrangements shown on the sketch on page 4 will be brought into use.

Gourock signal box will be closed and the area formerly controlled by it will now be controlled by Paisley signal box.

Platform 1 and Platform 3 will be redesignated Platform 3 and Platform 1 respectively.

The Track Circuit Block Regulations will apply throughout the extended area of control of Paisley signal box.

The description of the application of all new signals shown on the accompanying sketch is as follows :-

Signals prefixed by the letters PU are controlled from Paisley signal box.

The application of all running signals, with the exception of those detailed below, is to the next running signal capable of displaying a red aspect.

RUNNING SIGNALS

Signal	Aspect	Route Indication Where Provided	Application To or Towards
PU108	Main	3	Platform 3
	Main	2	Platform 2
	Main	1	Platform 1
	Position Light	D	P112
	Position Light	3	Platform 3
	Position Light	2	Platform 2
	Position Light	1	Platform 1
PU117	Main	-	P105
	Position Light	X1	Limit of Shunt 1
	Position Light	X2	Limit of Shunt 2

Signal PU117 will be provided with double-sided stencil indicators :-

Facing Gourock station - "X1", "X2", and "R"
Facing Greenock - "MAIN", "OFF, and "R"

Signals PU115 and PU113 will be provided with single-sided "R" indicators.

Signal PU102 will become a 3 aspect signal capable of displaying a red, yellow or green aspect.

Position light signal PU112 applies from Down main line towards Platform 3.

Trains not completely within fixed signals.

Referring to the General Appendix Instructions - when a locomotive or EMU is ahead of Platform 3 signal PU117 at Gourock, owing to the length of the train, the signal must be regarded as controlling the starting of the train. In this connection, to assist drivers, a back indication, as described above, is provided.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK REFERRED TO IN SECTION B - continued
 SUNDAY 22 SEPTEMBER - GOUROCK - continued

AWS track equipment will be provided throughout the area in accordance with standard arrangements.

Although not shown on the accompanying sketch, the following telephone signs as provided, where applicable, in accordance with regional practice.

☒ (at all new signals capable) ☒ (of displaying a red aspect) (42)

SUNDAY 22 SEPTEMBER - ROSARIE LEVEL CROSSING - The level crossing will be converted to an Automatic Open Crossing remotely monitored (AOCR) as described in Section 7 of the General Appendix. The crossing will be supervised by Keith Jn signal box. The existing whistle boards on each side of the crossing will be retained. (42)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN SHEWALTON MOSS GF AND BARASSIE - The permanent speed restriction of 70mph on the single line between 7mp and 7m40ch no longer applies. (40)

* *HILLINGTON WEST - Down line signal P3 has become an automatic signal and a ** sign has * been provided. (39)

ELDERSLIE NO.1 - The Up Main line between UB15 and Elderslie No.1 Box has been reinstated together with the home signal, 102 yards on the Johnstone side of Elderslie No.1 box, on left of drivers.

The Rounding line has been put out of use and all relative signals removed.

The Up Shunting Siding has been put out of use pending removal and the siding exit signal removed. (40)

* *PAISLEY GILMOUR STREET - Stoneybrae 2 lever ground frame has been disconnected pending * removal. (39)

* *BETWEEN CARTSDYKE AND GREENOCK CENTRAL - Down line signals P92 and P96 have become * automatic signals and ~~semaphore~~ signs have been provided. (39)

* *CARDOWAN - The signal box has been closed, all signals controlled therefrom removed and * all connections disconnected pending removal.

The block section has been extended to be Gartcosh Jn to Sighthill Jn. (39)

* *LINLITHGOW - Up Passenger Loop signal EL618 has been repositioned 9 yards nearer * Linlithgow station, application unaltered. (39)

CLYDEBANK DOCK JUNCTION - The connections Down main to Dock line and connecting line to Down main have been secured out of use and all associated signals removed.

The offset position light signal associated with signal CD74 applying Down main to connecting line has been repositioned below the main aspect and now applies back along Down main. (41)

MILLERHILL - Ground signal M91, applying to NCB sidings, has been repositioned 5 yards farther from the box.

The South Down Reception sidings headshunt has been realigned, shortened to 180 feet and the associated ground signal M9, repositioned 20 yards nearer the box, application unaltered. (40)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

BLAIR ATHOLL - The facing connection Down single line to Down line has been renewed 17 yards farther from the box.

The ground disc signal Down line to Up line has been replaced by a two tier ground disc signal applying as follows :-

Top Signal - Down line to Up line, controlled by box.
 Bottom Signal - Down line to Down sidings, controlled by ground frame. (41)

* WELSH'S BRIDGE - A single-sided notice board worded "STOP. OBTAIN PERMISSION TO
 * PROCEED" and associated telephone has been provided at the convergence of the Carriage Shed group of sidings and the connection to the temporary Fuel Road. (39)

INVERGORDON - The reflectorised "Station Limits - Loop Clear" board, 300 yards beyond the north loop connection, has been repositioned on the opposite side of the line. (41)

* FORSINARD - The North signal box has been closed.

*

The South signal box has been retained to control the level crossing gates lock.

All existing signals with the exception of the reflectorised distant boards have been removed.

The connections single line to loop line and the North and South ends have been converted to train operated.

Up trains run on the Up line.

Down trains run on the Down line.

The trailing connection Down line to RCE siding is controlled by a 3-lever ground frame, released by Annetts key, which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows :-

Yellow "Proceed" light with reflectorised "Points Set" sign :-

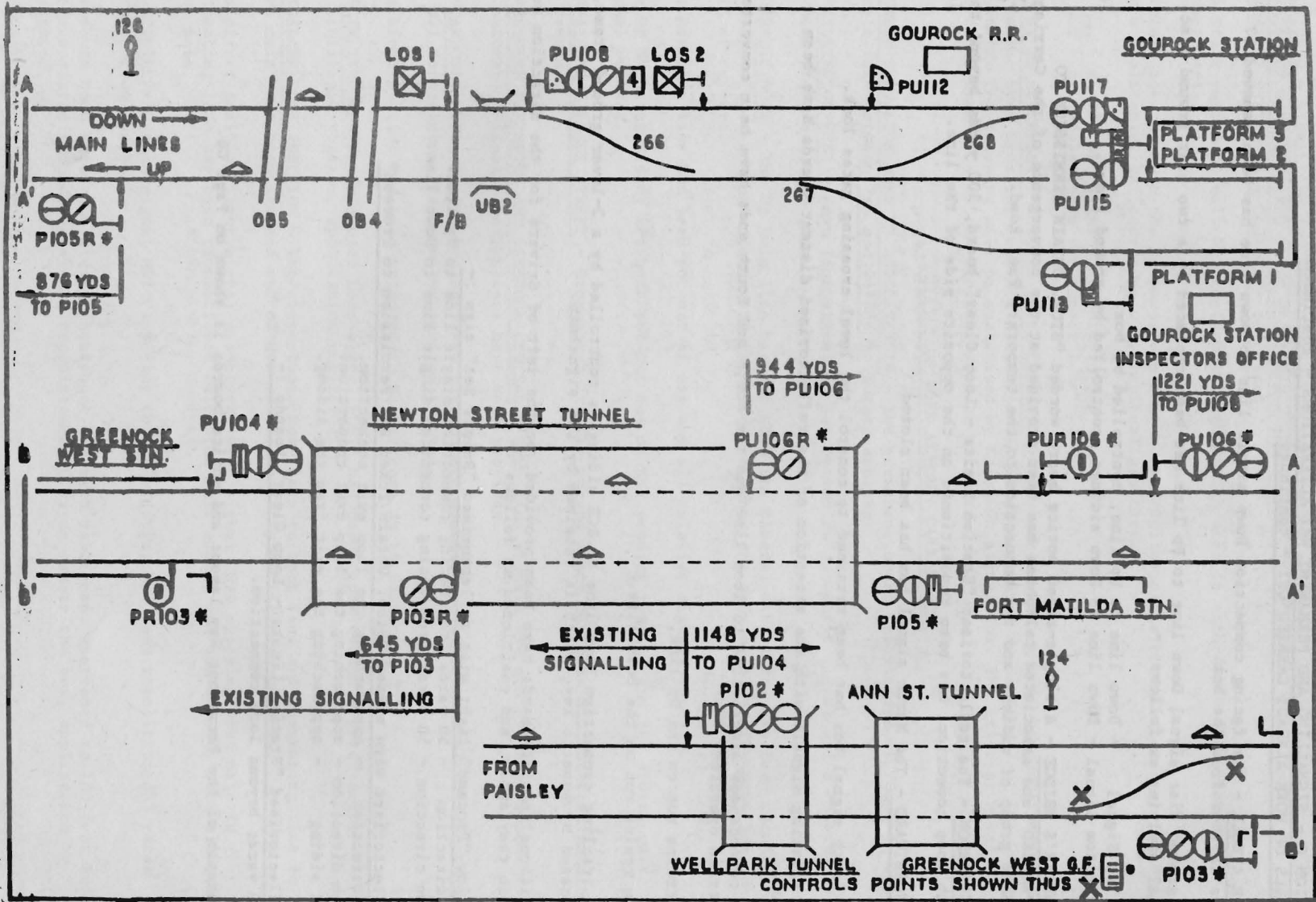
Up direction - 50 yards from facing connection single line to Up line.
 Down direction - 50 yards from facing connection single line to Down line.

Reflectorised sign worded "Stop. Obtain Token and Permission to Proceed"

Up direction - approaching the loop exit connection.
 Down direction - approaching the loop exit connection.
 RCE siding - approaching the exit from the siding.

Reflectorised "Station Limits - Loop Clear" boards :-
 300 yards beyond loop connection.

A sketch of the Permanent Way layout and notice boards is shown on Page C6. (39)





W09-C4

EXPLANATION OF SYMBOLS.


MAIN LINE COLOUR LIGHT SIGNALS.

2 ASPECT SIGNAL


RED —
ASPECT  CAPABLE OF
DISPLAYING RED
OR GREEN ASPECT

 CAPABLE OF
DISPLAYING YELLOW
OR GREEN ASPECT.

3 ASPECT SIGNAL

RED —
ASPECT  CAPABLE OF
DISPLAYING RED,
YELLOW OR
GREEN ASPECT.


THEATRE TYPE ROUTE
INDICATOR (FIGURE IN
SQUARE INDICATES No. OF
ROUTES CAPABLE OF
BEING DISPLAYED)

 POSITION LIGHT SIGNAL
(NORMALLY OUT)
PROCEED ASPECT
TWO WHITE LIGHTS AT 45°

WALL MOUNTED SIGNAL

 BANNER
REPEATER

SHUNT SIGNALS

 GROUND POSITION LIGHT
SIGNAL NORMAL ASPECT-RED &
WHITE HORIZONTAL LIGHTS
PROCEED ASPECT:- TWO WHITE
LIGHTS AT 45°

GROUND - MOUNTED SIGNAL

 YELLOW
ASPECT

POINTS


 CONTROLLED


MISCELLANEOUS

 AUTO SIGNALS

 'MAIN OFF' AND
(R) INDICATOR

 SEMI-AUTO SIGNALS

 LIMIT OF SHUNT
INDICATOR

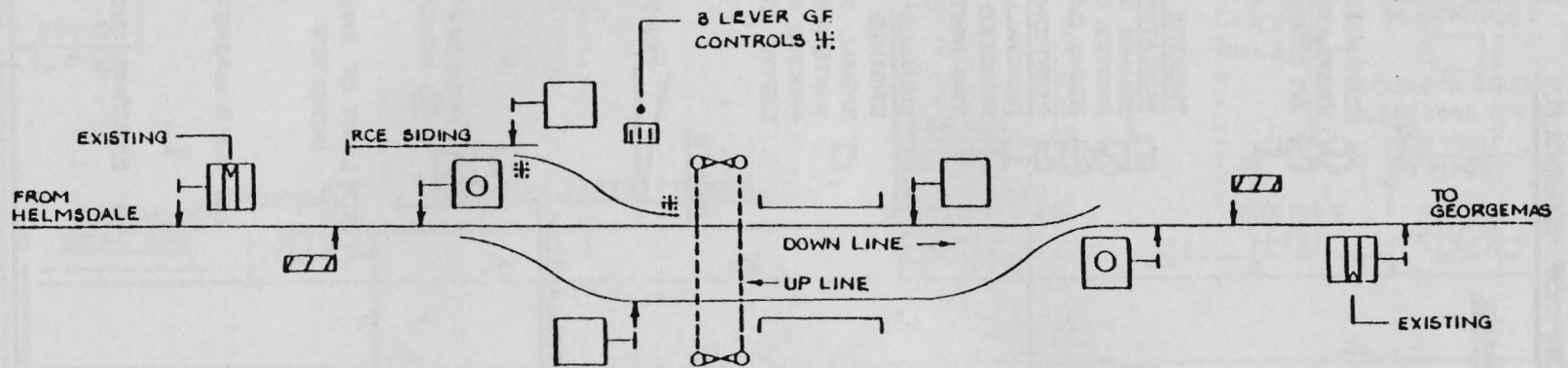
 GROUND FRAME

 A.W.S. MAGNETS

 MILE POST

* EXISTING SIGNAL

FORSINARD RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH "POINTS SET" SIGN



NOTICE BOARD WORDED "STOP-OBTAIN TOKEN AND PERMISSION TO PROCEED"



NORTH G.B.
CONTROLS LEVEL CROSSING



LOOP CLEAR MARKER



TRAIN OPERATED POINTS

**No.40****WEEKLY OPERATING NOTICE**

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 28 SEPTEMBER**to****FRIDAY 4 OCTOBER 1985****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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

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 29 SEPTEMBER - HOWWOOD - The Down Siding and associated signals will be removed.

SUNDAY 29 SEPTEMBER - KILKERRAN - The RCE siding will be disconnected and the associated two lever ground frame removed. (43)

SUNDAY 29 SEPTEMBER - COWLAIRS - A new facing connection will be laid in on the Down Main line on the Queen St side of the existing Down Main to Cowlairs loop connection and will be secured out of use pending further track renewals. (44)

SUNDAY 29 SEPTEMBER - ST. GERMAINS LEVEL CROSSING - The gate box will be closed and the crossing converted to a CCTV (Closed Circuit Television) installation monitored from Edinburgh Signalling Centre. (43)

SUNDAY 29 SEPTEMBER - LAIRG - The South signal box will be closed and the North signal box will be retained to control the gates lock.

All existing signals, with the exception of the reflectorised distant boards, will be removed.

The connection single line to loop line at the North end will be converted to train operated and positioned 30 yards nearer the station.

The connection single line to loop line at the South end will be converted to train operated.

Up trains will run on the Up line.

Down trains will run on the Down line.

The trailing connection Up line to siding will be controlled by a 3-lever ground frame, released by Annetts key, which will be retained by the signalman

Additional notice boards will be provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "Proceed" light with reflectorised "Points Set" sign:-

Up direction - 50 yards from facing connection single line to Up loop.

Down direction - 50 yards from facing connection single line to Down loop.

Reflectorised sign worded "Stop Obtain Token and Permission to proceed":-

Up direction - approaching the loop exit connection.

Down direction - approaching the loop exit connection.

Sidings - approaching the exit from the siding.

Reflectorised "station limits - loop clear" boards:-

300 yards beyond the loop exit connections.

A sketch of the permanent way layout and notice boards is shown on page C4.

(44)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK REFERRED TO IN SECTION B - continued

WEDNESDAY 2 OCTOBER - JOHNSTONE - The signal box will be closed and all signals controlled therefrom removed.

The block section will be extended to be Elderslie No.1 to Howwood.

WEDNESDAY 2 OCTOBER - HOWWOOD - The Down section signal, which also acts as Risk Down IB distant, and Risk Down IB home signal will be removed. The existing Down home signal will be redesignated Down home/section Signal, be altered to be capable of displaying a red or green aspect only and \diamond sign removed.

WEDNESDAY 2 OCTOBER - LOCHSIDE - The Down section signal will be removed and the existing Down home signal redesignated Down home/section signal. The Up section signal, which also acts as Risk Up IB distant, and Risk Up IB home signal will be removed. The existing Up home signal will be redesignated Up home/section signal.

DETAILS OF WORK ALREADY CARRIED OUT

* * BETWEEN SHEWALTON MOSS GF AND BARASSIE - The permanent speed restriction of 70mph on the single line between 7mp and 7m40ch no longer applies. (40)

* * ELDERSLIE NO.1 - The Up Main line between UB15 and Elderslie No.1 Box has been reinstated together with the home signal, 102 yards on the Johnstone side of Elderslie No.1 box, on left of drivers.

The Rounding line has been put out of use and all relative signals removed.

The Up Shunting Siding has been put out of use pending removal and the siding exit signal removed. (40)

LOCHSIDE - The main line crossover and associated signals have been removed. (42)

GOUROCK - The altered permanent way and signalling arrangements shown on the sketch on page 5 have been brought into use.

Gourock signal box has been closed and the area formerly controlled by it is now controlled by Paisley signal box.

Platform 1 and Platform 3 have been redesignated Platform 3 and Platform 1 respectively.

The Track Circuit Block Regulations apply throughout the extended area of control of Paisley signal box.

The description of the application of all new signals shown on the accompanying sketch is as follows :-

Signals prefixed by the letters PU are controlled from Paisley signal box.

The application of all running signals, with the exception of those detailed below, is to the next running signal capable of displaying a red aspect.

RUNNING SIGNALS

Signal	Aspect	Route Indication Where Provided	Application To or Towards
PU108	Main	3	Platform 3
	Main	2	Platform 2
	Main	1	Platform 1
	Position Light	D	PU112
	Position Light	3	Platform 3
	Position Light	2	Platform 2
	Position Light	1	Platform 1
PU117	Main	-	PU105
	Position Light	X1	Limit of Shunt 1
	Position Light	X2	Limit of Shunt 2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued
GOUROCK - continued

Signal PU117 is provided with double-sided stencil indicators :-

Facing Gourock station - "X1", "X2", and "R"
 Facing Greenock - "MAIN", "OFF, and "R"

Signals PU115 and PU113 are provided with single-sided "R" indicators.

Signal PU102 is now a 3 aspect signal capable of displaying a red, yellow or green aspect.

Position light signal PU112 applies from Down main line towards Platform 3.

Trains not completely within fixed signals.

Referring to the General Appendix Instructions - when a locomotive or EMU is ahead of Platform 3 signal PU117 at Gourock, owing to the length of the train, the signal must be regarded as controlling the starting of the train. In this connection, to assist drivers, a back indication, as described above, is provided.

AWS track equipment is provided throughout the area in accordance with standard arrangements.

Although not shown on the accompanying sketch, the following telephone signs are provided, where applicable, in accordance with regional practice.

▨ (at all new signals capable) ☒ (42)
 (of displaying a red aspect)

CLYDEBANK DOCK JUNCTION - The connections Down main to Dock line and connecting line to Down main have been secured out of use and all associated signals removed.

The offset position light signal associated with signal CD74 applying Down main to connecting line has been repositioned below the main aspect and now applies back along Down main. (41)

* * MILLERHILL - Ground signal M91, applying to NCB sidings, has been repositioned 5 yards * farther from the box.

The South Down Reception sidings headshunt has been realigned, shortened to 180 feet and the associated ground signal M9, repositioned 20 yards nearer the box, application unaltered. (40)

BLAIR ATHOLL - The facing connection Down single line to Down line has been renewed 17 yards farther from the box.

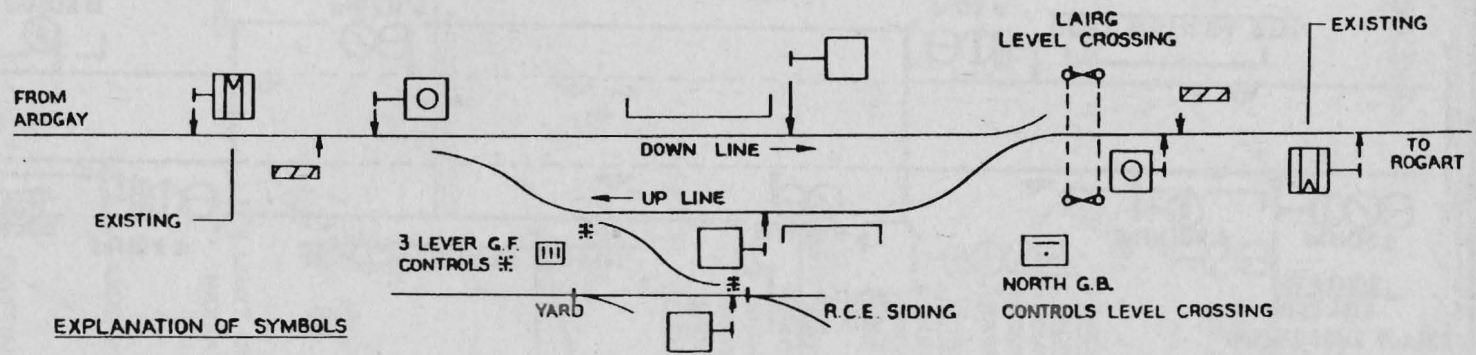
The ground disc signal Down line to Up line has been replaced by a two tier ground disc signal applying as follows :-

Top Signal - Down line to Up line, controlled by box.
 Bottom Signal - Down line to Down sidings, controlled by ground frame. (41)

ROSARIE LEVEL CROSSING - The level crossing has been converted to an Automatic Open Crossing remotely monitored (AOCR) as described in Section 7 of the General Appendix. The crossing is supervised by Keith Jn signal box. The existing whistle boards on each side of the crossing have been retained. (42)

INVERGORDON - The reflectorised "Station Limits - Loop Clear" board, 300 yards beyond the north loop connection, has been repositioned on the opposite side of the line. (41)

LAIRG - RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH "POINTS SET" SIGN



NOTICE BOARD WORDED "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED"

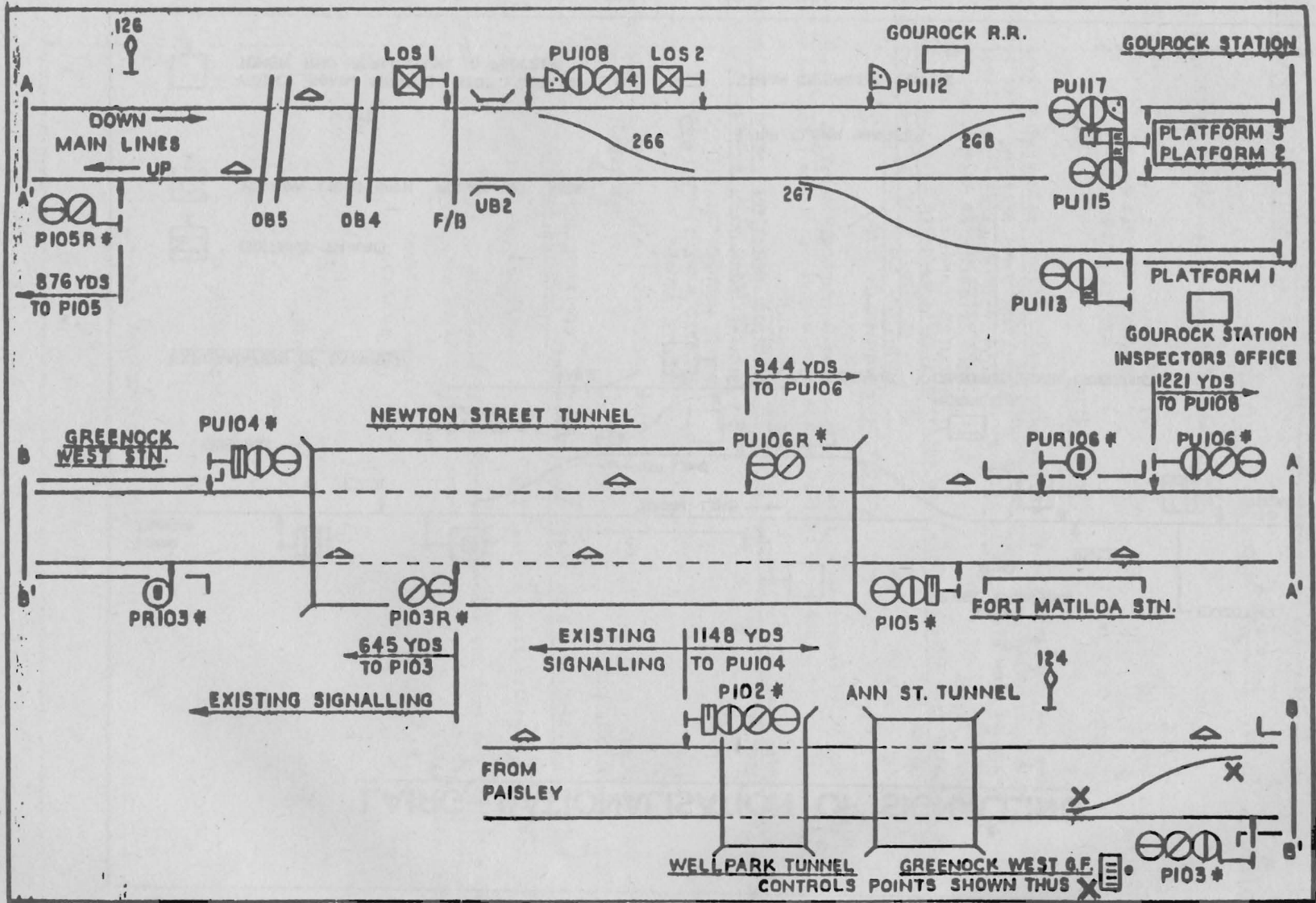


LOOP CLEAR MARKER



TRAIN OPERATED POINTS

MON-04





10M-C5

EXPLANATION OF SYMBOLS.


MAIN LINE COLOUR LIGHT SIGNALS.


2 ASPECT SIGNAL

RED — ASPECT  CAPABLE OF DISPLAYING RED OR GREEN ASPECT


 CAPABLE OF DISPLAYING YELLOW OR GREEN ASPECT.

3 ASPECT SIGNAL


RED — ASPECT  CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT.

 THEATRE TYPE ROUTE INDICATOR (FIGURE IN SQUARE INDICATES No. OF ROUTES CAPABLE OF BEING DISPLAYED)
POSITION LIGHT SIGNAL (NORMALLY OUT) PROCEED ASPECT TWO WHITE LIGHTS AT 45°

WALL MOUNTED SIGNAL

 BANNER REPEATER


SHUNT SIGNALS

 GROUND POSITION LIGHT SIGNAL NORMAL ASPECT-RED & WHITE HORIZONTAL LIGHTS PROCEED ASPECT:- TWO WHITE LIGHTS AT 45°


GROUND - MOUNTED SIGNAL


 YELLOW ASPECT

POINTS


 CONTROLLED


MISCELLANEOUS


 AUTO SIGNALS

 'MAIN OFF' AND (R) INDICATOR

 SEMI-AUTO SIGNALS

 LIMIT OF SHUNT INDICATOR

 GROUND FRAME

 A.W.S. MAGNETS

 MILE POST

* EXISTING SIGNAL

WON-C1



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

SATURDAY 5 OCTOBER - ELDERSLIE NO.1 - The main line trailing crossover on the Paisley side of the box and the connection Down main to Down sidings will be removed together with all associated signals.

The Down Main automatic distant signal will be removed and the Down main automatic home signal altered to be capable of displaying a yellow or green aspect only. The Down main home 1 and home 2 signals will be removed.

The  sign on the Down main section signal will be removed and a telephone with  sign provided.

ELDERSLIE RESIGNALLING - The work described and illustrated in the Special Notice entitled ELDERSLIE RESIGNALLING, dated October 1985, will be introduced on Sunday 6 October.

Stations and Depots with trainmen working through the area concerned not having received the Special Notice must advise the Regional Operations Manager, ScotRail House, Glasgow by telephone (041-2603/2716) (44)

SUNDAY 6 OCTOBER - COWLAIRS - A new facing crossover will be laid in adjacent to signal C18 and will be secured out of use until further notice.

A new trailing connection will be laid in on the Down main line on the Queen St side of the existing Down departure to Down main trailing connection, and will be secured out of use until further notice. (44)


SUNDAY 6 OCTOBER - ARDGAY - The reflectorised sign worded "Stop - Obtain Token and Permission to proceed" approaching the exit from the R.C.E. siding will be repositioned on the left of drivers. (44)

DETAILS OF WORK ALREADY CARRIED OUT

JOHNSTONE - The signal box has been closed and all signal controlled therefrom removed.

The block section has been extended to be Elderslie No.1 to Howwood.

HOWWOOD - The Down siding and associated signals have been removed.

The Down section signal, which also acts as Risk Down IB distant, and Risk Down IB home signal have been removed. The existing Down home signal has been redesignated Down home/section Signal, altered to be capable of displaying a red or green aspect only and  sign removed. (43)

LOCHSIDE - The Down section signal has been removed and the existing Down home signal redesignated Down home/section signal. The Up section signal, which also acts as Risk Up IB distant, and Risk Up IB home signal have been removed. The existing Up home signal has been redesignated Up home/section signal.

The main line facing crossover and associated signals have been removed. (43)

KILKERRAN - The RCE siding has been disconnected and the associated two lever ground frame removed. (43)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

GOUROCK - The altered permanent way and signalling arrangements shown on the sketch on pages 4 and 5 have been brought into use.

Gourock signal box has been closed and the area formerly controlled by it is now controlled by Paisley signal box.

Platform 1 and Platform 3 have been redesignated Platform 3 and Platform 1 respectively.

The Track Circuit Block Regulations apply throughout the extended area of control of Paisley signal box.

The description of the application of all new signals shown on the accompanying sketch is as follows :-

Signals prefixed by the letters PU are controlled from Paisley signal box.

The application of all running signals, with the exception of those detailed below, is to the next running signal capable of displaying a red aspect.

RUNNING SIGNALS

Signal	Aspect	Route Indication Where Provided	Application To or Towards
PU108	Main	3	Platform 3
	Main	2	Platform 2
	Main	1	Platform 1
	Position Light	D	PU112
	Position Light	3	Platform 3
	Position Light	2	Platform 2
	Position Light	1	Platform 1
PU117	Main	-	PU105
	Position Light	X1	Limit of Shunt 1
	Position Light	X2	Limit of Shunt 2

Signal PU117 is provided with double-sided stencil indicators :-

Facing Gourock station - "X1", "X2", and "R"
 Facing Greenock - "MAIN", "OFF, and "R"

Signals PU115 and PU113 are provided with single-sided "R" indicators.

Signal PU102 is now a 3 aspect signal capable of displaying a red, yellow or green aspect.

Position light signal PU112 applies from Down main line towards Platform 3.

Trains not completely within fixed signals - Referring to the General Appendix Instructions - when a locomotive or EMU is ahead of Platform 3 signal PU117 at Gourock, owing to the length of the train, the signal must be regarded as controlling the starting of the train. In this connection, to assist drivers, a back indication, as described above, is provided.

AWS track equipment is provided throughout the area in accordance with standard arrangements.

Although not shown on the accompanying sketch, the following telephone signs are provided, where applicable, in accordance with regional practice.

▣ (at all new signals capable)
 (of displaying a red aspect)



(42)

COWLAIRS - A new facing connection has been laid in on the Down Main line on the Queen St side of the existing Down Main to Cowlairs loop connection and is secured out of use pending further track renewals.

(44)

WON-C1

SIGNALLING AND PERMANENT WAY ALTERATIONS

- * *Indicates item which will not appear in future issues
* and which must be noted.

MANOR POWIS - Manor Powis signal box has been closed and all signals removed.

One train working (train staff) has been instituted between Stirling North and Cambus Jn.

The level crossing gates have become trainman operated. Stop boards have been installed as follows :-

Up direction - 27 yards on the approach side of the crossing on the left of drivers.
Down direction - 27 yards on the approach side of the crossing on the left of drivers.

Advance warning boards have been installed as follows :-

Up direction - 1140 yards from the stop board on the left of drivers.
Down direction - 1087 yards from the stop board on the left of drivers. (44)

COWLAIRS - The ground position light signal C.21 situated on the Down main line applying to the Down passenger loop and Down departure line has been repositioned on the left of drivers, application unaltered. (44)

PORTOBELLO - The signal gantry carrying signals EP.605 and EP.607 has been repositioned 100 yards farther from Portobello Jn, application unaltered. Associated AWS magnets and telephones have been moved accordingly. (44)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 12 OCTOBER - LAIRG - The Level Crossing gates will be removed.

Train movements over the crossing will be controlled by hand signalmen. (45)

SUNDAY 13 OCTOBER - ARDGAY - The reflectorised sign worded "Stop. Obtain token and permission to proceed" approaching the exit from the RCE siding will be repositioned on the left of drivers. (45)

DETAILS OF WORK ALREADY CARRIED OUT

ELDERSLIE RESIGNALLING - The work described and illustrated in the Special Notice entitled ELDERSLIE RESIGNALLING, dated October 1985, has been introduced.

Stations and Depots with trainmen working through the area concerned not having received the Special Notice must advise the Regional Operations Manager, ScotRail House, Glasgow by telephone (041-2603/2716) (44)

KILKERRAN - The RCE siding has been disconnected and the associated two lever ground frame removed. (43)

* * GOUROCK - The altered permanent way and signalling arrangements shown on the sketch on * pages 4 and 5 have been brought into use.

Gourock signal box has been closed and the area formerly controlled by it is now controlled by Paisley signal box.

Platform 1 and Platform 3 have been redesignated Platform 3 and Platform 1 respectively.

The Track Circuit Block Regulations apply throughout the extended area of control of Paisley signal box.

The description of the application of all new signals shown on the accompanying sketch is as follows :-

Signals prefixed by the letters PU are controlled from Paisley signal box.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - GOUROCK - continued

The application of all running signals, with the exception of those detailed below, is to the next running signal capable of displaying a red aspect.

RUNNING SIGNALS

Signal	Aspect	Route Indication Where Provided	Application To or Towards
PU108	Main	3	Platform 3
	Main	2	Platform 2
	Main	1	Platform 1
	Position Light	D	PU112
	Position Light	3	Platform 3
	Position Light	2	Platform 2
	Position Light	1	Platform 1
PU117	Main	-	PU105
	Position Light	X1	Limit of Shunt 1
	Position Light	X2	Limit of Shunt 2

Signal PU117 is provided with double-sided stencil indicators :-

Facing Gouröck station - "X1", "X2", and "R"
 Facing Greenock - "MAIN", "OFF, and "R"

Signals PU115 and PU113 are provided with single-sided "R" indicators.

Signal PU102 is now a 3 aspect signal capable of displaying a red, yellow or green aspect.

Position light signal PU112 applies from Down main line towards Platform 3.

Trains not completely within fixed signals - Referring to the General Appendix Instructions - when a locomotive or EMU is ahead of Platform 3 signal PU117 at Gouröck, owing to the length of the train, the signal must be regarded as controlling the starting of the train. In this connection, to assist drivers, a back indication, as described above, is provided.

AWS track equipment is provided throughout the area in accordance with standard arrangements.

Although not shown on the accompanying sketch, the following telephone signs are provided, where applicable, in accordance with regional practice.

▨ (at all new signals capable) ☒ (42)
 (of displaying a red aspect)

COWLAIRS - A new facing connection has been laid in on the Down Main line on the Queen St side of the existing Down Main to Cowlairs loop connection and is secured out of use pending further track renewals.

A new facing crossover has been laid in adjacent to signal C18 and has been secured out of use until further notice.

A new trailing connection has been laid in on the Down main line on the Queen St side of the existing Down departure to Down main trailing connection, and has been secured out of use until further notice. (44)

ST. GERMAINS LEVEL CROSSING - The gate box has been closed and the crossing converted to a CCTV (Closed Circuit Television) installation monitored from Edinburgh Signalling Centre. (43)

* * ROSARIE LEVEL CROSSING - The level crossing has been converted to an Automatic Open
 * Crossing remotely monitored (AOCR) as described in Section 7 of the General Appendix. The crossing is supervised by Keith Jn signal box. The existing whistle boards on each side of the crossing have been retained. (42)

**No.43**

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 19 OCTOBER
to
FRIDAY 25 OCTOBER 1985
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

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 20 OCTOBER - BETWEEN COWLAIRS AND HYNDLAND - The following alterations will be carried out on a temporary basis.

The connections at Maryhill Park Jn will be set and secured for movements towards Knightswood South Jn.


The section of line from Maryhill Park Jn to Knightswood North Jn will be secured out of use.

The Absolute Block Regulations will apply between Cowlairs Signal C.52 and Hyndland Signal HY.59 in the Down direction and Hyndland Signal HY.62 and Cowlairs Signal C.51 in the Up direction.

The Track Circuit Block Regulations will continue to apply between Hyndland and Westerton.

The following signals will be provided between Maryhill Park Jn and Knightswood South Jn :-

Up Line (Inner Circle)

A colour light signal capable of displaying a red or yellow aspect will be provided on the left of drivers 300 yards on the Maryhill Park Jn side of Knightswood South Jn and will apply to HY.59. This signal will be plated HY.75 and will be provided with a telephone with  sign and AWS track equipment.

A reflectorised distant board will be provided on the left of drivers 385 yards on the Maryhill Park Jn side of signal HY.75 and will apply to that signal. AWS track equipment will be provided.

Down line (Outer Circle)

None.

The position 4 junction route indicator provided at signal HY.62 when exhibited with a main proceed aspect will apply to Cowlairs Signal C.51.

Signal C.52 will apply to Hyndland Signal HY.75.

(46)

SUNDAY 20 OCTOBER - BRIDGE OF ORCHY - All existing signals, with the exception of the reflectorised distant boards, will be removed.

The connections single line to loop line at both North and South ends will be converted to train operated.

Up trains will run on the Up loop.

Down trains will run on the Down loop.

The former goods sidings will be redesignated RCE sidings.

The trailing connection Up line to RCE sidings will be controlled by a 3-lever ground frame, released by Annetts key, which will be retained by the signalman.

Additional notice boards will be provided, on the left of drivers for the direction to which they apply, and will be positioned as follows :-

Yellow "Proceed" light with reflectorised "Points Set" sign:-

Up direction - 50 yards from facing connection single line to Up loop.

Down direction - 50 yards from facing connection single line to Down loop.

Reflectorised sign worded "Stop Obtain Token and Permission to proceed":-

Up direction - approaching the loop exit connection.

Down direction - approaching the loop exit connection.

Sidings - approaching the exit from the RCE sidings.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - BRIDGE OF ORCHY - continued

Reflectorised "station limits - loop clear" boards:-
 300 yards beyond the loop exit connections.

A sketch of the permanent way layout and notice boards is shown on page C4. (46)

DETAILS OF WORK ALREADY CARRIED OUT

ELDESLIE RESIGNALLING - The work described and illustrated in the Special Notice entitled ELDESLIE RESIGNALLING, dated October 1985, has been introduced.

Stations and Depots with trainmen working through the area concerned not having received the Special Notice must advise the Regional Operations Manager, ScotRail House, Glasgow by telephone (041-2603/2716) (44)

* *KILKERRAN - The RCE siding has been disconnected and the associated two lever ground * frame removed. (43)

MANOR POWIS - Manor Powis signal box has been closed and all signals removed.

One train working (train staff) has been instituted between Stirling North and Cambus Jn.

The train staff custodian is the Station Supervisor at Stirling.

The level crossing gates have become trainman operated. Stop boards have been installed as follows :-

Up direction - 27 yards on the approach side of the crossing on the left of drivers.
 Down direction - 27 yards on the approach side of the crossing on the left of drivers.

Advance warning boards have been installed as follows :-

Up direction - 1140 yards from the stop board on the left of drivers.
 Down direction - 1087 yards from the stop board on the left of drivers. (44)

COWLAIRS - The ground position light signal C.21 situated on the Down main line applying to the Down passenger loop and Down departure line has been repositioned on the left of drivers, application unaltered.

A new facing connection has been laid in on the Down Main line on the Queen St side of the existing Down Main to Cowlairs loop connection and is secured out of use pending further track renewals.

A new facing crossover has been laid in adjacent to signal C18 and has been secured out of use until further notice.

A new trailing connection has been laid in on the Down main line on the Queen St side of the existing Down departure to Down main trailing connection, and has been secured out of use until further notice. (44)

* * ST. GERMAINS LEVEL CROSSING - The gate box has been closed and the crossing converted * to a CCTV (Closed Circuit Television) installation monitored from Edinburgh Signalling Centre. (43)

PORTOBELLO - The signal gantry carrying signals EP.605 and EP.607 has been repositioned 100 yards farther from Portobello Jn, application unaltered. Associated AWS magnets and telephones have been moved accordingly. (44)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

ARDGAY - The reflectorised sign worded "Stop. Obtain token and permission to proceed" approaching the exit from the RCE siding has been repositioned on the left of drivers. (45)

LAIRG - The South signal box has been closed.

The Level Crossing gates have been removed.

Train movements over the crossing are controlled by hand signalmen.

The connection single line to loop line at the North end has been converted to train operated and positioned 30 yards nearer the station.

The connection single line to loop line at the South end has been converted to train operated.

Up trains run on the Up loop.

Down trains run on the Down loop.

The trailing connection Up line to siding is controlled by a 3-lever ground frame, released by Annetts key, which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and are positioned as follows:-

Yellow "Proceed" light with reflectorised "Points Set" sign:-

Up direction - 50 yards from facing connection single line to Up loop.

Down direction - 50 yards from facing connection single line to Down loop.

Reflectorised sign worded "Stop Obtain Token and Permission to proceed":-

Up direction - approaching the loop exit connection.

Down direction - approaching the loop exit connection.

Sidings - approaching the exit from the siding.

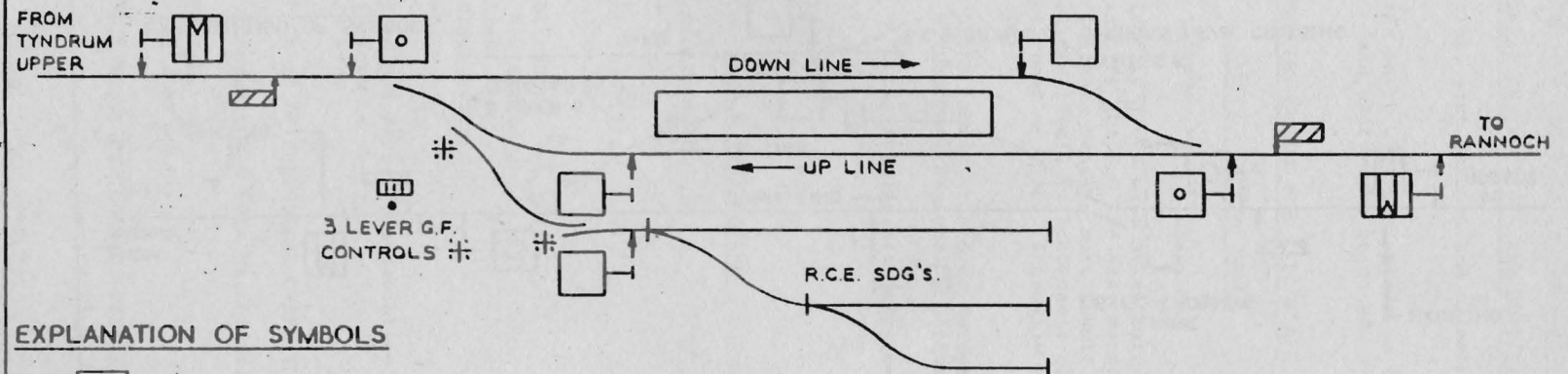
Reflectorised "station limits - loop clear" boards:-

300 yards beyond the loop exit connections.

A sketch of the permanent way layout and notice boards is shown on page C5.


(44)


BRIDGE OF ORCHY RATIONALISATION OF SIGNALLING.




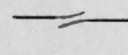
EXPLANATION OF SYMBOLS


 DISTANT BOARD

 YELLOW LIGHT WITH 'POINTS SET SIGN'

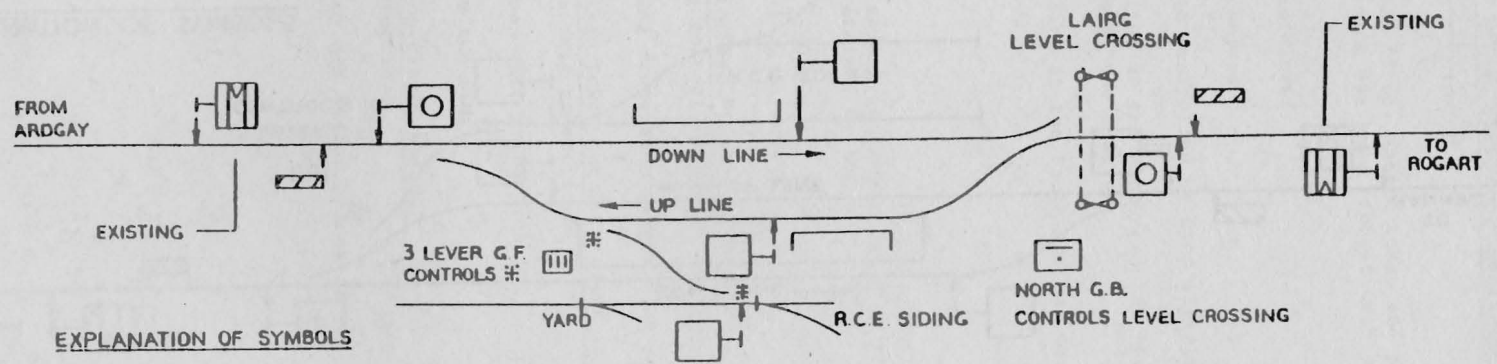
 NOTICE BOARD WORDED 'STOP. OBTAIN TOKEN & PERMISSION TO PROCEED.'

 LOOP CLEAR MARKER

 TRAIN OPERATED POINTS.

 HAND OPERATED POINTS.

LAIRG - RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH "POINTS SET" SIGN



NOTICE BOARD WORDED "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED"



LOOP CLEAR MARKER



TRAIN OPERATED POINTS

Pages 83 and 84

ABERDEEN STATIONTrains leaving Station PlatformsDelete:- second sentence.

(15/6/85)

Down Station SdgAdd as second and third paragraph:-

When a movement proceeds from the North end of the Down Station siding towards the HST depot, Fuel siding or Clayhills loop, the shunter or person in charge of the train must inform the signalman when the Down Station siding is again clear throughout.

Movements from the HST depot, Fuel siding or Clayhills loop towards the Down Station siding must not pass the illuminated notice board until the shunter or person in charge of the train has obtained the permission of the signalman.

(1/6/85)

Add:-

Barrow Crossing Permission of the signalman must be obtained before the crossing is used, using the telephones provided. On no account should any signal post telephone be used for this purpose. The signalman must be informed when the crossing is again clear.

(28/7/85)

Page 97

INVERNESSAdd:-Welsh's Bridge - Temporary Fuelling facilities

Movements from the Fuel Road, Tank Road or Holding siding towards the yard outlet signals must not pass the notice board until the shunter or person in charge of the movement has obtained the permission of the signalman.

(25/8/85)

Page 98

Delete:-

Between Dingwall and Invergordon and relative instruction

(27/7/85)

Page 99

LAIRGAdd:-

Drivers must not proceed over the level crossing until a green hand signal has been received from the signalman.

(Amended 20/10/85)

Page 99

ROGARTAdd:-

Drivers must not proceed over the level crossing until a green hand signal has been received from the signalman.

(Amended 20/10/85)

Page 99

Delete:-

Brora and relative instruction

(13/7/85)

Page 99

FORSINARDAdd:-

Drivers must not proceed over the level crossing until a green hand signal has been received from the signalman.

(Amended 20/10/85)

Page 100 - DINGWALL TO KYLE OF LOCHALSH

Delete:- first and second paragraphAdd:-

Headlights - Every locomotive working over the line between Dingwall and Kyle of Lochalsh must be fitted with a searchlight type headlight and drivers must ensure that these are illuminated at all times.

Length of train - The length of trains working between Dingwall and Kyle of Lochalsh must not exceed 36 SLU.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
MISCELLANEOUS INSTRUCTIONS - continued

WEST HIGHLAND AND OBAN LINES

Prior to commissioning of Radio Electronic Token Block signalling on the above lines of route, crossing loops will be progressively converted to final RETB specifications - This will entail the removal of all existing signals, with the exception of the reflectorised distant boards, and provision of train - operated loop points, "Points Set" indicators, Stop boards and "Loop Clear" markers. Electric Token Block working will continue to apply meantime.

In this connection, additions and modifications to the Sectional Appendix, Section 3 and the General Appendix instructions "Single Lines Worked by Electric Token - Instructions to Trainmen" will apply and are published herein.

Details of all such loop conversions will be published in the usual manner together with a supporting sketch outlining the arrangements.

As of this date, the undernoted crossing loop has been converted:-
 Bridge of Orchy (20/10/85) (19/10/85)

LOCHGELLY

From Monday 14 October until Further notice - The Cowdenbeath end of the Down platform, previously out of use, will be reinstated. The Thornton end of the Down platform will be shortened by 80 yards and the stop marker board repositioned accordingly. The remaining portion of platform will only accommodate a 3 car DMU or equivalent train length.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (MR/NOT3) (14/10/85)

PAA WAGONS - GENERAL REPAIR

Empty PAA wagons are authorised to travel at 60 mph on Speedlink Services to Railcar Services, Stoke-on-Trent Works (43231) for repairs from 2 October, 1985.
 (MPF/491/CA) (2/10/85)

STEAM HEATING HOSES

All staff concerned please ensure that chains linking vehicles are attached at all times as damage to hose end connections is occurring. (MPP/G/10) (3/10/85)

PROVISION OF BRAKEVANS

The provision of a brake vehicle, as required by the General Appendix, on the following services is temporarily exempted:-

1S09 20 35 Euston/Glasgow (between Carstairs and Glasgow)

1M44 19 30 Glasgow/Euston (between Glasgow and Carstairs)

(MR/NOT3) 5/10/85)

**No.44**

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 26 OCTOBER

to

FRIDAY 1 NOVEMBER 1985

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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BALLINLUIG - The box has been closed as a block post and the block section extended to be Dunkeld to Pitlochry.

All signals and associated AWS have been removed.

The connections to the Up loop and Goods yard have been secured out of use pending removal.

Supervision of Moulinearn level crossing has been transferred to Pitlochry signal box.

A telephone with sign, giving communication with Pitlochry signal box, situated on the northside of the former Ballinluig signal box, has been provided. (46)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 27 OCTOBER - PORTOBELLO - Down main signal EP609 will be repositioned 75 yards further from Portobello, application unaltered, red aspect 16 feet above rail level. (47)

TUESDAY 29 OCTOBER - ROGART - The North signal box will be closed.

The existing gated crossing will be removed and replaced by an Open Level Crossing as described in Section 7 of the General Appendix.

The following signs and equipment will be provided:-

Advance Warning Boards, together with AWS track equipment:-

Up direction - 277 yards from the crossing mounted on the Up direction "Points Set" light post.

Down direction - 410 yards from the crossing mounted on the Down direction "Points Set" light post.

Combined Speed Restriction/Whistle Board:

Up direction - 10mph - 117 yards from the crossing.

The existing reflectorised notice board worded "Stop-Obtain Token and Permission to Proceed" at the approach to the Down loop exit connection will be replaced by a new reflectorised notice board worded "Stop-First Obtain Token and Permission to Proceed then Whistle before Proceeding" 25 yards on the approach side of the crossing on the Down loop. (47)

DETAILS OF WORK ALREADY CARRIED OUT

- * *ELDERSLIE RESIGNALING - The work described and illustrated in the Special Notice * entitled ELDERSLIE RESIGNALING, dated October 1985, has been introduced.

Stations and Depots with trainmen working through the area concerned not having received the Special Notice must advise the Regional Operations Manager, ScotRail House, Glasgow by telephone (041-2603/2716) (44)

* *

- * MANOR POWIS - Manor Powis signal box has been closed and all signals removed.

One train working (train staff) has been instituted between Stirling North and Cambus Jn.

The train staff custodian is the Station Supervisor at Stirling.

The level crossing gates have become trainman operated. Stop boards have been installed as follows :-

Up direction - 27 yards on the approach side of the crossing on the left of drivers.

Down direction - 27 yards on the approach side of the crossing on the left of drivers.

Advance warning boards have been installed as follows :-

Up direction - 1140 yards from the stop board on the left of drivers.

Down direction - 1087 yards from the stop board on the left of drivers. (44)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

* COWLAIRS - The ground position light signal C.21 situated on the Down main line
 * applying to the Down passenger loop and Down departure line has been repositioned on the left of drivers, application unaltered.

A new facing connection has been laid in on the Down Main line on the Queen St side of the existing Down Main to Cowlairs loop connection and is secured out of use pending further track renewals.

A new facing crossover has been laid in adjacent to signal C18 and has been secured out of use until further notice.

A new trailing connection has been laid in on the Down main line on the Queen St side of the existing Down departure to Down main trailing connection, and has been secured out of use until further notice. (44)

* PORTOBELLO - The signal gantry carrying signals EP.605 and EP.607 has been repositioned
 * 100 yards farther from Portobello Jn, application unaltered. Associated AWS magnets and telephones have been moved accordingly. (44)

ARDGAY - The reflectorised sign worded "Stop. Obtain token and permission to proceed" approaching the exit from the RCE siding has been repositioned on the left of drivers. (45)

* *

* LAIRG - The South signal box has been closed.

The Level Crossing gates have been removed.

Train movements over the crossing are controlled by hand signalmen.

The connection single line to loop line at the North end has been converted to train operated and positioned 30 yards nearer the station.

The connection single line to loop line at the South end has been converted to train operated.

Up trains run on the Up loop.

Down trains run on the Down loop.

The trailing connection Up line to siding is controlled by a 3-lever ground frame, released by Annetts key, which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and are positioned as follows:-

Yellow "Proceed" light with reflectorised "Points Set" sign:-

Up direction - 50 yards from facing connection single line to Up loop.

Down direction - 50 yards from facing connection single line to Down loop.

Reflectorised sign worded "Stop Obtain Token and Permission to proceed":-

Up direction - approaching the loop exit connection.

Down direction - approaching the loop exit connection.

Sidings - approaching the exit from the siding.

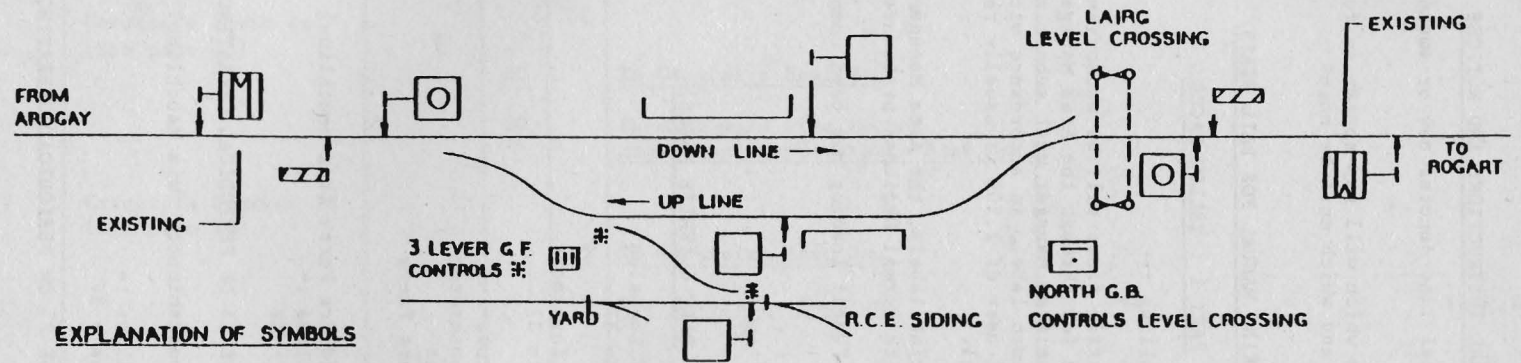
Reflectorised "station limits - loop clear" boards:-

300 yards beyond the loop exit connections.

A sketch of the permanent way layout and notice boards is shown on page C3.

(44)

LAIRG - RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH 'POINTS SET' SIGN



NOTICE BOARD WORDED 'STOP - OBTAIN
TOKEN AND PERMISSION TO PROCEED'



LOOP CLEAR MARKER



TRAIN OPERATED POINTS

MSG
BR31015



No.45

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 2 NOVEMBER

to

FRIDAY 8 NOVEMBER 1985

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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

COWLAIRS RESIGNALLING - The work described and illustrated in the Special Notice entitled COWLAIRS RESIGNALLING, dated November 1985 will NOT be introduced on Monday 4 November as shown. A revised introduction date will be advised through Section C of the appropriate WON. These notices are however being distributed and stations and depots with trainmen working through the area concerned not having received the Special notice must advise the Regional Operations Manager, ScotRail House, Glasgow by telephone (041-2603/2716).

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 2 NOVEMBER BETWEEN CARSTAIRS SOUTH JN AND HAYMARKET EAST JN - The following alterations to Permanent Speed Restrictions will be made.

The maximum permissible speed on the Up and Down lines between Carstairs South Jn and Haymarket East Jn will be 95mph.

The 80mph restriction on the Down line between 84 $\frac{1}{2}$ mp and 86m29ch will apply between 84m24ch and 85mph.

The 70mph restriction on the Down line between 88 $\frac{1}{2}$ mp and 93mp will apply between 88m38ch and 90m67ch.

The 70mph restriction on the Up line between 88 $\frac{3}{4}$ mp and 88 $\frac{1}{2}$ mp will apply between 88m48ch and 88m38ch.

The 70mph restriction on the Down line between 95 $\frac{3}{4}$ mp and 96m45ch will apply between 95 $\frac{3}{4}$ mp and 96m23ch.

See Section D of this Notice

(48)

SUNDAY 3 NOVEMBER KIRKCONNEL - A new semaphore stop signal will be provided on the Up line 432 yards on the Thornhill side of the signal box on left of drivers arm 27 feet 6 inches above rail level.

This signal will be designated Up section signal.

The existing Up section signal will be redesignated Up home 2 signal.

(48)

SUNDAY 3 NOVEMBER - RANNOCH - All existing signals, with the exception of the reflectorised distant boards, will be removed.

The connections single line to loop line at both North and South ends will be converted to train operated.

Up trains will run on the Up loop.

Down trains will run on the Down loop.

The former Down sidings will be redesignated RCE sidings.

The trailing connection Down line to RCE sidings will be controlled by a 3-lever ground frame, released by Annetts key, which will be retained by the signalman.

Additional notice boards will be provided, on the left of drivers for the direction to which they apply, and will be positioned as follows :-

Yellow "Proceed" light with reflectorised "Points Set" sign:-

Up direction - 50 yards from facing connection single line to Up loop.

Down direction - 50 yards from facing connection single line to Down loop.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - continued
SUNDAY 3 NOVEMBER - RANNOCH - continued

Reflectorised sign worded "Stop Obtain Token and Permission to proceed":-

Up direction - approaching the loop exit connection.

Down direction - approaching the loop exit connection.

Sidings - approaching the exit from the RCE sidings.

Reflectorised "station limits - loop clear" boards:-

300 yards beyond the loop exit connection at South end.

427 yards beyond the loop exit connection at North end.

A sketch of the permanent way layout and notice boards is shown on page C4. (48)

SUNDAY 3 NOVEMBER LAIRG - An automatic open crossing, locally monitored, as described in Section 7 of the General Appendix will be commissioned.

The North box will be closed.

The following signs and equipment will be provided :-

Up direction

An Advance Warning board, together with AWS equipment, situated underneath the existing reflectorised distant board.

A 15mph speed restriction board, on the left of drivers, 225 yards from the crossing.

A driver's plunger, only to be operated for shunting movements to the Up line, mounted on the "Points Set" light post together with an associated reflectorised board worded "Shunting - Press Plunger Obtain White Light and Whistle before proceeding".

A white light, situated on the left of drivers 5 yards from the Crossing.

Down Direction

An Advance Warning board together with AWS equipment situated on the left of drivers, 430 yards from the crossing.

A drivers' plunger mounted on a post at the North end of the Down platform.

Drivers' plungers and associated reflectorised boards worded "Stop - First Obtain Token and Permission to Proceed then Press Plunger Obtain White Light and Whistle before proceeding" situated on the Down and Up loops (for Down direction movements) 88 yards from the crossing.

The existing reflectorised board on the Down loop worded "Stop - Obtain Token and Permission to Proceed" will be removed.

Crossing illumination will be provided by means of lamp units, situated on the same posts as the drivers' white lights. The crossing illumination will be operated automatically day and night. (48)

DETAILS OF WORK ALREADY CARRIED OUT

PORTOBELLO - Down main signal EP609 has been repositioned 75 yards further from Portobello, application unaltered, red aspect 16 feet above rail level. (47)

BALLINLUIG - The box has been closed as a block post and the block section extended to be Dunkeld to Pitlochry.

All signals and associated AWS have been removed.

The connections to the Up loop and Goods yard have been secured out of use pending removal.

Supervision of Moulinearn level crossing has been transferred to Pitlochry signal box.

A telephone with sign, giving communication with Pitlochry signal box, situated on the northside of the former Ballinluig signal box, has been provided. (46)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED - continued

- * *ARDGAY - The reflectorised sign worded "Stop. Obtain token and permission to proceed"
- * approaching the exit from the RCE siding has been repositioned on the left of drivers.

(45)

ROGART - The North signal box has been closed.

The existing gated crossing has been removed and replaced by an Open Level Crossing as described in Section 7 of the General Appendix.

The following signs and equipment have been provided:-

Advance Warning Boards, together with AWS track equipment:-

Up direction - 277 yards from the crossing mounted on the Up direction "Points Set" light post.

Down direction - 410 yards from the crossing mounted on the Down direction "Points Set" light post.

Combined Speed Restriction/Whistle Board:

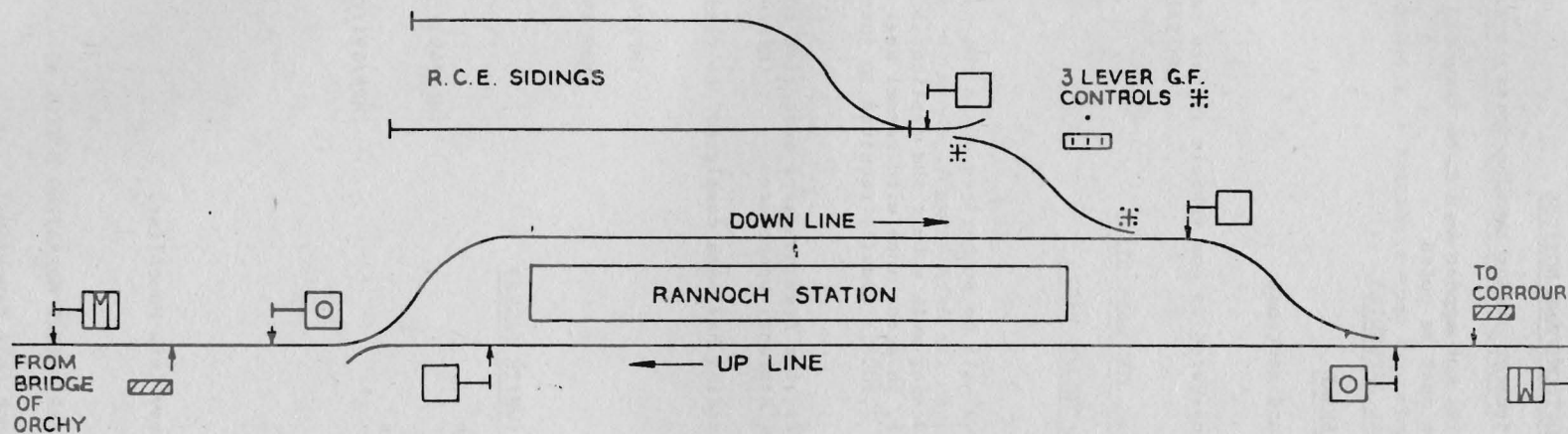
Up direction - 10mph - 117 yards from the crossing.

The existing reflectorised notice board worded "Stop-Obtain Token and Permission to Proceed" at the approach to the Down loop exit connection has been replaced by a new reflectorised notice board worded "Stop-First Obtain Token and Permission to Proceed then Whistle before Proceeding" 25 yards on the approach side of the crossing on the Down loop.

(47)


RANNOCH


RATIONALISATION OF SIGNALLING




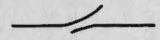
EXPLANATION OF SYMBOLS

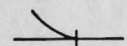
 DISTANT BOARD

 YELLOW LIGHT WITH "POINTS SET SIGN"

 NOTICE BOARD WORDED "STOP OBTAIN TOKEN AND PERMISSION TO PROCEED."

 LOOP CLEAR MARKER

 TRAIN OPERATED POINTS

 HAND OPERATED POINTS

SECTION DGENERAL INSTRUCTIONS AND NOTICES

(SECTION D ONLY)

A thick vertical line denotes new or amended items

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

GENERAL APPENDIXSECTION 16 - WORKING OF THE AUTOMATIC AIR BRAKE

Clause 3.7 First paragraph Delete:- second sentence
Second paragraph add :

A Cartic 4 unit must be considered as one vehicle in this respect.
(MM/S/17/26) (2/11/85)

WORKING MANUAL FOR RAIL STAFFPART 1 : YELLOW PAGES

Paragraph B3 : Amend to read as follows :-

B3 Special prints for large traffic flows will be authorised where the circumstances justify, and must be applied for through the Area Manager. Where the special print is a completely new label the Area Manager must submit the application, together with a requisition and specimen label, in accordance with normal Regional procedures. A minimum annual user of 2,500 is usually required to justify the special printing of any label.

For re-prints of special print labels, the Area Managers must also submit the application in accordance with normal Regional procedures. (MPF/494) (3/10/85)

Section E, paragraph E1, line 6 - "Until loading has been completed" to read "until unloading has been completed".

Section F2 Delete Chatham TC entry. (MPF/494) (2/11/85)

Section G4 - Delete Ramsgate entry. (MPF/494) (19/10/85)

PART 6 (WHITE PAGES)

Page H36 Inverness to Kyle of Lochalsh
Amend length limit to 37. (MPF/491/CA) (19/10/85)

Page H39 Kyle of Lochalsh to Inverness
Amend length limit to 37. (MPF/491/CA) (19/10/85)

Page H131 Add new item as follows :-
Fiddlers Ferry to Hunterston
2 x 37 32 Empties
Hunterston to Fiddlers Ferry
2 x 37 32 Loads

Page I31 Knockshinnoch to Fiddlers Ferry (via Mauchline)
Amend to read as follows :-
2 x 20 30 Loads + BV

(THIS SUPERSEDES ITEM SHOWN ON PAGE 25 OF PERIODICAL OPERATING NOTICE NO.41D).

Page I31 Fiddlers Ferry to Knockshinnoch (via Mauchline)
Amend to read as follows :-
2 x 20 30 Empties + BV

(THIS SUPERSEDES ITEM SHOWN ON PAGE 25 OF PERIODICAL OPERATING NOTICE NO.41D).
(MPF/491/CA) (19/10/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX

SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

PAGE 11

Add to list of level crossings at foot of page.

A.O.C.R. - Automatic Open Crossing remotely monitored.

(22/9/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
 SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
Page 14	<u>CARLISLE TO GLASGOW CENTRAL</u> <u>Carlisle</u>					
	<u>Delete :-</u>					Station yard working authorised for Class 1, 2, 5, 0 and Parcel trains. Amended (27/7/85)
Page 18	Carstairs South Jn (See page 23)					
	<u>Amend:-</u>			<u>30</u>		<u>To Carstairs East Jn.</u>
	<u>to read:-</u>			<u>30</u>		<u>Through main line facing crossover for Carstairs East Jn.</u>
	Carstairs Station Jn (See page 26)					
	<u>Amend:-</u>			<u>15</u>		<u>To Carstairs East Jn.</u>
	<u>to read:-</u>			<u>15</u>		<u>For Carstairs East Jn.</u> (6/7/85)
Page 22	<u>Delete:- SHIELDMUIR TO NETHERTON (GOODS LINE)</u>					table (17/8/85)
Page 23	<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN</u>					
	<u>Delete:- ALL EXISTING MAXIMUM PERMISSIBLE SPEED ENTRIES</u>					
	<u>Add:- Between Carstairs South Jn and Haymarket East Jn</u>			<u>95</u>	<u>95</u>	MAXIMUM PERMISSIBLE SPEED
	<u>Between Auchengray L.C. (AHB) and Midcalder Jn</u>					
	<u>Amend:-</u>			<u>80</u>		<u>84½ mp and 86m29ch</u>
	<u>to read</u>			<u>80</u>		<u>84m24ch and 85mp</u>
	<u>Amend:-</u>			<u>70</u>		<u>88½ mp and 93mp</u>
	<u>to read</u>			<u>70</u>		<u>88m38ch and 90m67ch</u>
	<u>Amend:-</u>			<u>70</u>		<u>83½mp and 88½ mp</u>
	<u>to read</u>			<u>70</u>		<u>88m48ch and 88m38ch</u> (2/11/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
<u>Page 24</u>						
<u>Amend :-</u>	Curriehill GSP	95	43			
to read :-	Curriehill GSP	95	50			(10/8/85)
Between Curriehill GSP and Whitelaw LC						
<u>Amend</u>				<u>70</u>	<u>95½mp and 96m45ch</u>	
to read				<u>70</u>	<u>95½mp and 96m23ch</u>	(2/11/85)
Between Whitelaw footpath LC (RG) and Kingsknowe LC (AHB)						
<u>Delete :-</u>				<u>60</u>	<u>96m45ch and 97m10ch.</u>	
				<u>60</u>	<u>97m10ch and 96m45ch.</u>	(8/6/85)
<u>Amend :-</u>	Slateford Jn	99	25			
to read :-	Slateford Jn	99	01			(10/8/85)
<u>Page 26</u>						
<u>Delete:- CARSTAIRS STN JN TO CARSTAIRS EAST JN table and Add:-</u>						
<u>CARSTAIRS STN JN TO CARSTAIRS EAST JN</u>						
				<u>30</u>	<u>30</u>	MAXIMUM PERMISSIBLE SPEED
I	Carstairs Stn Jn (See page 18)	0	00	<u>15</u>	<u>15</u>	<u>Through Carstairs Station Jn and over curve.</u>
	Carstairs East Jn (See page 23)	0	71			Line in this table is controlled from Motherwell. (6/7/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
<u>Page 27</u>						
<u>LAW JN TO UDDINGSTON JN</u> <u>Delete:-</u>	Wishaw G.F.	86	25			(17/8/85)
<u>Page 29</u>						
<u>MOTHERWELL TO NEWTON JN EAST (VIA HAMILTON)</u> <u>Delete:-</u>	Ross G.F.	6	60			(17/8/85)
<u>Page 34</u>						
<u>SHIELDS JN TO TERMINUS JN (UP THROUGH SDG.) (GOODS LINE)</u> <u>Delete:-</u>	Kinning Park Depot GF (s)					(13/7/85)
<u>Page 35</u>						
<u>GRETNA JN TO EGLINTON ST JN (VIA KILMARNOCK)</u> <u>Amend 1st Maximum Permissible Speed entry to read:-</u> BETWEEN GRETN A JN AND 95MP				<u>80</u>	<u>80</u> MAXIMUM PERMISSIBLE SPEED	
BETWEEN 95MP AND MUIRHOUSE SOUTH JN				<u>70</u>	<u>70</u> MAXIMUM PERMISSIBLE SPEED	(6/7/85)
<u>Page 35</u>						
Between Gretna Jn and Eastriggs GF (\$) <u>Add:-</u>				<u>70</u>	<u>115m20ch and 113m60ch.</u>	
				<u>70</u>	<u>113m60ch and 115m43ch.</u>	(6/7/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Ch	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
<u>Page 35</u>					
	Between Eastriggs GF (S) and Brasswell LC (AHE)				
	<u>Add:-</u>		<u>70</u>	<u>70</u>	<u>Over curves and through Annan Stn. 107m37ch and 106m55ch.</u>
			<u>70</u>	<u>70</u>	<u>102m64ch and 102m04ch.</u>
			<u>70</u>		<u>99m50ch and 98m50ch.</u>
			<u>70</u>		<u>99mp and 101m20ch.</u>
			<u>70</u>		<u>95mp and 95m65ch.</u> (6/7/85)
<u>Page 41</u>					
	<u>Delete :-</u> St Marnocks GF (S)	0 49			(24/8/85)
	Between Shewalton Moss GF and Barassie				
	<u>Delete :-</u>		<u>70</u>	<u>70</u>	<u>Between 7mp and 7m40ch.</u> Amended (9/9/85)
	<u>Amend :-</u> Barassie	7 40	<u>30</u>		<u>Through jn.</u>
	<u>to read :-</u> Barassie (See page 46)	7 56			Amended (22/6/85)
	<u>Add:-</u>		<u>30</u>	<u>30</u>	<u>Over curve and through jn, 7m40ch and 7m56ch.</u> (22/6/85)
<u>Page 45</u>					
	Between Paisley (P) and Johnstone				
	<u>Delete:-</u>		<u>40</u>		<u>All passenger and ECS trains, 6m42ch and 6½mp.</u>
			<u>20</u>		<u>All trains other than passenger and ECS, 6m42ch and 6½mp.</u> (29/6/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
<u>Page 45</u>						
<u>Amend:- Elderslie No.1 (incl) to Beith North (incl) to read :-</u>						
		8	34	<u>40</u>		<u>Through facing crossover.</u>
				<u>40</u>	<u>40</u>	<u>Entering over and leaving Passenger Loop.</u>
	Elderslie	9	03			
		9	44	<u>40</u>	<u>40</u>	<u>Through Main line crossover</u>
	<u>Johnstone</u>	10	09			
	15	24	<u>40</u>	<u>40</u>	<u>Through Lochwinnoch crossovers.</u>	
<u>Lochwinnoch</u>	15	57				
Beith North	17	49				
<u>Page 47</u>						
Dalrymple Jn						
<u>Delete:-</u>				60		<u>Double to single line</u>

All lines between Paisley Gilmour St (incl) and Beith North (excl) are controlled from Paisley.

UPL 60
(bi-directional)

Amended (6/10/85)

(9/11/85)

WON-D7

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Ch		Permanent Speed Restrictions		Remarks
				Down mph	Up mph	
Page 48	<u>BRIDGE ST. JN TO STRANRAER</u>					
	<u>Amend:-</u>			<u>40</u>	<u>40</u>	<u>Bridge No.48, 11m33ch and 11m36ch.</u>
	to read:-			<u>30</u>	<u>30</u>	<u>Bridge No.48, 11m33ch and 11m36ch</u>
Page 49	<u>SHIELDS JN TO CORKERHILL CSMD (GOODS LINE)</u>					
	<u>Shields Jn Add :-</u>			<u>40</u>		Through jn to main line
Page 50	<u>PAISLEY TO GOUROCK</u>					
	<u>Delete:- Italics note in Remarks column</u>					
Page 51	<u>Amend:- Greenock West to Gourrock to read:-</u>					
	<u>Greenock West</u>	124	10			Controlled from Paisley
	<u>Newton St. tunnel</u>	124	15			
	(1m 350 yards)	125	31	<u>40</u>	<u>40</u>	Over curves, 125m01ch. and 126m20ch
	<u>Fort Matilda</u>	125	40	<u>30</u>	<u>30</u>	Over curve, 126m20ch and 126m40ch
	<u>Gourrock</u>	126	58	<u>15</u>	<u>15</u>	126m40ch and Gourrock Stn.
Page 59	<u>Amend 5th and 6th Maximum Speed entries to read:-</u>					
	<u>BETWEEN 122½MP AND 125M16CH</u>			<u>75</u>	<u>75</u>	MAX PERMISSIBLE SPEED
	<u>BETWEEN 125M16CH AND 140½MP</u>			<u>90</u>	<u>90</u>	MAX PERMISSIBLE SPEED

MON-28

(13/7/85)

(7/9/85)

(22/9/85)

(22/6/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
Page 60	<u>MOTHERWELL TO PERTH</u> Between Mossend South Jn to Mossend North Jn <u>Delete:-</u> Down Goods line from Running lines and signalling system column					(17/8/85)
Page 66	<u>Delete:-</u> Souterhouse G.F.	9	10			(17/8/85)
	<u>Sunnyside Jn Amend</u> to read:-			10	10	<u>Over curve and through junction.</u>
	<u>Delete:-</u> SOUTERHOUSE BRANCH (GOODS LINE) table			10	10	<u>8m43ch and 8m77ch.</u> (17/8/85)
Page 67	<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN</u> <u>Delete:-</u> Clyde Iron Works Shunting Frame	0	70			(17/8/85)
Page 69	<u>Delete:-</u> STIRLING NORTH TO ALLOA WEST (GOODS LINE) table <u>Add:-</u> STIRLING NORTH TO CAMBUS JN (GOODS LINE)					
	Stirling North (See Page 63)	0	14	45	45	MAXIMUM PERMISSIBLE SPEED <u>Through jn to 0m25ch.</u> Train staff custodian is the Station Supervisor at Stirling.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
<u>Page 69 - Add - continued</u>						
O T	Causewayhead LC (AOCL)	1	29	<u>10</u>	<u>10</u>	<u>1m15ch and 1m52ch Approaching LC</u>
	Waterside LC (AOCL)	1	47	<u>10</u>	<u>10</u>	<u>Approaching LC</u>
	Abbeycraig LC (AOCL)	1	66	<u>10</u>	<u>10</u>	<u>Approaching LC</u>
	Manor Powis LC (TMO)	2	71	STOP	STOP	
	Blackgrange LC (AOCL)	3	47	<u>10</u>	<u>10</u>	<u>Approaching LC</u>
	Cambus Jn (See below)	4	38		<u>20</u>	<u>Through Jn to Menstrie</u>
<u>Page 71</u>						
<u>GARTSHERRIE SOUTH JN TO SIGHTHILL JN</u>						
<u>Delete :-</u> Cardowan, dots signifying block post and mileage. (25/8/85)						
<u>Pages 73/74</u>						
<u>Between Haymarket and Linlithgow</u>						
<u>Delete:-</u>						
	Ratho GF (S)	39	34			(23/6/85)

MON-D10

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Ch	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
Page 75	EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)				
	Amend :- Cadder (East End) (CR) to Cadder (West End) to read :-				
	Cadder (East End) (CR)	5 40	15		<u>Over Down Goods between Main line connections and East End.</u>
				5	
			30		<u>Leaving Down Goods.</u>
	Cadder (West End)	4 46	5		<u>Over Up Slow line.</u>
					(21/7/85)
Page 82	AIRDRIE TO HELENSBURGH				
	Bellgrove				
	Delete:-		15	15	<u>Through Stn</u>
	Between Bellgrove (BL) and High St. Jn (HS)				
	Amend		30	30	<u>0m39ch and 0m19ch (between High St. Jn Bridgeton Central Jn)</u>
	to read:-		30	30	<u>0m60ch and 0m19ch.</u>
					(13/7/85)
					(13/7/85)
Page 89	HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)				
	Clydebank Dock Jn				
	Delete:-		15	20	<u>Through jn to Green Road.</u>
		2 38	20	20	<u>Over connecting line and through connection from and to Down Main.</u>
					(14/9/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - contigued

Running Lines and Signalling System	Location	Mileage M Ch		Permanent Speed Restrictions		Remarks		
				Down mph	Up mph		At or between	
Page 93	CRAIGENDORAN JN TO FORT WILLIAM							
	Amend :- Crianlarich to Rannoch to read :-							
E	T	Crianlarich	36	25				
		(See Page 95)						
		<u>/T/</u>	38	00	30	30	36½mp and 37mp.	CL27
		<u>/T/</u>	40	00	30	30	39m52ch and 40m15ch.	CW Up Loop 36m30ch.
E	T	Tyndrum Upper <u>/T/</u>	41	21	20	20	Over all connections.	CL24
		<u>/T/</u>	42	00				
		<u>/T/</u>	44	00	30	30	44m32ch and 45m64ch.	
		<u>/T/</u>	46	00				
		<u>/T/</u>	48	00				
E	T	Bridge of Orchy	48	68	20	20	Over all connections	
		<u>/T/</u>	51	00	45	45	49mp and 49m65ch.	CL24
		<u>/T/</u>			40	40	51m72ch and 52m28ch.	
		<u>/T/</u>	52	00				
		<u>/T/</u>	53	00				
		<u>/T/</u>	54	00	40	40	54mp and 55mp.	
		<u>/T/</u>	55	00	30	30	55mp and 55½mp.	
E	T	<u>/T/</u>	56	00				
		<u>/T/</u>	57	00				
		<u>/T/</u>	58	00				
		<u>/T/</u>	59	00				
		<u>/T/</u>	60	00				
		<u>/T/</u>	61	00				
		<u>/T/</u>			40	40	61m37ch and 61½mp.	
		<u>/T/</u>	62	00				
		<u>/T/</u>	63	00				
					40	40	63m48ch and 64m54ch.	
		Rannoch	64	36				CL25
Page 97	Between Glenfinnan and Mallaig							(Amended 26/10/85)
	Amend :-							
	Morar LC (TMO)							
	to read:-							
	Morar (AOCL)							
					10	10	Approaching LC.	(26/5/85)

MON-D12

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
Page 100	Between Longniddry and Prestonpans					
	<u>Amend:-</u> St Germain's LC to read:- St Germain's LC (CCTV)					(29/9/85)
Page 101	Between Monktonhall Jn and Portobello					
	<u>Delete:-</u>			60	60	5m54ch and 5m52ch (for other than HST's). (8/6/85)
Page 110	HAYMARKET WEST JN TO ABERDEEN					
	Add as final maximum speed limit BETWEEN 203m 11ch AND ABERDEEN			75	75	MAXIMUM PERMISSIBLE SPEED (13/7/85)
	South Gyle <u>Delete:-</u>			75		4m75ch and 5m13ch (9/11/85)
	Dalmahy Jn <u>Amend</u> to read:-					DPL42 DPL35 (22/6/85)
Page 111	Between Dalmahy and North Queensferry					
	<u>Amend:-</u> Forth Bridge (1½ mls)			50	50	DMU's over Forth Bridge, 9½mp and 11½mp.
				40	40	Passenger trains other than DMU's over Forth Bridge, 9½mp and 11½mp.
				30	30	Freight trains over Forth Bridge, 9½mp and 11½mp.
	to read:- Forth Bridge (1 mile 50 chains)			50	50	DMU's over Forth Bridge 9m51ch and 11m21ch.
				40	40	Passenger trains other than DMU's over Forth Bridge, 9m51ch and 11m21ch.
				30	30	Freight trains over Forth Bridge, 9m51ch and 11m21ch. (22/6/85)

MON-D13

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
<u>Page 117</u>						
Between Broughty Ferry LC and Barry West LC Amend Running lines and signalling system and location column to read:-						
	Broughty Ferry LC	3	45			
	<u>Balmossie Halt</u>	5	00			
	<u>Monifieth</u>	5	72			
	Barry West LC	8	60			
<u>Page 128</u>						
<u>PERTH TO INVERNESS</u> Amend :- 1st and 2nd. Maximum permissible speed entries to read:-						
BETWEEN PERTH AND 23m61ch				<u>75</u>	<u>75</u>	MAXIMUM PERMISSIBLE SPEED
BETWEEN 23m61ch AND BLAIR ATHOLL				<u>65</u>	<u>65</u>	MAXIMUM PERMISSIBLE SPEED
<u>Page 129</u>						
Delete:- Ballinluig, dot signifying block post, mileage and first and second speed restriction entries						CL80
Add:- <u>/T/</u>		23	61			(20/10/85)

(Amended 3/8/85)

(20/10/85)

MON-D14

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Ch	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
<u>Pages 133/134</u>					
	Between Barnhill and Inchcoonans LC				
	<u>Amend :-</u>		50	50	<u>Over curves, 19m62ch and 17½mp.</u>
			60	60	<u>17½mp and 16m10ch.</u>
	to read :-		60	60	<u>Over curves, 19m62ch and 17½mp.</u>
			70	70	<u>17½mp and 16m10ch.</u>
<u>Page 136</u>					
	Between Kittybrewster GF and Dyce Jn				
	<u>Delete :-</u>		50	50	<u>Over curves 5½mp and 5m66ch.</u>
	Between Pitmedden LC and Boat of Kintore LC				
	<u>Delete :-</u>		55	55	<u>Over curves 10mp and 11m23ch.</u>
	Between Oyne LC and Insch LC				
	<u>Delete :-</u>		50		<u>Over curves 27m33ch and 28m49ch.</u>
<u>Page 137</u>					
	Between Insch LC and Kennethmont				
	<u>Amend :-</u>		55	50	<u>Over curves 31m56ch and 32m25ch.</u>
	to read :-		55	55	<u>Over curves 31m56ch and 32m25ch.</u>
	Between Huntly and east connection at Keith				
	<u>Delete :-</u>		55	55	<u>Over curves 45m10ch and 45m56ch.</u>
			55	55	<u>Over curves 46m76ch and 47½mp.</u>
	<u>Amend Rosarie LC to Elgin to read :-</u>				
	Rosarie LC (AOCR)	27 20			
	<u>/T/</u>	25 20			
			55	55	<u>Over curves 24 mp and 21m32ch.</u>
	<u>/T/</u>	21 60			
	<u>/T/</u>	18 20			
			60	60	<u>16m70ch and 16m32ch.</u>
	<u>/T/</u>	15 20			
	East Connection	12 33			
	<u>Elgin</u>	12 18			

(22/6/85)

MON-D15

(Amended 22/9/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Ch		Permanent Speed Restrictions		Remarks
				Down mph	Up mph	
<u>Page 138</u> Add:-	Highland Forrests G.F.	137	71			(28/9/85)
<u>Pages 138/139</u> Add:-	Between Nairn and Millburn Jn			20 60	20 60	131m55ch and 132m05ch. (22/6/85)
<u>Page 142</u> Delete :- all information and Add :-	<u>Alness</u>	28	70			
	<u>Invergordon</u>	31	37	55	55	Over curves 30m50ch and 30m79ch.
	BAC Sdg GF (S)	32	47			
	MK Shand GF (S)	32	72			
E T	Delny LC (AOCL)	34	79	30 55	30 55	Approaching LC
	Nigg LC (AHB)	39	25			
	<u>Fearn</u>	40	60			
E T	<u>Tain</u>	44	23	15 50 50	15 50 50	Through loop connections. Over curves, 52m72ch and 54m03ch. Over curves, 55m43ch and 56m08ch.
	<u>Ardgay</u>	57	70	20 40	20 40	Over curves, 60m74ch and 61m10ch Over curves, 61m10ch and 62m25ch
E T	<u>Culrain</u>	61	00			(Amended 4/8/85)

MON-D16

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down Up mph	At or between	
<u>Page 143</u>						
<u>Delete:-</u>	<u>Lairg</u>					
	South	66	70			(29/9/85)
	North and LC	67	10			
		67	11			
<u>Add:-</u>	Lairg LC (AOCL)	67	11	Stop	15	<u>Before passing over LC approaching LC</u>
						A plunger is provided on the Up "Points Set" light post for shunting movements to the Up loop and when operated activates the level crossing lights sequence. (Amended 3/11/85)
<u>Delete :-</u>	<u>Rogart</u>					
	South	76	77			
	LC and North	77	08			
<u>Add :-</u>	Rogart LC (Open)	77	08	STOP	10	<u>Before passing over LC Approaching LC</u>
						(Amended 29/10/85)
<u>Delete :-</u>	<u>Brora</u>					
	South	90	45			
	North	90	55			
<u>Page 144</u>						
<u>Delete :-</u>	<u>Helmsdale</u>					
	South	101	39			
	North	101	51			
<u>Page 145</u>						
<u>Delete :-</u>	<u>Forsinard</u>					
	North	125	70			(31/8/85)
<u>Page 148</u>						
<u>Delete:-</u>	Between Georgemas Jn and Thurso			20	20	<u>4 1/2mp and 4 1/2mp.</u>
						(22/6/85)

MON-D17

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
Page 154						
Dalmeny Jn Amend:- to read:-						DPL42 DPL35 (22/6/85)
Pages 154/155						
Between Dalmeny and North Queensferry Amend:- Forth Bridge (1½ mls) to read:- Forth Bridge (1 mile 50 chains)				50	50	Over Forth Bridge, 9½mp and 11½mp. Over Forth Bridge 9m51ch and 11m21ch. (22/6/85)
Pages 158 and 159						
Between Tay Bridge South and Dundee Central Jn Amend:- Tay Bridge (1½ mls) to read:- Tay Bridge (1½ mls)				25	25	From the north end of the high girders and over adjoining curves, 57½mp and 59mp. From the north end of the high girders and over adjoining curves, 57½mp and 58m69ch. (6/7/85)
Page 160						
Between Golf St. Halt and Carnoustie LC Delete:-				75	75	10m08ch and 10m23ch (13/7/85)
Page 162C						
Delete:- Ballinluig, dot signifying block post, mileage and first and second speed restriction entries. Add:- /T/ 23 61						CL80 (20/10/85)
Page 162E						
Between Newtomore and Kingussie Add:-				75	75	71m20ch and 71m60ch (13/7/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - continued

SECTION 2

TABLE B - SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
<u>Page 1</u>			
<u>Delete:-</u>	Shields Jn to Terminus Jn (Up Through Siding) (Goods Line) and		relative entry. (13/7/85)
<u>Page 2</u>			
<u>Delete :-</u>	Kilmarnock to Barassie Jn and relative entry.		(24/8/85)
<u>Page 4</u>			
<u>Delete:-</u>	Whifflet North Jn to Rutherglen East Jn and relative entry		(17/8/85)

TABLE E - RULE BOOK, SECTION C, CLAUSES 4.6 AND 5.9

Signal Box	Signal	Remarks
<u>Page 10</u>		
	Inverness to Wick	
<u>Delete:-</u>	Brora entry	(13/7/85)

SECTION 3

GENERAL INSTRUCTIONSPage (i) - INDEXAdd:-

	<u>Page</u>
Broken windows on passenger coaching stock	70 (MPP/109)(9/11/85)
<u>Delete :-</u>	
Electric Token Block - Crossing loops where train operated points and "Points Set" indicators are provided	10 (9/11/85)

Page 1 - RULE BOOK, SECTION H, CLAUSES 3.16 AND 4.13

Place	Line and Location	Location of Telephone
Delete :-	Johnstone entry	(2/10/85)
Delete :-	Ballinluig entry	(20/10/85)

Page 7 - STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

Signal Box	Area/Location	Line	Remarks
<u>Amend:-</u>			
Ayr	-	Up	Between Signals PA356 and PA322.
Ayr	-	Down	Between Signals PA319 and PA359. (Amended 22/6/85)
<u>Page 9</u>			
<u>Amend</u>	First Dundee entry to read:-		
Dundee	-	Up	Between signals D758, D762, D938, D942 and D698, D718. (27/7/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

Page 10

ELECTRIC TOKEN BLOCK REGULATIONS - TOKEN LOST OR
 DAMAGED OR FAILURE OF TOKEN APPARATUS

Table headed "section of line"

Delete:

Craigendoran Jn to Crianlarich
 Rannoch to Mallaig Jn

Add:-

Craigendoran Jn to Mallaig Jn

(11/8/85)

Page 10

ELECTRIC TOKEN BLOCK - CROSSING LOOPS WHERE TRAIN
 OPERATED POINTS AND "POINTS SET" INDICATORS ARE PROVIDED

Delete :- heading and relative instructions.

(9/11/85)

Pages 11 and 12

SINGLE LINES WORKED BY THE SCOTTISH REGION TOKENLESS BLOCK
 SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

Clause 8 Shunting Key

Delete:- Stirling North to Manor Powis entry

(10/10/85)

Table headed "section of line"

Delete:-

Crianlarich to Rannoch

(11/8/85)

Page 17 - BREAKDOWN ARRANGEMENTS - PROHIBITIONS

Delete:- Rothesay Dock entry.

(22/6/85)

Page 18 - SNOW CLEARANCE ARRANGEMENTS

Amend sixth paragraph to read:-

When ploughs are being propelled the speed must not exceed 35mph

(29/6/85)

Page 49

WORKING OF DIESEL MULTIPLE TRAINS

The following General Appendix instructions must be observed :-

Delete :-

Conveyance of four-wheeled non-passenger carrying coaching stock and braked
 Freight stock in passenger trains.

(9/11/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

Page 65

CONTINUOUS BRAKE TRAIN OPERATIONEngineer's trains1. Assisting in rear

From	To	Maximum Unfitted Line	Load (Tonnes)
------	----	--------------------------	---------------

Gartsherrie South Jn to Sighthill JnAmend entry to read :-

Sighthill Jn	Gartcosh Jn	Up	80 (5/8/85)
--------------	-------------	----	-------------

Haymarket West Jn to AberdeenAmend second entry to read :-

Dundee Tay Bridge	Dundee Central Jn	Down and Up (Up direction)	60 (14/9/85)
-------------------	-------------------	-------------------------------	--------------

Perth to InvernessAdd after Blair Atholl to Dalwhinnie entry:-

(NOTE : The assisting locomotive may remain attached to the lower end of the train throughout between Perth and Dalwhinnie). (10/8/85)

Page 70 - Add :-BROKEN WINDOWS ON PASSENGER COACHING STOCK

The following instructions are additional to those contained in the General Appendix :-

1. Outer pane of double glazing scored three inches or more or broken.

The appropriate full seating bay(s) of the vehicle must be taken out of passenger use. The Guard must advise the Driver of the circumstances and instruct him to proceed at a speed not exceeding 100 mph to the next place where C & W staff are available.

The C & W staff must remove all the glass from the defective outer pane and apply adhesive tape over the intact inner pane. The train may then continue in service with the appropriate full seating bay(s) remaining out of passenger use. The speed of the train must not exceed 100 mph and the Guard must advise the Driver accordingly.

2. Inner pane or both panes or single glazed pane scored three inches or more or broken.

Train must be stopped as soon as possible and all the defective glass removed. Remove passengers from coach (if the damage affects an open coach, or the corridor side of a corridor coach) or from the compartment affected and label "out of use". If access through coach is required the Guard or other competent member of the staff must be in attendance. The speed of the train must not exceed 100 mph and the Guard must advise the Driver accordingly.

In the case of door drop lights, the train must be stopped as soon as possible and all defective glass removed. The window frame must be put in dropped position.

3. If either the inner or outer pane of an HST trailer sidelight or the door drop sidelight is found to be scored by three inches or more or broken on examination at a Maintenance Depot that vehicle must not be released into service until the defective sidelight unit is replaced.

4. A number of perspex replacement windows for HST trailer cars and air conditioned MkII def vehicles are allocated to principal intermediate and terminal stations on the East Coast Main line and East Anglia. When C & W staff have fitted one of these perspex windows to replace a broken double glazed window, the above restrictions no longer apply i.e. the HST set of MkII def vehicle can revert to running at line speed with full use of the coach seating bays restored.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPage 70 - Add - BROKEN WINDOWS ON PASSENGER COACHING STOCK - continued

4. The perspex windows are each supplied within individual packing sheets for transportation purposes, together with a special spanner or key, although a standard carriage key may be used to fit the MkII def window. Each packing sheet bears the name of the allocated station and when a perspex window has been fitted, the packing sheets and special spanner or key must be placed in one of the brake compartments of the train to enable the Depot replacing the window to return it to the owning station, suitably protected, together with the spanner or key. An entry should be made in the trains defect book to the effect that an emergency window has been fitted.

With the introduction of perspex windows for general use, only under exceptional circumstances are vehicles with broken sidelights to be taken out of service at intermediate stations. They should remain in service until the end of the diagram and be taken out at the depot which is to replace the window. (MPP/109)(9/11/85)

SECTION 4

LOCAL INSTRUCTIONS

	<u>INDEX</u>	<u>Page</u>	
<u>Page (i)</u>	B		
<u>Delete:-</u> Brora		99	
<u>Add:-</u> Bridge of Orchy		63	(9/11/85)
<u>Page (ii)</u>	C		
Cardonald entry, <u>delete:-</u>		27	(13/7/85)
<u>Delete:-</u> Clyde Iron Works		45	
<u>Delete:-</u> Dalzell Works	D	5	
	E		
<u>Page (iii)</u>			
<u>Delete:-</u> Elderslie No.1		28	
<u>Add:-</u> Forsinard	F	99	(20/10/85)
<u>Page (iv)</u>	L		
<u>Delete:-</u> Lairg		99	(2/11/85)
<u>Page (v)</u>	N		
<u>Delete:-</u> Netherton Branch		13	
<u>Page 5</u>			
<u>Delete:-</u> <u>DALZELL WORKS</u> and relative entry			(17/8/85)

Page 10GLASGOW CENTRALHydraulic buffers :-

Amend first sentence to read :-

The hydraulic buffers in Nos.1 and 6 to 13 platform lines must not be compressed in the ordinary course of working. Amended (13/7/85)

Add :-

Friction buffer stops :- Drivers of trains and persons in charge of shunting movements working into Nos.2 and 3 platforms, must not allow their trains to come into contact with these buffers in the ordinary course of working.

In the event of the train coming into contact with the friction buffer stops the Station Supervisor must be informed and he must immediately arrange with the ACE to have the buffers reset. Amended (13/7/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 13

LANARK

Delete:- Final paragraph (22/6/85)

Delete:- SHIELDMUIR TO NETHERTON (GOODS LINE) and relative entry. (17/8/85)

Page 26

Delete - East Kilbride to Busby Jn entry (29/6/85)

Page 28

Delete:- Cardonald and relative instruction (13/7/85)

Page 29

Delete:- Elderslie No.1 and relative instruction (28/7/85)

Page 31

CORKERHILL CSMDDeparting trains - telephone:-Amend instruction under this heading to read:-

Trainmen of locomotives and multiple units leaving the Depot must inform the signalman, by telephone located adjacent to the notice boards at the Depot exit, the destination and train to be worked. In addition, the locomotive or multiple unit must not be moved forward beyond the appropriate notice board until the permission of the Signalman has been obtained, or the outlet signal G598 is cleared. (16/7/85)

Page 33

CONTAINERBASE JN TO GREENOCK CPA TERMINAL (GOODS LINE)
CPA CONTAINER TERMINAL

Add:- as second last sentence in second paragraph:

Under no circumstances should any of the remaining portions be drawn forward with the propelling movement. (15/6/85)

Page 38

ARDROSSAN HARBOURDelete :- BHM Industrial Cleaning Ltd siding and relative instruction (19/10/85)

Page 39

Add:-NEWTON JN TO KILLOCH COLLIERY (GOODS LINE)Rule Book, Section T, Part 111

When the Engineer requires to take 'Absolute Possession' on this line, protection must be afforded by flags and detonators. The train staff must not be used for this purpose.

Clause 10.1.3 is modified accordingly. Clause 12.7 does not apply on this line. (27/7/85)

Page 45

Delete:- CLYDE IRON WORKS and relative instruction (17/8/85)

Page 46

ROSEHALL JN TO CALDER YARD AND IMPERIAL TUBE WORKS (GOODS LINE)Delete:- Hot Roll Tube Works and relative instruction.Delete:- Lochrin Construction Works Sdg. and relative instruction (17/8/85)

Page 48

EDINBURGH WAVERLEYTrains leaving station platforms

Delete second sentence of second paragraph of above instruction (28/7/85)

Delete:-LINLITHGOWMain line trailing crossover and associated instructions. (18/8/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 49

CADDER WEST AND EAST ENDS

Delete First second and third paragraphs under this heading. (21/7/85)

Page 51

BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)

Engineers' Trains

Amend instructions under this heading to read :-

The locomotive must always be on the lower end when working between signals C.32, C.24, C.22 and Cl.13. The train must not exceed 200 tonnes, exclusive of locomotive (and brake van where provided). SWB must be carried out for other than fully fitted trains. Locomotives below Class 20 must not be utilised. (2/11/85)

Page 52

Engineer's Trains

2nd paragraph, 2nd sentence.

Amend to read :-

The tonnages do not include the weight of the locomotive (or brake van where provided). (2/11/85)

Page 63 - GARELOCHHEAD

Amend "Shunting must not be carried out" to read :-

"Shunting of Class 9 trains must not be carried out" thence as printed. (12/10/85)

Page 63

Add :-

BETWEEN BRIDGE OF ORCHY AND CORROUR

Referring to Section S of the Rule Book, clause 3.2.2. Protection of the trolley by possession of the token is not permitted on these lines.

The General Appendix instructions "Single Lines Worked by Electric Token - Instructions to Trainmen" apply subject to the following modifications:-

2.3 After receiving the token the Driver must not proceed until he has received verbal permission from the Signaller. He must keep the token under his own charge, except as laid down in clauses 6 and 11 until he reaches the end of the Section, when he must give it up to the Signaller or other duly authorised person, except as provided in clause 7.

3.1 The Signaller, except where some other person is specially appointed to the duty, is the sole person authorised to receive a token from and deliver one to the Driver or Drivers Assistant.

Tokens must only be exchanged between the Signaller and the Driver when a train comes to a stand at the stop board or in a crossing loop. The Driver, while the token is in his charge, must see that it is placed in a safe position.

4. Warning Arrangement

When a train is allowed to go forward from Rannoch, under the Warning Arrangement the Signaller will when authorising the driver to proceed, verbally instruct him that the section is clear to the next home signal only.

Trains are not allowed to proceed forward to Rannoch under the Warning Arrangement.

5. Engineer's train, Freight train or Officer's Special requiring to stop in Section
 Reference to the line being clear to the home signal at Rannoch does not apply.

6. Section obstructed by Accident or by Disabled Train
 Should a train fail within the crossing loop at Rannoch and require assistance from the rear, it will not be necessary to comply with the provisions of clause 6.2.2.
8. Obstructing Single Line for shunting purposes
 A Driver must not in any circumstances foul the single line for shunting purposes at Rannoch unless he has received the authority of the Signalman to do so and is in possession of a signed shunt authority card (sample below) for the section concerned.
- A shunt authority card is authority to proceed only as far as the "Station Limits - Loop Clear" marker post. Under no circumstances must a shunt pass this post. Immediately the shunting movement has been completed and the train has returned clear of the single line, the shunt authority card must be returned to the Signalman.

No. (SPECIMEN)	BRITISH RAILWAYS (Scottish Region)
RANNOCH SIGNAL BOX	
TIME.....	DATE.....
SHUNTING ONTO SINGLE LINE	
TO THE DRIVER OF.....TRAIN	
YOU ARE AUTHORISED TO PROCEED ONTO THE SINGLE LINE TOWARDS CORROUR FOR SHUNTING PURPOSES	
SIGNATURE.....SIGNALMAN

Working at token exchange points
 References throughout the Rules and Regulations to distant signals must be taken as meaning distant boards and instructions concerned observed as far as can be applied.

References to stop/section signals throughout the Rules and Regulations must be taken as meaning stop boards and instructions concerned observed as far as can be applied.

Throughout the Rules reference to a signal being maintained at danger must be taken as meaning permission must NOT be given for a train to proceed.

On passing the distant board the driver must regulate the speed of his train in order to be able to stop at the 'points set' indicator, if necessary. Illumination of the light in this sign, means the points are set correctly.

Should any train be brought to a stand owing to the 'points set' light indicator not being illuminated, the provisions of the Rule Book, Section K, clause 3.1 must be complied with. Amended (9/11/85)

Page 75
Add:-
 Propelling from Millerhill SDR Trains propelling from the South Down reception lines towards the stop board on the No.2 departure line must not exceed 14 S.L.U.s (19/10/85)

Page 78 - FORTH BRIDGE
Add :-
Bridge Engineers motorised trolley - The machine must not be relied upon to actuate Track circuits. When the trolley requires to pass over lines outwith the possession of the Engineer, the signalman must, provided the route is clear, operate individual point switches to hold the points in the required position before giving permission for the movement to commence. The points must be held in the required position until the signalman is satisfied the machine has passed clear. (25/5/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPage 81 - DUNDEE TAY BRIDGEAdd :-

Bridge Engineers motorised trolley - The machine must not be relied upon to actuate Track circuits. When the machine requires to pass over lines outwith the possession of the Engineer, the signalman must, provided the route is clear, operate individual point switches to hold the points in the required position before giving permission for the movement to commence. The points must be held in the required position until the signalman is satisfied the machine has passed clear. (25/5/85)

Page 81Trains leaving station platformsDelete third sentence of above instruction

(28/7/85)

Pages 83 and 84ABERDEEN STATIONTrains leaving Station PlatformsDelete:- second sentence.

(15/6/85)

Down Station SdgAdd as second and third paragraph:-

When a movement proceeds from the North end of the Down Station siding towards the HST depot, Fuel siding or Clayhills loop, the shunter or person in charge of the train must inform the signalman when the Down Station siding is again clear throughout.

Movements from the HST depot, Fuel siding or Clayhills loop towards the Down Station siding must not pass the illuminated notice board until the shunter or person in charge of the train has obtained the permission of the signalman. (1/6/85)

Add:-

Barrow Crossing Permission of the signalman must be obtained before the crossing is used, using the telephones provided. On no account should any signal post telephone be used for this purpose. The signalman must be informed when the crossing is again clear. (28/7/85)

Page 97INVERNESSAdd:-Welsh's Bridge - Temporary Fuelling facilities

Movements from the Fuel Road, Tank Road or Holding siding towards the yard outlet signals must not pass the notice board until the shunter or person in charge of the movement has obtained the permission of the signalman. (25/8/85)

Page 98Delete:-

Between Dingwall and Invergordon and relative instruction

(27/7/85)

Page 99Add:-BETWEEN DINGWALL AND GEORGEMAS

Referring to Section S of the Rule Book, clause 3.2.2. Protection of the trolley by possession of the token is not permitted on these lines.

The General Appendix instructions "Single Lines Worked by Electric Token - Instructions to Trainmen" apply subject to the following modifications:-

- 2.3 After receiving the token the Driver must not proceed until he has received verbal permission from the Signalman. He must keep the token under his own charge, except as laid down in clauses 6 and 11 until he reaches the end of the Section, when he must give it up to the Signalman or other duly authorised person, except as provided in clause 7.
- 3.1 The Signalman, except where some other person is specially appointed to the duty, is the sole person authorised to receive a token from and deliver one to the Driver or Drivers Assistant.

3.1 Tokens must only be exchanged between the Signaller and the Driver when a train comes to a stand at the stop board or in a crossing loop. The Driver, while the token is in his charge, must see that it is placed in a safe position.

4. Warning Arrangement

When a train is allowed to go forward from Invergordon, under the Warning Arrangement the Signaller will when authorising the driver to proceed, verbally instruct him that the section is clear to the next home signal only.

Trains are not allowed to proceed forward to Invergordon, Tain, Ardgay, Lairg, Rogart, Brora, Helmsdale, Forsinard or Georgemas under the Warning Arrangement.

5. Engineer's train, Freight train or Officer's Special requiring to stop in Section
Reference to the line being clear to the home signal at Invergordon, Tain, Ardgay, Lairg, Rogart, Brora, Helmsdale, Forsinard and Georgemas does not apply.

6. Section obstructed by Accident or by Disabled Train

Should a train fail within the crossing loop at Invergordon, Tain, Ardgay, Lairg, Rogart, Brora, Helmsdale, Forsinard or Georgemas and require assistance from the rear, it will not be necessary to comply with the provisions of clause 6.2.2.

8. Obstructing Single Line for shunting purposes

A Driver must not in any circumstances foul the single line for shunting purposes at Invergordon, Tain, Ardgay, Lairg, Rogart, Brora, Helmsdale, Forsinard or Georgemas unless he has received the authority of the Signaller to do so and is in possession of a signed shunt authority card (sample below) for the section concerned.

A shunt authority card is authority to proceed only as far as the "Station Limits - Loop Clear" marker post. Under no circumstances must a shunt pass this post.

Immediately the shunting movement has been completed and the train has returned clear of the single line, the shunt authority card must be returned to the Signaller.

No. (SPECIMEN)	BRITISH RAILWAYS (Scottish Region)
	TAIN SIGNAL BOX
TIME.....	DATE.....
SHUNTING ONTO SINGLE LINE	
TO THE DRIVER OF.....TRAIN	
YOU ARE AUTHORISED TO PROCEED ONTO THE SINGLE LINE TOWARDS ARDGAY FOR SHUNTING PURPOSES	
SIGNATURE.....	SIGNALMAN

Working at token exchange points

References throughout the Rules and Regulations to distant signals must be taken as meaning distant boards and instructions concerned observed as far as can be applied.

References to stop/section signals throughout the Rules and Regulations must be taken as meaning stop boards and instructions concerned observed as far as can be applied.

Throughout the Rules reference to a signal being maintained at danger must be taken as meaning permission must NOT be given for a train to proceed.

On passing the distant board the driver must regulate the speed of his train in order to be able to stop at the 'points set' indicator, if necessary. Illumination of the light in this sign, means the points are set correctly.

Should any train be brought to a stand owing to the 'points set' light indicator not being illuminated, the provisions of the Rule Book, Section K, clause 3.1 must be complied with.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 99

Delete:-

LAIRC and relative instruction (2/11/85)

Page 99

Delete:-

ROGART and relative instruction (29/10/85)

Page 99

Delete:-

BRORA and relative instruction (13/7/85)

Page 99

FORSINARD

Add:-

Drivers must not proceed over the level crossing until a green hand signal has been received from the signalman. (Amended 20/10/85)

Page 100 - DINGWALL TO KYLE OF LOCHALSH

Delete:- first and second paragraph

Add:-

Headlights - Every locomotive working over the line between Dingwall and Kyle of Lochalsh must be fitted with a searchlight type headlight and drivers must ensure that these are illuminated at all times.

Length of train - The length of trains working between Dingwall and Kyle of Lochalsh must not exceed 36 SLU.

Hard Trolleys - Referring to Section 5 of the Rule Book, clause 3.2.2. Protection of the Trolley by possession of the token is not permitted on this line.

Special authority cards - Cancelled special authority cards referred to in clause 4.1.2. and 6.2.2. of the instructions "Single Lines Worked by Radio Electronic Token Block - Instructions to Trainmen and Others Concerned" must be delivered to the signalman at Dingwall as soon after cancellation as possible.

Train Crew Manual BR.33056/99 R.E.T.B. - Paragraph All on page 17 is modified as shown in clause 3.2.2. and 3.2.3. of the instructions "Single Lines Worked by the Radio Electronic Token Block System - Instructions to Trainmen and Others concerned". (31/8/85)

Page 100A - Add -

BETWEEN STRATHCARRON AND KYLE OF LOCHALSH

The Down direction single line block section between Strathcarron and Kyle of Lochalsh is defined as the line between the stop board at Strathcarron and the designated line buffer stop at Kyle of Lochalsh. (31/8/85)

Page 101 - KYLE OF LOCHALSH

Add:-

Station Limits - "Station Limits" is defined as the line between the "Station Limits" boards and the buffer stops.

Working of passenger trains - Passenger trains are permitted to run to and depart from the Down siding platform. (31/8/85)

=====

MISCELLANEOUS INSTRUCTIONS

IRVINE STATION

Until further notice - The Up platform has been temporarily shortened by 74 yards at the Glasgow end. The 3 and 6 car stop marker boards have been repositioned accordingly. Only the front 3 vehicles of any train will be accommodated in the remaining portion of the platform.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (MR/NOT3) (29/9/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
MISCELLANEOUS INSTRUCTIONS - continued

UNTIL FURTHER NOTICE - BETWEEN HAMILTON CENTRAL AND HAMILTON WEST

Due to a landslip the Up and Down lines between Hamilton Central and Hamilton West are blocked. In consequence the following arrangement will apply:-

Down trains terminate at Hamilton Central Up platform. A temporary buffer stop has been positioned on the Up line on the Blantyre side of Hamilton Central.

Up trains terminate at Hamilton West Up platform. A temporary buffer stop has been positioned on the approach side of signal M228. A Down train must not depart from the Up platform until the driver has obtained the signalman's permission using the telephone provided on the Up platform. (MR/AM/MWSC) (5/10/85)

BETWEEN NEWBRIDGE JN AND BATHGATE

FROM MONDAY 4 NOVEMBER UNTIL FURTHER NOTICE - To allow work in connection with the re-introduction of passenger services to Bathgate, the Up line has been given into the possession of the Engineer between the locations shown below. A sleeper will be fixed across the rails of the Up line at each location and no train may pass these locations to proceed on to the Up line without the permission of the Engineer's Person in Charge.

- (a) 600 yards on the Newbridge side of the hand worked trailing crossover at Bathgate.
- (b) At signal EN576.

Up direction trains from Bathgate will run over the Down line in accordance with the Rule Book Section 'N' and the attention of trainmen is directed to the instruction shown on Page 58 of Section 4 of the Sectional Appendix. (MR/RB/N) (4/11/85)

WEST HIGHLAND AND OBAN LINES

Prior to commissioning of Radio Electronic Token Block signalling on the above lines of route, crossing loops will be progressively converted to final RETB specifications. This will entail the removal of all existing signals, with the exception of the reflectorised distant boards, and provision of train - operated loop points, "Points Set" indicators, Stop boards and "Loop Clear" markers. Electric Token Block working will continue to apply meantime.

In this connection, additions and modifications to the Sectional Appendix, Section 3 and the General Appendix instructions "Single Lines Worked by Electric Token - Instructions to Trainmen" will apply and will be published herein.

Details of all such loop conversions will be published in the usual manner together with a supporting sketch outlining the arrangements.

As of this date, the undernoted crossing loop has been converted:- Amended (3/11/85)

LOCHGELLY

Until Further notice - The Cowdenbeath end of the Down platform, previously out of use, has been reinstated. The Thornton end of the Down platform has been shortened by 80 yards and the stop marker board repositioned accordingly. The remaining portion of platform will only accommodate a 3 car DMU or equivalent train length.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (MR/NOT3) (14/10/85)

PAA WAGONS - GENERAL REPAIR

Empty PAA wagons are authorised to travel at 60 mph on Speedlink Services to Railcar Services, Stoke-on-Trent Works (43231) for repairs from 2 October, 1985. (MPF/491/CA) (2/10/85)

Empty PTA wagons are authorised to travel at 60mph on Speedlink services to Gloucester Works (68093) for repairs from 13 November, 1985. (MPF/491/CA) (9/11/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
MISCELLANEOUS INSTRUCTIONS - continued

MAXIMUM PERMISSIBLE SPEED OF FREIGHT ROLLING STOCK
26.5/27.5t CAPACITY IRON ORE TIPPLERS (MSV, ZKV, ZKO)

The maximum permissible speed of these wagons must be reduced to 35 mph in the loaded condition with immediate effect. Would all concerned please note and ensure that this speed is not exceeded. References on pages B27 and B29 of the Working Manual for Rail Staff, White Pages are amended accordingly. Arrangements have been made for the maximum speed shown on T.O.P.S. to be amended. (MPF/491/CA) (9/11/85)

STEAM HEATING HOSES

All staff concerned please ensure that chains linking vehicles are attached at all times as damage to hose end connections is occurring. (MPP/G/10) (3/10/85)

PROVISION OF BRAKEVANS

The provision of a brake vehicle, as required by the General Appendix, on the following services is temporarily exempted:-

1S09	20 35	Euston/Glasgow (between Carstairs and Glasgow)	
1M44	19 30	Glasgow/Euston (between Glasgow and Carstairs)	(MR/NOT3) 5/10/85)

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON
PASSENGER CARRYING COACHING-STOCK

The entry under the above heading in Periodical Operating Notice 41D, Miscellaneous Instructions, page 35 no longer applies. (MPP/109) (27/10/85)

STRATHCLYDE MANNING ARRANGEMENT :
VIEWING AIDS & REPOSITIONED STOP BOARDS

In connection with the introduction of trains operated under the Strathclyde Manning Arrangement Platform mirrors and CCTV will shortly be installed at certain stations on the Glasgow-Gourock-Wemyss Bay route.

To assist drivers in stopping within viewing distance of the equipment the 3 and 6 car stop boards will be re-positioned. Stop boards will be relocated about 5m in rear of the relative mirror or CCTV monitor.

Equipment detail and location of the repositioned stop boards are as shown below :-

Note : Where platforms are straight, or where a curve is advantageous to driver viewings, platform viewing aids will not be provided.

STATION	PLATFORM	VIEWING EQT.	DETAIL OF REPOSITIONED STOP BOARD
Paisley St. James	Westbound	1 Large mirror at west end of platform	3 and 6 car boards to be placed 5m in rear of mirror position.
Woodhall	Eastbound	1 Large mirror and 1 monitor to be installed adjacent west end of Shelter.	3 and 6 car boards to be placed 5m in rear of this position
Port Glasgow	Westbound	1 large mirror and 1 monitor to be installed 42m from west end of platform.	6 car board to be placed 5m in rear of mirror.
		1 CCTV monitor to be installed 98m from west end of platform.	3 car board 5m in rear of monitor.

**No.47**

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 16 NOVEMBER
to
FRIDAY 22 NOVEMBER 1985
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN CARSTAIRS SOUTH JN AND HAYMARKET EAST JN - The amended Permanent Speed Restriction will NOT apply until further notice.

COWLAIRS - The connection Down Passenger loop to Down Departure line, together with associated ground position light signal C27, has been repositioned 10 yards nearer Queen Street station. Application of C27 is unaltered. (48)

FORSINARD - The level crossing gates have been removed pending the installation of an AOCL crossing and the south gate box has been closed. (49)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 16 NOVEMBER - BETWEEN PINWHERRY AND BARRHILL - The Permanent Speed Restriction over underbridge No.48 between 11m33ch and 11m36ch, previously amended in the WON to read 30mph, will be increased to be 40mph as printed in Table A of the Sectional Appendix. The amendment dated 13/7/85 to Table A, previously shown in Section D, is deleted. (50)

SUNDAY 17 NOVEMBER - BROWNHILL JN - The Down Loop will be secured out of use pending renewal and the associated signalling removed.

The Down main section signal will be removed and the existing Down home signal redesignated Down home/section signal. (50)

SUNDAY 17 NOVEMBER - HUNTLY - The Down main distant signal will be replaced by a colour light signal capable of displaying a yellow or green aspect positioned on the left of drivers, 474 yards further from the box, with the yellow aspect 11 feet above rail level. (50)

DETAILS OF WORK ALREADY CARRIED OUT

KIRKCONNEL - A new semaphore stop signal has been provided on the Up line 432 yards on the Thornhill side of the signal box on left of drivers, arm 27 feet 6 inches above rail level.

This signal is designated Up section signal.

The existing Up section signal is redesignated Up home 2 signal. (48)

COWLAIRS RESIGNALLING - The work described and illustrated in the Special Notice entitled COWLAIRS RESIGNALLING, dated November 1985 has NOT been introduced. A revised introduction date will be advised through Section C of the appropriate WON. These notices have however been distributed and stations and depots with trainmen working through the area concerned not having received the Special notice must advise the Regional Operations Manager, Scotrail House, Glasgow by telephone (041-2603/2716). (48)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

RANNOCH - All existing signals, with the exception of the reflectorised distant boards, have been removed.

The connections single line to loop line at both North and South ends have been converted to train operated.

Up trains run on the Up loop.
 Down trains run on the Down loop.
 The former Down sidings have been redesignated RCE sidings.

The trailing connection Down line to RCE sidings is controlled from the signal box meantime but no fixed signals are provided.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and are positioned as follows :-

Yellow "Proceed" light with reflectorised "Points Set" sign:-
 Up direction - 50 yards from facing connection single line to Up loop.
 Down direction - 50 yards from facing connection single line to Down loop.

Reflectorised sign worded "Stop Obtain Token and Permission to proceed":-
 Up direction - approaching the loop exit connection.
 Down direction - approaching the loop exit connection.
 Sidings - approaching the exit from the RCE sidings.

Reflectorised "station limits - loop clear" boards:-
 300 yards beyond the loop exit connection at South end.
 427 yards beyond the loop exit connection at North end.

A sketch of the permanent way layout and notice boards is shown on page C4. (48)

* * PORTOBELLO - Down main signal EP609 has been repositioned 75 yards further from
 * Portobello, application unaltered, red aspect 16 feet above rail level. (47)

LAIRG - An automatic open crossing, locally monitored, as described in Section 7 of the General Appendix has been commissioned.

The North box has been closed.

The following signs and equipment have been provided :-

Up direction
 An Advance Warning board, together with AWS equipment, situated underneath the existing reflectorised distant board.

A 15mph speed restriction board, on the left of drivers, 225 yards from the crossing.

A driver's plunger, only to be operated for shunting movements to the Up line, mounted on the "Points Set" light post together with an associated reflectorised board worded "Shunting - Press Plunger Obtain White Light and Whistle before proceeding".

A white light, situated on the left of drivers 5 yards from the Crossing.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedLAIRG - continuedDown Direction

An Advance Warning board together with AWS equipment situated on the left of drivers, 430 yards from the crossing.

A drivers' plunger mounted on a post at the North end of the Down platform.

Drivers' plungers and associated reflectorised boards worded "Stop - First Obtain Token and Permission to Proceed then Press Plunger Obtain White Light and Whistle before proceeding" situated on the Down and Up loops (for Down direction movements) 88 yards from the crossing.

The reflectorised board on the Down loop worded "Stop - Obtain Token and Permission to Proceed" has been removed.

Crossing illumination is provided by means of lamp units, situated on the same posts as the drivers' white lights. The crossing illumination is operated automatically day and night. (48)

* * ROGART - The North signal box has been closed.

*

The existing gated crossing has been removed and replaced by an Open Level Crossing as described in Section 7 of the General Appendix.

The following signs and equipment have been provided:-

Advance Warning Boards, together with AWS track equipment:-

Up direction - 277 yards from the crossing mounted on the Up direction "Points Set" light post.

Down direction - 410 yards from the crossing mounted on the Down direction "Points Set" light post.

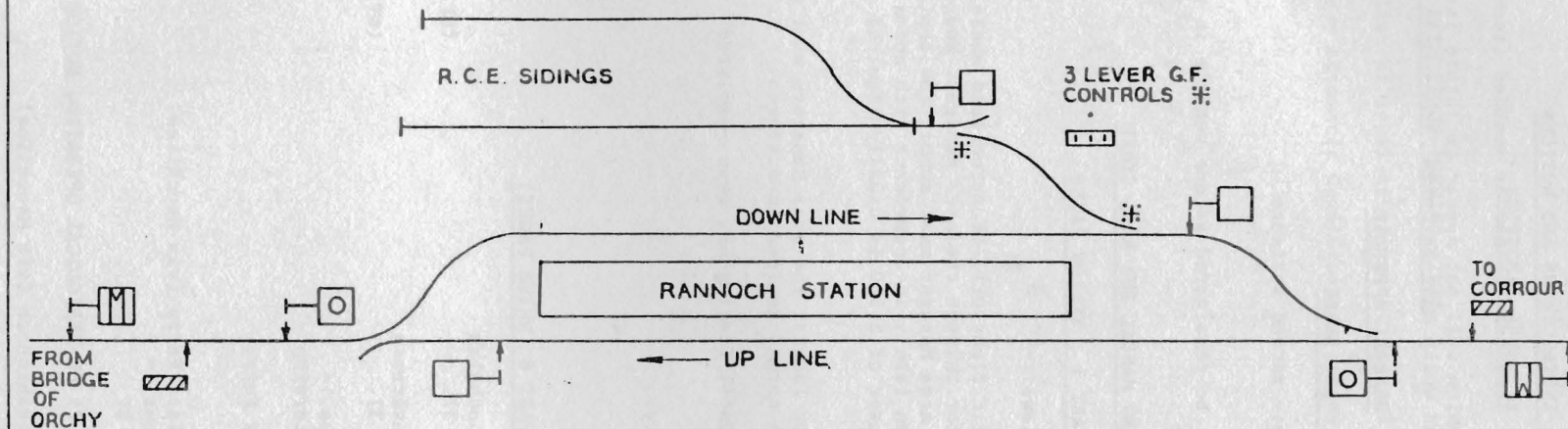
Combined Speed Restriction/Whistle Board:

Up direction - 10mph - 117 yards from the crossing.

The existing reflectorised notice board worded "Stop-Obtain Token and Permission to Proceed" at the approach to the Down loop exit connection has been replaced by a new reflectorised notice board worded "Stop-First Obtain Token and Permission to Proceed then Whistle before Proceeding" 25 yards on the approach side of the crossing on the Down loop. (47)


RANNOCH


RATIONALISATION OF SIGNALLING




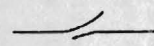
EXPLANATION OF SYMBOLS

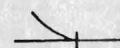
 DISTANT BOARD

 YELLOW LIGHT WITH "POINTS SET SIGN"

 NOTICE BOARD WORDED "STOP OBTAIN TOKEN AND PERMISSION TO PROCEED."

 LOOP CLEAR MARKER

 TRAIN OPERATED POINTS

 HAND OPERATED POINTS

**No.48**

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 23 NOVEMBER
to
FRIDAY 29 NOVEMBER 1985
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

RANNOCH - The trailing connection Down line to RCE sidings is now controlled by a 3-lever ground frame, released by Annetts key, which is retained by the signalman.

CORROUR - All existing signals, with the exception of the reflectorised distant boards, have been removed.

The connection Up line to siding has been secured out of use.

The former Down line has been redesignated Up and Down single line.

The former Up line has been redesignated Up and Down loop.

The connections single line to loop line at both North and South ends are controlled by 3-lever padlocked ground frames, the keys of which are retained by the signalman.

Additional notice boards are provided, on the left of drivers for the direction to which they apply, and are positioned as follows :-

Reflectorised sign worded "Stop - Unless permission to proceed" :-

Up direction : 50 yards from North end facing connection.

Down direction : 50 yards from South end facing connection.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed" :-

Up direction : on the single line (former Down line) at the Rannoch end of Corroul station platform.

: on the loop line (former Up line) on the approach to the South end connection.

Down direction : on the single line (former Down line) at the Tulloch end of Corroul station platform.

: on the loop line (former Up line) on the approach to the North end connection.

A sketch of the permanent way layout and notice boards is shown on page C6. (50)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 23 NOVEMBER - BETWEEN CARSTAIRS SOUTH JN AND HAYMARKET EAST JN : The following additions and alterations to Permanent Speed Restrictions will apply :-

The maximum permissible speed on the Up and Down lines between Carstairs South Jn and Haymarket East Jn will be 95 mph.

The 80 mph restriction on the Down line between 84½mp and 86m26ch will apply between 84m24ch and 85mp.

The 70 mph restriction on the Down line between 88½mp and 93mp will apply between 88m38ch and 90m67ch.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY 23 NOVEMBER - BETWEEN CARSTAIRS SOUTH JN AND HAYMARKET EAST JN - continued

The 70 mph restriction on the Up line between 88 $\frac{1}{2}$ mp and 88 $\frac{1}{2}$ mp will apply between 88m48ch and 88m38ch.

An additional 80 mph restriction will apply on the Up line between 90m64ch and 88m48ch.

An additional 70 mph restriction will apply on the Up line between 99m25ch and 90m64ch.

An additional 80 mph restriction will apply on the Down line between 90m67ch and 95 $\frac{1}{2}$ mp.

The 70 mph restriction on the Down line between 95 $\frac{1}{2}$ mp and 96m45ch will apply between 95 $\frac{1}{2}$ mp and 96m23ch.

An additional 80 mph restriction will apply on the Down line between 96m23ch and 97m10ch.

The 70 mph restriction on the Down line between 97m10ch and Slateford station will apply between 97m10ch and 99m25ch.

See Section D of this Notice. (51)

SATURDAY 23 NOVEMBER - BETWEEN PERTH AND DUNDEE CENTRAL JN - The maximum permissible speed between Perth and Dundee Central Jn will be 90 mph.

An additional 80 mph speed restriction will apply between 16m10ch and 14m76ch on the Up and Down lines.

See Section D of this Notice. (51)

SUNDAY 24 NOVEMBER - FORTEVIOT - The level crossing gates will be removed pending the installation of Automatic Half-barriers. (51)

SUNDAY 24 NOVEMBER - CRIANLARICH - A new connection, facing to Down direction trains, will be installed, secured out of use, in the single line on the approach to the South end loop facing points.

SUNDAY 24 NOVEMBER - BRIDGE OF ORCHY - All existing signals, with the exception of the reflectorised distant boards, will be removed.

The connections single line to loop line at both North and South ends will be converted to train operated.

Up trains will run on the Up loop.

Down trains will run on the Down loop.

The former goods sidings will be redesignated RCE sidings.

The trailing connection Up line to RCE sidings will be controlled by a 3-lever ground frame, released by Annetts key, which will be retained by the signalman.

Additional notice boards will be provided, on the left of drivers for the direction to which they apply, and will be positioned as follows :-

Yellow "Proceed" light with reflectorised "Points Set" sign:-

Up direction - 50 yards from facing connection single line to Up loop.

Down direction - 50 yards from facing connection single line to Down loop.

Reflectorised sign worded "Stop Obtain Token and Permission to proceed":-

Up direction - approaching the loop exit connection.

Down direction - approaching the loop exit connection.

Sidings - approaching the exit from the RCE sidings.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - continued
SUNDAY 24 NOVEMBER - BRIDGE OF ORCHY - continued

Reflectorised "station limits - loop clear" boards:-
 300 yards beyond the loop exit connections.

A sketch of the permanent way layout and notice boards is shown on page C7. (51)

SUNDAY 24 NOVEMBER - FORSINARD - The level crossing will be converted to an Automatic Open Crossing (locally monitored), as described in Section 7 of the General Appendix.

In addition, the following equipment will be provided :-

Up direction

Advance Warning board, situated underneath the existing reflectorised distant board.

A 10 mph speed restriction board, on the left of drivers, 117 yards from the crossing.

A driver's white light, on the left of drivers, 5 yards from the crossing at the Helmsdale end of the Up platform.

A driver's white light, driver's plunger and reflectorised board worded "Stop. First Obtain Token and Permission to Proceed. Then press plunger, obtain white light and whistle before proceeding" on the right of drivers, 5 yards from the crossing, at the Helmsdale end of the Down platform.

Down direction

Advance Warning board situated underneath the existing reflectorised distant board.

A 10 mph speed restriction board, on the left of drivers, 117 yards from the crossing together with a driver's plunger to be used for shunting movements and notice board worded "Press plunger, obtain white light and whistle before Proceeding".

A driver's white light on the left of drivers 5 yards before the crossing.

The existing notice board situated at the exit from the RCE siding worded "Stop. Obtain Token and Permission to Proceed" will be replaced at the same location by a reflectorised notice board worded "Stop. First Obtain Token and Permission to Proceed. Then press plunger, obtain white light and whistle before Proceeding" together with a driver's plunger.

Crossing illumination, operated automatically day and night will be provided by means of lamp units situated on the same posts as the drivers white lights. (51)

DETAILS OF WORK ALREADY CARRIED OUT

* * KIRKCONNEL - A new semaphore stop signal has been provided on the Up line 432 yards on * the Thornhill side of the signal box on left of drivers, arm 27 feet 6 inches above rail level.

This signal is designated Up section signal.

The existing Up section signal is redesignated Up home 2 signal. (48)

BROWNHILL JN - The Down Loop has been secured out of use pending renewal and the associated signalling removed.

The Down main section signal has been removed and the existing Down home signal redesignated Down home/section signal. (50)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN PINWHERRY AND BARRHILL - The Permanent Speed Restriction over underbridge No.48 between 11m33ch and 11m36ch, previously amended in the WON to read 30mph, has been increased to be 40mph as printed in Table A of the Sectional Appendix. The amendment dated 13/7/85 to Table A, previously shown in Section D, is deleted. (50)

* * COWLAIRS - The connection Down Passenger loop to Down Departure line, together with * associated ground position light signal C27, has been repositioned 10 yards nearer Queen Street station. Application of C27 is unaltered. (48)

* * RANNOCH - All existing signals, with the exception of the reflectorised distant * boards, have been removed.

The connections single line to loop line at both North and South ends have been converted to train operated.

Up trains run on the Up loop.
 Down trains run on the Down loop.
 The former Down sidings have been redesignated RCE sidings.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and are positioned as follows :-

Yellow "Proceed" light with reflectorised "Points Set" sign:-
 Up direction - 50 yards from facing connection single line to Up loop.
 Down direction - 50 yards from facing connection single line to Down loop.

Reflectorised sign worded "Stop Obtain Token and Permission to proceed":-
 Up direction - approaching the loop exit connection.
 Down direction - approaching the loop exit connection.
 Sidings - approaching the exit from the RCE sidings.

Reflectorised "station limits - loop clear" boards:-
 300 yards beyond the loop exit connection at South end.
 427 yards beyond the loop exit connection at North end.

A sketch of the permanent way layout and notice boards is shown on page C8. (48)

HUNTLY - The Down main distant signal has been replaced by a colour light signal capable of displaying a yellow or green aspect positioned on the left of drivers, 474 yards further from the box, with the yellow aspect 11 feet above rail level. (50)

* * LAIRC - An automatic open crossing, locally monitored, as described in Section 7 of * the General Appendix has been commissioned.

The North box has been closed.

The following signs and equipment have been provided :-

Up direction
 An Advance Warning board, together with AWS equipment, situated underneath the existing reflectorised distant board.

A 15mph speed restriction board, on the left of drivers, 225 yards from the crossing.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * LAIRG - continued

*

Up direction - continued

A driver's plunger, only to be operated for shunting movements to the Up line, mounted on the "Points Set" light post together with an associated reflectorised board worded "Shunting - Press Plunger Obtain White Light and Whistle before proceeding".

A white light, situated on the left of drivers 5 yards from the Crossing.

Down Direction

An Advance Warning board together with AWS equipment situated on the left of drivers, 430 yards from the crossing.

A drivers' plunger mounted on a post at the North end of the Down platform.

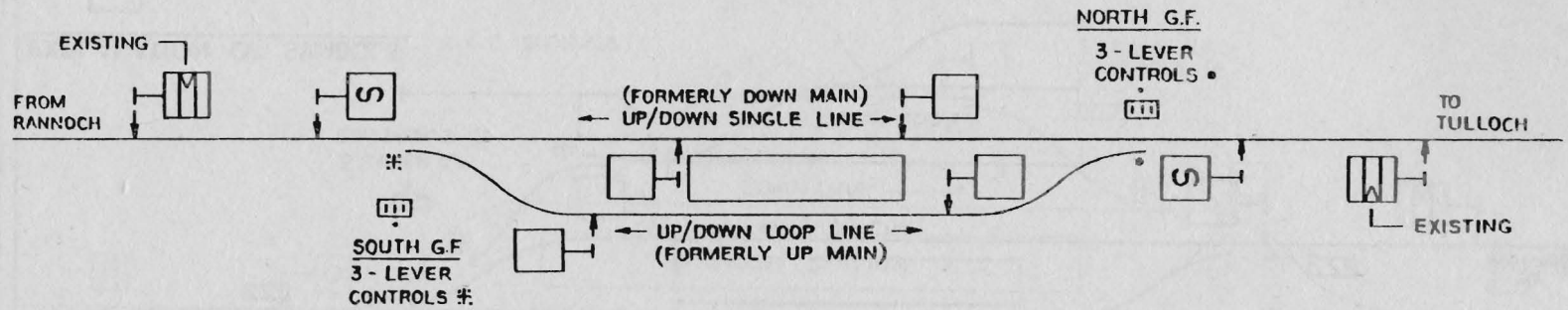
Drivers' plungers and associated reflectorised boards worded "Stop - First Obtain Token and Permission to Proceed then Press Plunger Obtain White Light and Whistle before proceeding" situated on the Down and Up loops (for Down direction movements) 88 yards from the crossing.

The reflectorised board on the Down loop worded "Stop - Obtain Token and Permission to Proceed" has been removed.

Crossing illumination is provided by means of lamp units, situated on the same posts as the drivers' white lights. The crossing illumination is operated automatically day and night. (48)

FORSINARD - The level crossing gates have been removed pending the installation of an AOCL crossing and the south gate box has been closed. (49)

CORROUR RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD

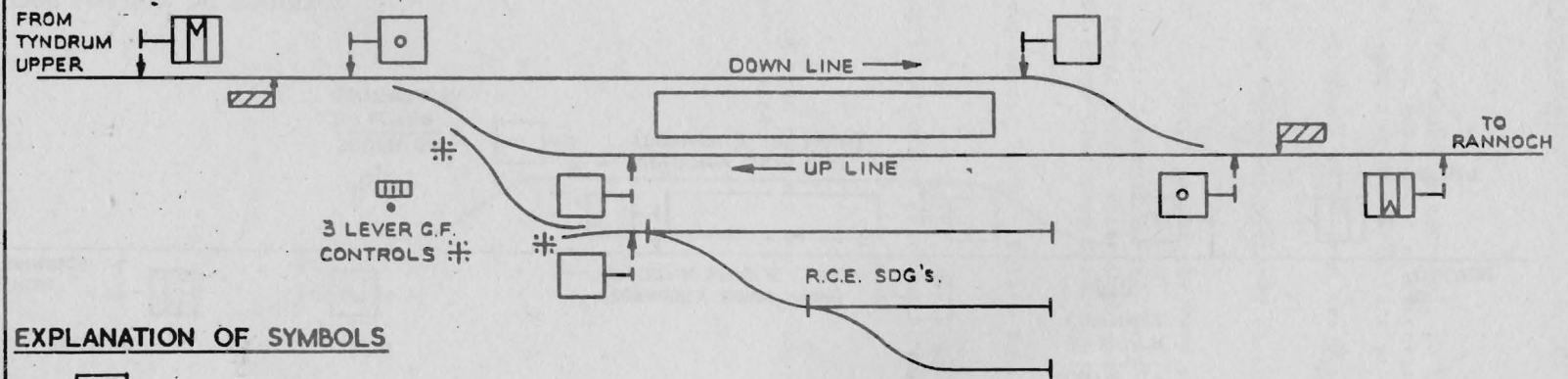


NOTICE BOARD WORDED "STOP - UNLESS PERMISSION TO PROCEED OBTAINED"




NOTICE BOARD WORDED "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED"


BRIDGE OF ORCHY RATIONALISATION OF SIGNALLING.



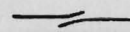
EXPLANATION OF SYMBOLS

 DISTANT BOARD

 YELLOW LIGHT WITH
'POINTS SET SIGN'

 NOTICE BOARD WORDED 'STOP. OBTAIN
TOKEN & PERMISSION TO PROCEED.'

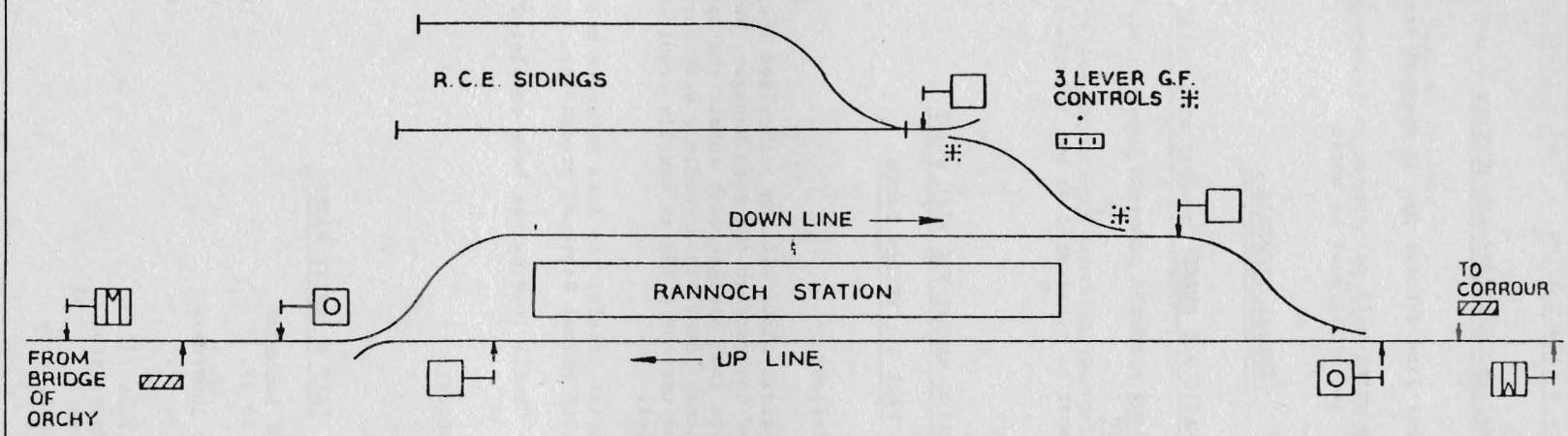
 LOOP CLEAR MARKER

 TRAIN OPERATED
POINTS.




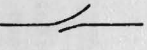

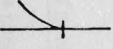
 HAND OPERATED POINTS.

RANNOCH

RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS

- | | | | |
|---|--|---|-----------------------|
|  | DISTANT BOARD |  | LOOP CLEAR MARKER |
|  | YELLOW LIGHT WITH "POINTS SET SIGN" |  | TRAIN OPERATED POINTS |
|  | NOTICE BOARD WORDED "STOP OBTAIN TOKEN AND PERMISSION TO PROCEED." |  | HAND OPERATED POINTS |

NON-C8

**No.49****WEEKLY OPERATING NOTICE**

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 30 NOVEMBER
to
FRIDAY 6 DECEMBER 1985
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

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

SATURDAY 30 NOVEMBER BETWEEN CADDER EAST AND WEST END

The 5mph speed restriction over the Down goods line will be amended to read 30mph.

The 5mph speed restriction over the Up slow line will be amended to read 30mph entering over and leaving Up slow line.

See Section D of this notice

(52)

SUNDAY 1 DECEMBER - FORTEVIOT - The box will be closed as a block post and the block section extended to be Dunning to Hilton Jn.

All signals and associated AWS will be removed.

All points will be secured out of use pending removal.

An Automatic half-barrier (AHB) as described in Section 7 of the General Appendix will be commissioned.

The crossing will be equipped with controls to avoid the necessity of appointing a crossing keeper to operate the crossing locally for wrong direction movements or during single line working. A speed restriction of 40mph will apply to all movements which pass over the crossing in the wrong direction.

The following signs will be provided :-

Up direction - A 40mph Speed Restriction sign applicable to Up direction movements on the Down main in the cess of the Down main, on the right of drivers, 697 yards from the crossing.

Down direction - A 40mph Speed restriction sign applicable to Down direction movements on the Up main in the cess of the Up main on the right of drivers, 697 yards from the crossing.

See Section D of this Notice

(52)

SUNDAY 1 DECEMBER - BETWEEN NEWBRIDGE JN AND BATHGATE - The Up line, in the vicinity of 29m30ch and 30m10ch, will be severed and the Down line slued over into the Up line at these locations.

(52)

SUNDAY 1 DECEMBER - CRIANLARICH - All signals at the North end, with the exception of the reflectorised distant boards, will be removed.

The catch points at the North end of the Up loop will be removed.

The junction between the West Highland and Oban (branch) lines will be remodelled as shown on the sketch on Page C6 of this Notice and the points single line to loop at the North end converted to train operated, repositioned 74 yards nearer the box.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - continued
SUNDAY 1 DECEMBER - CRIANLARICH - continued

Additional notice boards will be provided, on the left of drivers, except where indicated, for the direction to which they apply, and positioned as follows :-

Combined yellow "Proceed" light with reflectorised "Points Set" sign and reflectorised sign worded "Stop - Obtain Token and Permission to Proceed" :-

Down loop - approaching the loop exit connection, 51 yards from the box.

Up loop (Down direction) - approaching the loop exit connection, 41 yards from the box.

Each of the above signs will incorporate a 2-way theatre route indicator, application as follows :-

"M" - to Down West Highland line

"B" - to Down Branch

Yellow "Proceed" light with reflectorised "Points Set" sign :-

Up direction - Up West Highland line to Up loop, 204 yards on the Tyndrum Upper side of the box.

Up branch to Up loop, 198 yards on the Dalmally side of the box.

Reflectorised sign worded "Stop unless Permission to Proceed obtained" :-

Up direction - Up branch, 667 yards on the Dalmally side of the box.

Reflectorised sign worded "Stop Obtain Token and Proceed" :-

Down direction - Approaching exit from Timber Sidings (on right of drivers).

Reflectorised "Station Limits - loop clear" boards :-

West Highland line - 328 yards beyond the yellow proceed sign.

Branch - 420 yards beyond the yellow proceed sign.

The sketch on page C6 of this Notice illustrates final permanent way and notice board arrangements at Crianlarich. It is emphasised that the work described above only affects the North end of Crianlarich. The existing South end arrangements apply until further notice. (52)

MONDAY 2 DECEMBER - BETWEEN CARLISLE AND GLASGOW CENTRAL - The amended speed restrictions shown in Section D of this Notice will apply. (52)

THURSDAY 5 DECEMBER - CRIANLARICH - The Down home signal will be removed. (52)

FRIDAY 6 DECEMBER - CRIANLARICH - The connection to the Down sidings will be secured out of use pending renewal. (52)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CARSTAIRS SOUTH JN AND HAYMARKET EAST JN : The following additions and alterations to Permanent Speed Restrictions apply :-

The maximum permissible speed on the Up and Down lines between Carstairs South Jn and Haymarket East Jn is 95 mph.

The 80 mph restriction on the Down line between 84½mp and 86m26ch applies between 84m24ch and 85mp.

The 70 mph restriction on the Down line between 88½mp and 93mp applies between 88m38ch and 90m67ch.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued
BETWEEN CARSTAIRS SOUTH JN AND HAYMARKET EAST JN - continued

The 70 mph restriction on the Up line between 88 $\frac{1}{2}$ mp and 88 $\frac{1}{2}$ mp applies between 88m48ch and 88m38ch.

An additional 80 mph restriction applies on the Up line between 90m64ch and 88m48ch.

An additional 70 mph restriction applies on the Up line between 99m25ch and 90m64ch.

An additional 80 mph restriction applies on the Down line between 90m67ch and 95 $\frac{1}{2}$ mp.

The 70 mph restriction on the Down line between 95 $\frac{1}{2}$ mp and 96m45ch applies between 95 $\frac{1}{2}$ mp and 96m23ch.

An additional 80 mph restriction applies on the Down line between 96m23ch and 97m10ch.

The 70 mph restriction on the Down line between 97m10ch and Slateford station applies between 97m10ch and 99m25ch.

See Section D of this Notice.

(51)

BROWNHILL JN - The Down Loop has been secured out of use pending renewal and the associated signalling removed.

The Down main section signal has been removed and the existing Down home signal redesignated Down home/section signal.

(50)

BETWEEN PINWHERRY AND BARRHILL - The Permanent Speed Restriction over underbridge No.48 between 11m33ch and 11m36ch, previously amended in the WON to read 30mph, has been increased to be 40mph as printed in Table A of the Sectional Appendix. The amendment dated 13/7/85 to Table A, previously shown in Section D, is deleted.

(50)

FORTEVIOT - The level crossing gates have been removed pending the installation of Automatic Half-barriers.

(51)

CRANLARICH - A new connection, facing to Down direction trains, has been installed, secured out of use, in the single line on the approach to the South end loop facing points.

BRIDGE OF ORCHY - All existing signals, with the exception of the reflectorised distant boards, have been removed.

The connections single line to loop line at both North and South ends have been converted to train operated.

Up trains run on the Up loop.

Down trains run on the Down loop.

The former goods sidings is redesignated RCE sidings.

The trailing connection Up line to RCE sidings is controlled by a 3-lever ground frame, released by Annetts key, which is retained by the signalman.

Additional notice boards are provided, on the left of drivers for the direction to which they apply, and are positioned as follows :-

Yellow "Proceed" light with reflectorised "Points Set" sign:-

Up direction - 50 yards from facing connection single line to Up loop.

Down direction - 50 yards from facing connection single line to Down loop.

Reflectorised sign worded "Stop Obtain Token and Permission to proceed":-

Up direction - approaching the loop exit connection.

Down direction - approaching the loop exit connection.

Sidings - approaching the exit from the RCE sidings.

Reflectorised "station limits - loop clear" boards:-

300 yards beyond the loop exit connections.

A sketch of the permanent way layout and notice boards is shown on page C7.

(51)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

RANNOCH - The trailing connection Down line to RCE sidings is now controlled by a 3-lever ground frame, released by Annetts key, which is retained by the signalman. (50)

CORROUR - All existing signals, with the exception of the reflectorised distant boards, have been removed.

The connection Up line to siding has been secured out of use.

The former Down line has been redesignated Up and Down single line.

The former Up line has been redesignated Up and Down loop.

The connections single line to loop line at both North and South ends are controlled by 3-lever padlocked ground frames, the keys of which are retained by the signalman.

Additional notice boards are provided, on the left of drivers for the direction to which they apply, and are positioned as follows :-

Reflectorised sign worded "Stop - Unless permission to proceed obtained" :-

Up direction : 50 yards from North end facing connection.

Down direction : 50 yards from South end facing connection.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed" :-

Up direction : on the single line (former Down line) at the Rannoch end of Corrour station platform.

: on the loop line (former Up line) on the approach to the South end connection.

Down direction : on the single line (former Down line) at the Tulloch end of Corrour station platform.

: on the loop line (former Up line) on the approach to the North end connection.

A sketch of the permanent way layout and notice boards is shown on page C8. (50)

BETWEEN PERTH AND DUNDEE CENTRAL JN - The maximum permissible speed between Perth and Dundee Central Jn is 90 mph.

An additional 80 mph speed restriction applies between 16m10ch and 14m76ch on the Up and Down lines.

See Section D of this Notice. (51)

HUNTLY - The Down main distant signal has been replaced by a colour light signal capable of displaying a yellow or green aspect positioned on the left of drivers, 474 yards further from the box, with the yellow aspect 11 feet above rail level. (50)

FORSINARD - The level crossing has been converted to an Automatic Open Crossing (locally monitored), as described in Section 7 of the General Appendix.

In addition, the following equipment has been provided :-

Up direction

Advance Warning board, situated underneath the existing reflectorised distant board.

A 10 mph speed restriction board, on the left of drivers, 117 yards from the crossing.

A driver's white light, on the left of drivers, 5 yards from the crossing at the Helmsdale end of the Up platform.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedFORSINARD - continued

A driver's white light, driver's plunger and reflectorised board worded "Stop. First Obtain Token and Permission to Proceed. Then press plunger, obtain white light and whistle before proceeding" on the right of drivers, 5 yards from the crossing, at the Helmsdale end of the Down platform.

Down direction

Advance Warning board situated underneath the existing reflectorised distant board.

A 10 mph speed restriction board, on the left of drivers, 117 yards from the crossing together with a driver's plunger to be used for shunting movements and notice board worded "Press plunger, obtain white light and whistle before Proceeding".

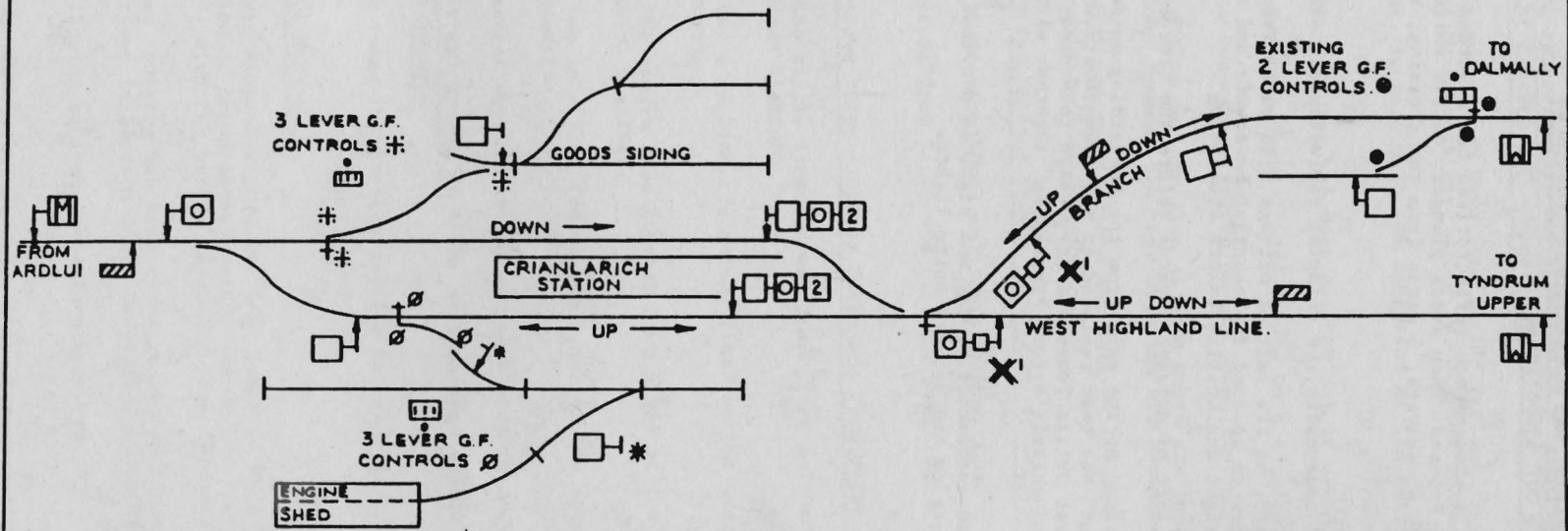
A driver's white light on the left of drivers 5 yards before the crossing.

The existing notice board situated at the exit from the RCE siding worded "Stop. Obtain Token and Permission to Proceed" has been replaced at the same location by a reflectorised notice board worded "Stop. First Obtain Token and Permission to Proceed. Then press plunger, obtain white light and whistle before Proceeding" together with a driver's plunger.

















Crossing illumination, operated automatically day and night is provided by means of lamp units situated on the same posts as the drivers white lights. (51)

CRIANLARICH

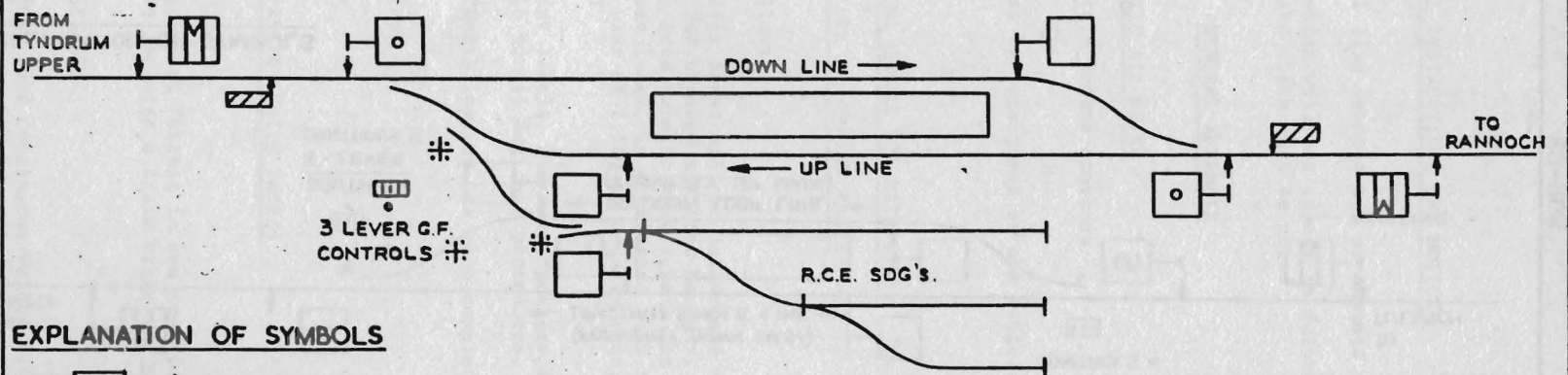
RATIONALISATION OF SIGNALLING.




EXPLANATION OF SYMBOLS.


- | | | | | | | |
|---|--|--|---|---|--|--|
| <ul style="list-style-type: none">  DISTANT BOARD  YELLOW LIGHT WITH POINTS SET SIGN  NOTICE BOARD WORDED "STOP. OBTAIN TOKEN AND PERMISSION TO PROCEED"  NOTICE BOARD WORDED "STOP. UNLESS PERMISSION TO PROCEED OBTAINED" | <ul style="list-style-type: none">  2 WAY THEATRE INDICATOR
"M" TO DN. WEST HIGHLAND LINE
"B" TO DN. BRANCH  LOOP CLEAR MARKER  TRAIN OPERATED POINTS  OPERATED POINTS | <ul style="list-style-type: none">  HAND OPERATED POINTS.  LOCKFAST BOX (LAYOUT BELOW) <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-top: 10px;"> <table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"> LOOP PTS.
SET.</td> <td style="text-align: center;"> JCN. PTS.
SET.</td> </tr> <tr> <td colspan="2" style="text-align: center;">IF NO LIGHT SHOWN
POINTS INCORRECT.</td> </tr> </table> </div> |  LOOP PTS.
SET. |  JCN. PTS.
SET. | IF NO LIGHT SHOWN
POINTS INCORRECT. | |
|  LOOP PTS.
SET. |  JCN. PTS.
SET. | | | | | |
| IF NO LIGHT SHOWN
POINTS INCORRECT. | | | | | | |


BRIDGE OF ORCHY RATIONALISATION OF SIGNALLING.





EXPLANATION OF SYMBOLS

 DISTANT BOARD

 YELLOW LIGHT WITH 'POINTS SET SIGN'

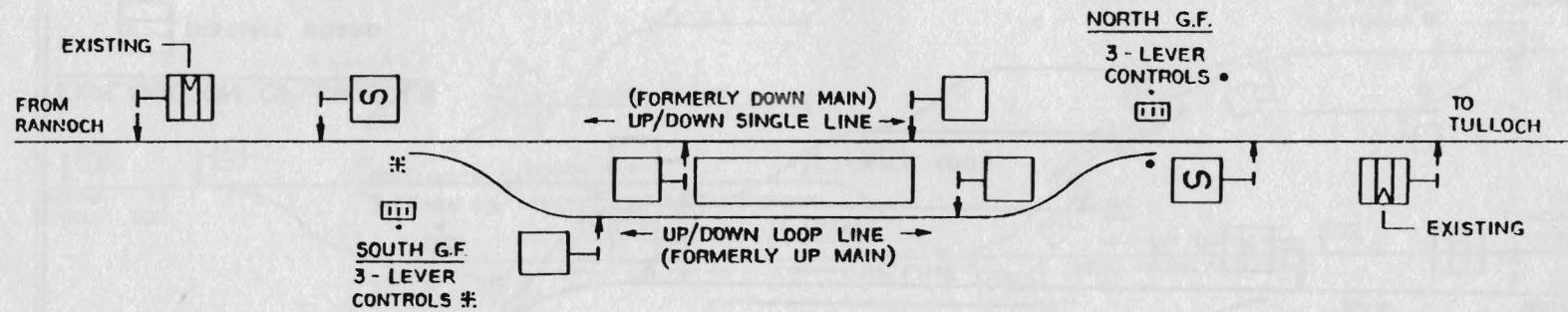
 NOTICE BOARD WORDED 'STOP. OBTAIN TOKEN & PERMISSION TO PROCEED.'

 LOOP CLEAR MARKER




 TRAIN OPERATED POINTS.

 HAND OPERATED POINTS.

CORROUR RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS

-  DISTANT BOARD
-  NOTICE BOARD WORDED "STOP - UNLESS PERMISSION TO PROCEED OBTAINED"
-  NOTICE BOARD WORDED "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED"



No.50

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 7 DECEMBER
to
FRIDAY 13 DECEMBER 1985
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER


SIGNALLING AND PERMANENT WAY ALTERATIONS

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

CORROUR - A telephone with  sign has been provided at each of the two notice boards worded "Stop - unless permission to proceed obtained. (53)

THORNTON YARD - Reflectorised notice boards worded "STOP. TELEPHONE FOR INSTRUCTIONS" have been provided at the West end as under :-


West Departure line
Between sidings 6 and 7
Between sidings 9 and 10


Telephones, with  signs, and connected to the Area Freight Office, have been provided at these boards and also between Sidings 15 and 16. (53)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 7 DECEMBER - DALRY - The Swinlees ground frame will be disconnected and the connection renewed and temporarily hand operated. A handsignalman will be in attendance and drivers working trains through this connection should work to his instructions. (53)



SATURDAY 7 DECEMBER - CRIANLARICH - The connection Up line to RCE sidings will be converted to ground frame operation, released by Annett's Key which will be retained by the signalman. The associated ground disc signal will be removed.

SUNDAY 8 DECEMBER - GLENGARNOCK - The existing Down Main section signal will be removed and the Down Main home signal will be redesignated Down Main home/section signal. The  sign will be removed from this signal.

The existing Up Main section signal will be removed and the Up Main home signal will be redesignated Up Main home/section signal. The  sign will be removed from this signal.

The facing connection Up Main to Up Siding will be disconnected and secured normal. An Operations Department Representative will be in attendance to hand operate the points when a train requires access to the Up siding and drivers of such trains should work to his instructions.

The Up siding head shunt will be shortened by approximately 100 yards. (53)

SUNDAY 8 DECEMBER - BROWNHILL JN - The existing Up Main section signal will be removed and the Up Main home signal redesignated Up Main Home/Section signal. The  sign will be replaced by a telephone with  sign.

The Up Slow line exit points will be secured out of use pending removal and associated signals removed.

A new connection from the Up Slow to the Up Main will be laid in approximately 400 yards on the Kilwinning side of the signal box and temporarily hand operated. An Operations Department Representative will be in attendance. (53)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 8 DECEMBER - CRIANLARICH - All signals at the South end, with the exception of the reflectorised distant board, will be removed. The connection, facing to Down direction trains in the single line at the South end, previously installed and secured out of use, will be brought into use and become the new loop connection. This connection will be train operated, located 126 yards farther from the box.

A new facing connection, Down loop to Down sidings, will be installed, controlled by a 3-lever ground frame released by Annett's Key which will be retained by the signalman. The existing trailing connection to the Down sidings, previously secured out of use, will be removed.

Additional notice boards will be provided, on the left of drivers except where indicated for the direction to which they apply, and positioned as follows :-

Yellow "Proceed" light with reflectorised "Points Set" sign :-
 Down direction - 72 yards from facing connection single line to loop.

Reflectorised sign worded "Stop. Obtain Token and Permission to Proceed" :-
 Up direction - approaching loop exit connection.
 Down sidings - approaching exit from sidings (on right of drivers).
 RCE sidings - approaching exit from sidings (on right of drivers).

Reflectorised "Station Limits - Loop Clear" boards :-
 300 yards beyond the loop connection (South end).

A sketch of the permanent way layout and notice boards is shown on Page C7. (53)

SUNDAY 8 DECEMBER - INVERKEITHING EAST JN - Ground position light signal EV821, Up Main to Up Passenger Loop, will be repositioned to be on the right of drivers, application unaltered. (53)

MONDAY 9 DECEMBER - BETWEEN DUNDEE AND BROUGHTY FERRY - The 25mph speed restriction on the Up and Down lines between 59m56ch at Dock St tunnel and 0m22ch at Camperdown LC will be amended to read 40mph between 59m56ch at Dock St tunnel and 0m27ch at Camperdown LC.

The 70mph speed restriction on the Up and Down lines between 0m22ch and 1m28ch will apply between 0m27ch and 1m28ch. See Section 'D' of the Notice. (53)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CARLISLE AND GLASGOW CENTRAL - The amended speed restrictions shown in Section D of this Notice will apply. (52)

BETWEEN CARSTAIRS SOUTH JN AND HAYMARKET EAST JN : The following additions and alterations to Permanent Speed Restrictions apply :-

The maximum permissible speed on the Up and Down lines between Carstairs South Jn and Haymarket East Jn is 95 mph.

The 80 mph restriction on the Down line between 84½mp and 86m26ch applies between 84m24ch and 85mp.

The 70 mph restriction on the Down line between 88½mp and 93mp applies between 88m38ch and 90m67ch.

The 70 mph restriction on the Up line between 88¾mp and 88½mp applies between 88m48ch and 88m38ch.

An additional 80 mph restriction applies on the Up line between 90m64ch and 88m48ch.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued
BETWEEN CARSTAIRS SOUTH JN AND HAYMARKET EAST JN - continued

An additional 70 mph restriction applies on the Up line between 99m25ch and 90m64ch.

An additional 80 mph restriction applies on the Down line between 90m67ch and 95³mp.

The 70 mph restriction on the Down line between 95³mp and 96m45ch applies between 95³mp and 96m23ch.

An additional 80 mph restriction applies on the Down line between 96m23ch and 97m10ch.

The 70 mph restriction on the Down line between 97m10ch and Slateford station applies between 97m10ch and 99m25ch.

See Section D of this Notice.

(51)

* * BROWNHILL JN - The Down Loop has been secured out of use pending renewal and the
 * associated signalling removed.

The Down main section signal has been removed and the existing Down home signal redesignated Down home/section signal.

(50)

* * BETWEEN PINWHERRY AND BARRHILL - The Permanent Speed Restriction over underbridge
 * No.48 between 11m33ch and 11m36ch, previously amended in the WON to read 30mph, has been increased to be 40mph as printed in Table A of the Sectional Appendix. The amendment dated 13/7/85 to Table A, previously shown in Section D, is deleted.

(50)

FORTEVIOT - The box has been closed as a block post and the block section extended to be Dunning to Hilton Jn.

All signals and associated AWS have been removed.

All points have been secured out of use pending removal.

An Automatic half-barrier (AHB) as described in Section 7 of the General Appendix has been commissioned.

The crossing has been equipped with controls to avoid the necessity of appointing a crossing keeper to operate the crossing locally for wrong direction movements or during single line working. A speed restriction of 40mph applies to all movements which pass over the crossing in the wrong direction.

The following signs have been provided :-

Up direction - A 40mph Speed Restriction sign applicable to Up direction movements on the Down main in the cess of the Down main, on the right of drivers, 697 yards from the crossing.

Down direction - A 40mph Speed restriction sign applicable to Down direction movements on the Up main in the cess of the Up main on the right of drivers, 697 yards from the crossing.

See Section D of this Notice

(52)

BETWEEN CADDER EAST AND WEST END - The 5mph speed restriction over the Down goods line has been amended to read 30mph.

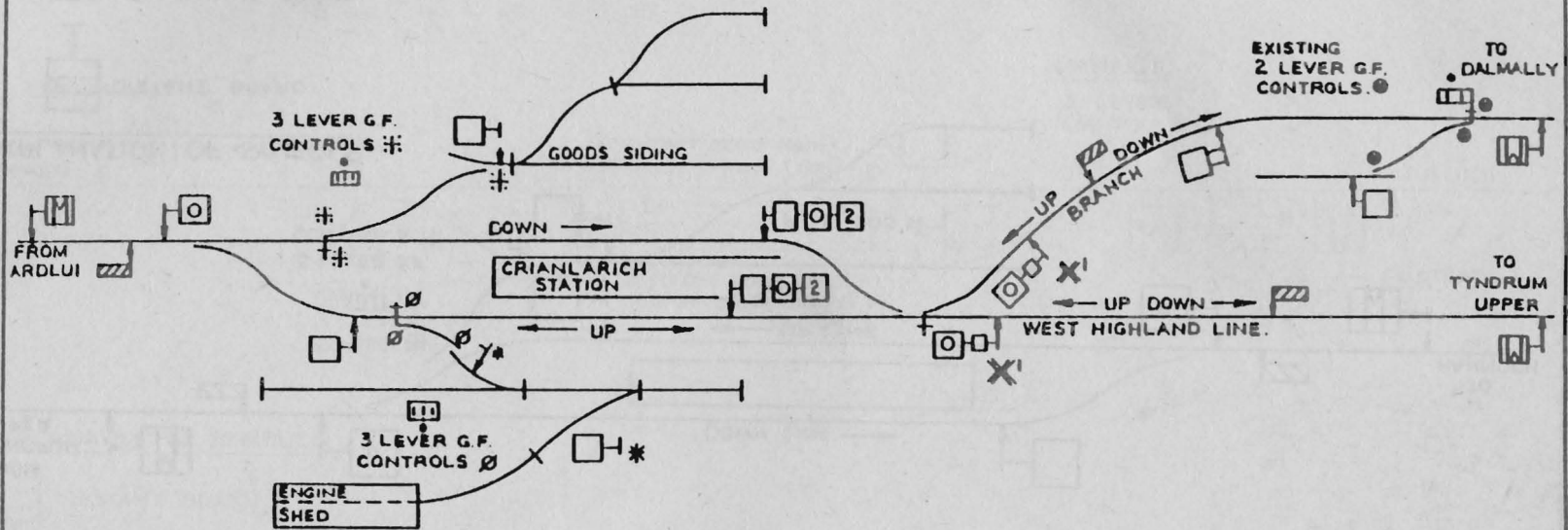
The 5mph speed restriction over the Up slow line has been amended to read 30mph entering over and leaving Up slow line.

See Section D of this notice


(52)


CRIANLARICH


RATIONALISATION OF SIGNALLING.





EXPLANATION OF SYMBOLS.


 DISTANT BOARD


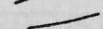
 YELLOW LIGHT WITH POINTS SET SIGN


 NOTICE BOARD WORDED "STOP. OBTAIN TOKEN AND PERMISSION TO PROCEED"


 NOTICE BOARD WORDED "STOP. UNLESS PERMISSION TO PROCEED OBTAINED"



 2 WAY THEATRE INDICATOR
 * M* TO DN. WEST HIGHLAND LINE
 * B* TO DN. BRANCH

 LOOP CLEAR MARKER

 TRAIN OPERATED POINTS
 OPERATED POINTS

 HAND OPERATED POINTS.

 LOCKFAST BOX (LAYOUT BELOW)

	
LOOP PTS. SET.	JCN. PTS. SET.
IF NO LIGHT SHOWN POINTS INCORRECT.	

**No.51**

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 14 DECEMBER
to
FRIDAY 20 DECEMBER 1985
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER



SIGNALLING AND PERMANENT WAY ALTERATIONS

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

LARGS - The block post, previously destroyed by fire, has been reinstated, relocated 86 yards on the station side of the former box on the Down side of the line, and the temporary working arrangements withdrawn. The main line trailing connection, at the station end of the layout, has been secured out of use for movements to/from Nos.2 and 3 platforms. Platform No.1 line, No.1 Mid Road and associated signals have been removed.


The connection Up siding to Up main has been secured out of use and associated signals removed.

The main line trailing crossover on the Fairlie High side of the box has been secured out of use and associated signals removed. The Up home 2 and Up section signals have been removed. The disc signals controlling shunting movements from platforms 2 and 3 have been removed.

The  sign on the Down home signal has been replaced by a  sign. (52)

BETWEEN HILTON JN AND DUNNING

The following signalling alterations have been carried out:-

A new Up Intermediate Block Home signal controlled from Hilton Jn has been provided 2 miles, 1252 yards on the Dunning side of the box, on the left of drivers, red aspect 11 feet above rail level. A telephone with  sign has been provided.

A new Up Intermediate Block Distant signal controlled from Hilton Jn has been provided 1 mile, 669 yards on the Dunning side of the box, on the left of drivers, yellow aspect 11 feet above rail level. Associated AWS track equipment has been provided. (53)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 14 DECEMBER BETWEEN CALDEW JN AND KINGMOOR. The 20mph TSR which applied on the Up and Down goods lines between 2ml0ch and 2ml7ch is now a 20mph P.S.R. SEE SECTION D OF THIS NOTICE. (54)

* * SATURDAY 14 DECEMBER - DALRY. The Down home signal will be removed and the existing * Down main starting signal redesignated Down main home/Down main section signal. The facing connection to the Up slow will be disconnected and secured normal temporarily and the existing Up main section signal temporarily disconnected.

The existing Up main home signal will be redesignated Up main home/Up main section signal. (51)

* * SATURDAY 14 DECEMBER - BROWNHILL JN. The signal box will be closed as a block post and * the section extended from Glengarnock to Dalry. All signal arms will be removed and the distant signal on the Up line disconnected and hooded.


All connections controlled from this box will be disconnected clamped and padlocked normal out of use, pending removal. (51)

GLENGARNOCK RESIGNALLING. The work described and illustrated in the Special Notice entitled GLENGARNOCK RESIGNALLING, dated December 1985, will be introduced on Sunday 15 December, 1985.

Stations and Depots with trainmen working through the area concerned not having received the Special Notice must advise the Regional Operations Manager, ScotRail House, Glasgow by telephone (041-2716/2603). (54)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 15 DECEMBER - BETWEEN DUNNING AND HILTON JN. The following signalling alterations will be carried out:-

A new Down Intermediate Block home signal, controlled from Hilton Jn, will be provided 3 miles 158 yards on the Dunning side of the box, on the left of drivers, red aspect 12 feet above rail level. A telephone with  sign will be provided.

A new Down Intermediate Block distant signal, controlled from Hilton Jn, will be provided 4 miles 834 yards on the Dunning side of the box, on the left of drivers, yellow aspect 11 feet above rail level. Associated AWS track equipment will be provided. (54)

SUNDAY 15 DECEMBER BETWEEN FOULDUBS JN AND GRANGEMOUTH BP TERMINAL Grangemouth No. 3 box will be closed as a block post and all signals removed. The layout and designation of lines will be as shown on the sketch on Pages C9 & C10 of this Notice.

One Train Working by Train Staff will be introduced on the Docks Line between Fouldubs Jn and the Docks Yard.

Track Circuit Block Regulations will apply on the Oil Terminal Line between Fouldubs Jn and BP Terminal LC.

The ground signal Down goods to Engine shed will become two tier, the lower signal being unaltered the Upper signal applying back along the Down goods to a new reflectorised L.O.S. 418 yards from the signalbox.

A shunting signal will be mounted below the Down goods home signal. A three way stencil indicator will be provided applications as follows:-

- Y - towards Grangemouth Yard
- D - towards Docks Line
- T - towards Oil Terminal Line

The No.1 Loop to shunting siding/Down goods signal will become one arm and will apply from the Docks line to the three tier ground disc signal at the Junction points.

The exit signals from the No.1 and No.2 loops will be two tier ground disc signals on the right of drivers, the upper signal applying to the three tier disc signal at the Junction points and the lower applying to the shunting siding. (54)

SUNDAY 15 DECEMBER INCHCOONANS Electrically operated lifting barriers will be provided. (54)

SUNDAY 15 DECEMBER - BETWEEN DINGWALL AND WICK, AND GEORGEMAS JN AND THURSO. All signal boxes between Invergordon (inclusive) and Georgemas Jn (inclusive) will be closed as block posts. Working by the Electric Token Block system between Dingwall and Georgemas Jn and the One Train Working Regulations between Georgemas Jn and Wick and Thurso, will be dispensed with.

The lines between Dingwall and Wick and Thurso will be worked in accordance with the Radio Electronic Token Block system, controlled from Dingwall, with the token exchange points at:-

Dingwall, Invergordon, Fearn, Tain, Ardgay, Lairg, Rogart,
 Brora, Helmsdale, Forsinard, Georgemas Jn, Wick and Thurso.

The ground frames at all sidings will be controlled by the Annett's key provided on each locomotive and Engineers' machine. Shut-in facilities will be provided at each ground frame operated siding. Additionally, the Annett's key will also control the ground frame operating the Thurso branch junction points at Georgemas Jn.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 15 DECEMBER - BETWEEN DINGWALL AND WICK, AND GEORGEMAS JN AND THURSO - continued

At Fearn, the following boards will be provided:-

Facing Up direction trains -

"Stop Obtain Token and Permission to Proceed" - at the exit from the sidings, and on the single line at a point opposite the exit from the sidings.

Reflectorised distant board - 1,590 yards on the approach to the Stop board.

Facing Down direction trains -

"Stop Obtain Token and Permission to Proceed" - at the Tain end of the platform.

Reflectorised distant board - 1,079 yards on the approach to the Stop board.

AWS track equipment will be provided 200 yards on the approach to each distant board.

Station Limits markers will be provided 300 yards on the Invergordon side of the siding points and 440 yards on the Tain side of the platform.

An emergency telephone to Dingwall will be provided at the station.

In connection with the working of the sidings between Invergordon and Fearn, a special "Trip" token is available and details are contained in the Local Instructions in this Notice. (54)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CARLISLE AND GLASGOW CENTRAL - The amended speed restrictions shown in Section D of this Notice will apply. (52)

* BETWEEN CARSTAIRS SOUTH JN AND HAYMARKET EAST JN : The following additions and * alterations to Permanent Speed Restrictions apply :-

The maximum permissible speed on the Up and Down lines between Carstairs South Jn and Haymarket East Jn is 95 mph.

The 80 mph restriction on the Down line between 84½mp and 86m26ch applies between 84m24ch and 85mp.

The 70 mph restriction on the Down line between 88½mp and 93mp applies between 88m38ch and 90m67ch.

The 70 mph restriction on the Up line between 88¾mp and 88½mp applies between 88m48ch and 88m38ch.

An additional 80 mph restriction applies on the Up line between 90m64ch and 88m48ch.

An additional 70 mph restriction applies on the Up line between 99m25ch and 90m64ch.

An additional 80 mph restriction applies on the Down line between 90m67ch and 95½mp.

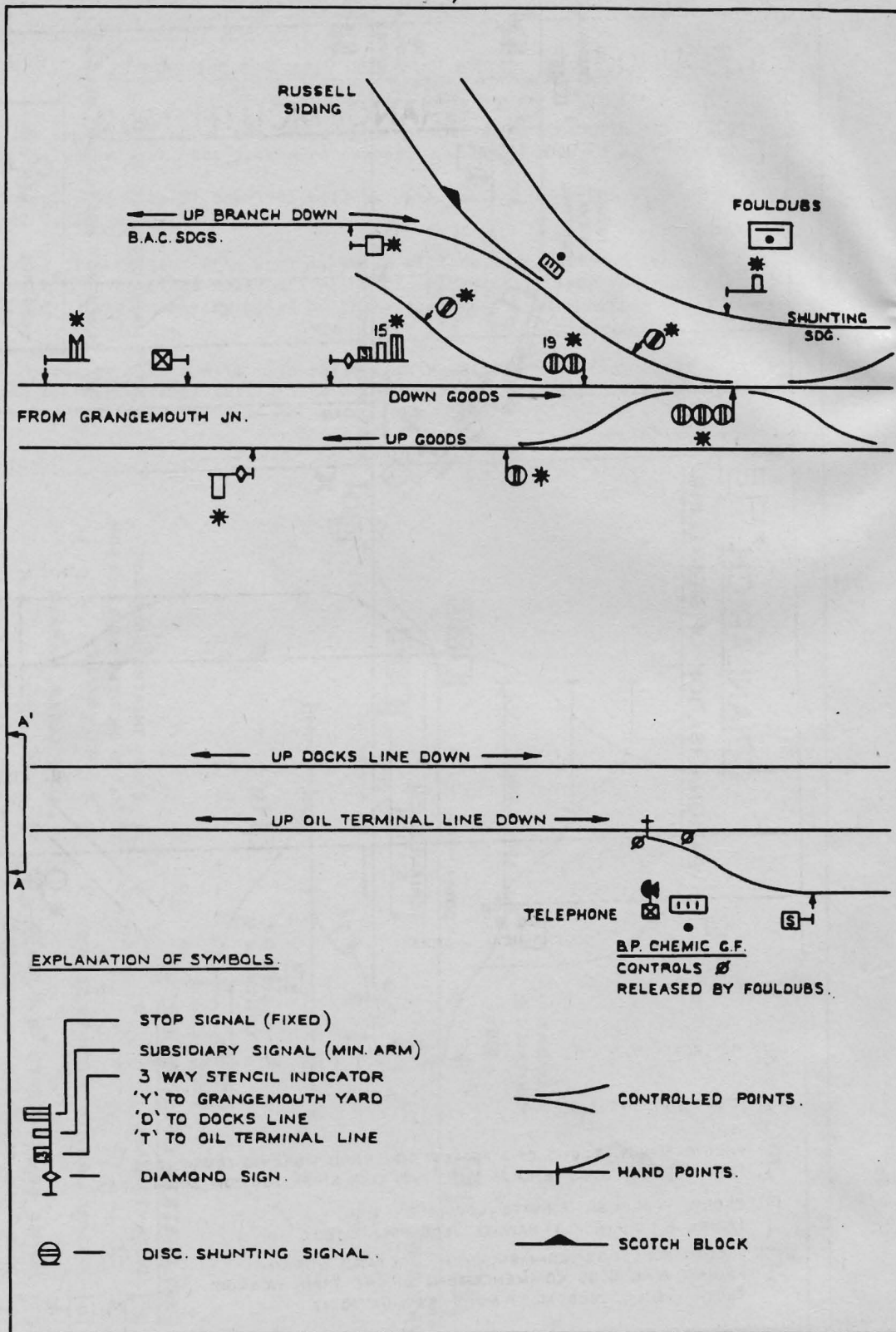
The 70 mph restriction on the Down line between 95½mp and 96m45ch applies between 95½mp and 96m23ch.

An additional 80 mph restriction applies on the Down line between 96m23ch and 97m10ch.

The 70 mph restriction on the Down line between 97m10ch and Slateford station applies between 97m10ch and 99m25ch.

See Section D of this Notice.

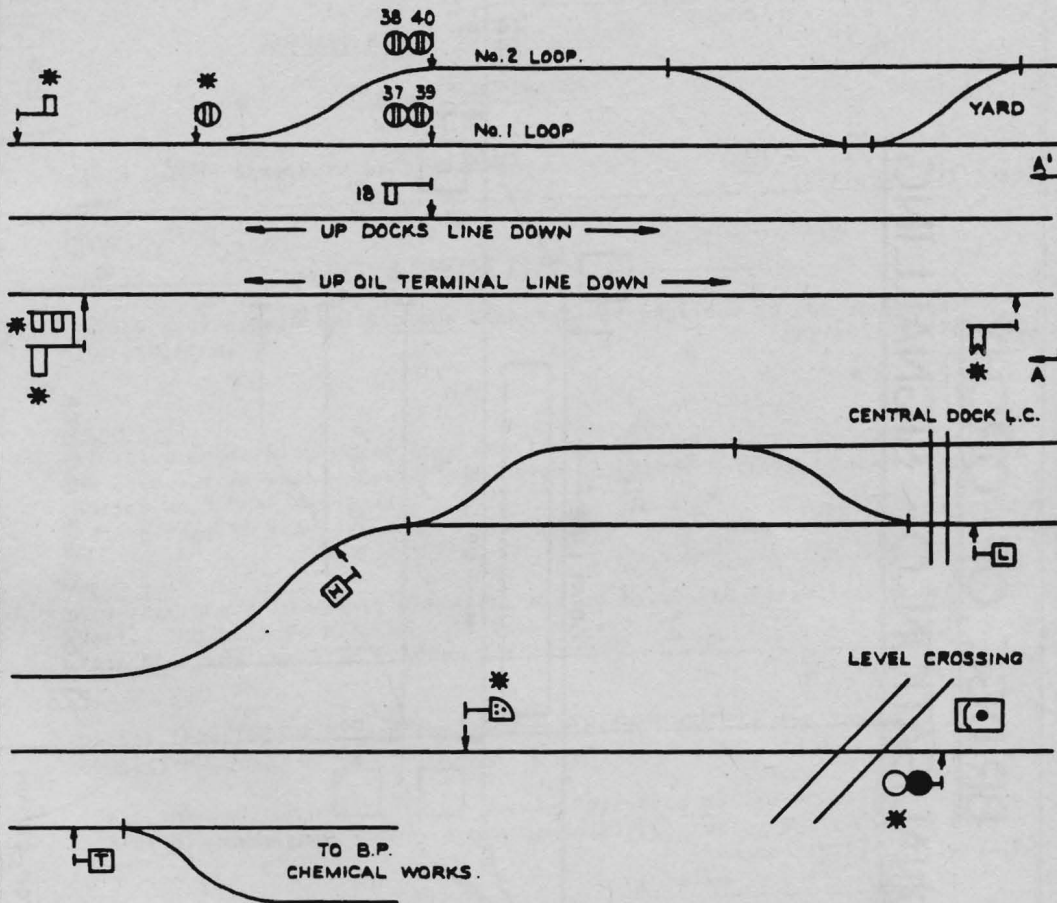
(51)



FOULDUBS

REMOVAL OF GRANGEMOUTH No.3

* DENOTES EXISTING SIGNAL.



- REFLECTORISED L.O.S.
 LIMIT OF B.R. WORKING
- S STOP. OBTAIN INSTRUCTIONS
- H FACING FOULDUBS: END OF STAFF SECTION. YARD WORKING COMMENCES
 FACING DOCK'S SDGS: END OF YARD WORKING STAFF SECTION COMMENCES.
- T FACING FOULDUBS: PRIVATE LOCO. OPERATING.
 FACING B.P. CHEMICALS: PRIVATE LOCO. PROHIBITED.
- * FACING FOULDUBS: COMMENCEMENT OF YARD WORKING
 FACING B.A.C. SDGS: COMMENCEMENT OF ONE TRAIN WORKING
 SECTION B.A.C. LOCO. MUST NOT PASS THIS POINT.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
MISCELLANEOUS INSTRUCTIONS - continued

RENUMBERING OF WEEKLY OPERATING NOTICES AND
SPECIAL TRAFFIC NOTICES

In order to bring the numbering of the above publications into line with the fiscal year rather than the calendar year, the system of numbering will be changed as follows.

The current numbering of 1 to 52 for 1985 will be continued consecutively up to Week 65, which will be 22 to 28 March, 1986.

The numbering will then restart from Week 1, which will be 29th March to 4th April, 1986. The numbering will then continue consecutively until March/April 1987, when it will restart at 1 again. This numbering based on the fiscal year will continue until further notice.

The Periodical Operating Notice will also reflect this altered numbering as it will continue to take its number from that of the W.O.N whose commencement date matches that of the relevant issue of the P.O.N.

(MR/NOT3)(14/12/85)



No.53/54

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

★ **THIS BOOKLET CONTAINS
NOTICES FOR TWO WEEKS**

SATURDAY 28 DECEMBER

to

FRIDAY 10 JANUARY 1986

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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

V A CHADWICK
REGIONAL OPERATIONS MANAGER

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

SATURDAY 28 DECEMBER BETWEEN SPEAN BRIDGE AND FORT WILLIAM. The Maximum Permissible Speed for single headed class 1, 2, 3 and 5 trains will be increased to 60mph. A new permanent speed restriction of 50mph will apply between 95m70ch and 99mp.

SEE SECTION D OF THIS NOTICE

(56)

SATURDAY 28 DECEMBER BETWEEN BILSTON GLEN AND MILLERHILL. The maximum permissible speed on this line will be reduced to 20mph.

SEE SECTION D OF THIS NOTICE

DETAILS OF WORK ALREADY CARRIED OUT

- * * BETWEEN CALDEW JN AND KINGMOOR - The 20mph TSR which applied on the Up and Down goods lines between 2ml0ch and 2ml7ch is now a 20mph P.S.R.

See Section D of this notice.

(54)

- * * GLENGARNOCK RESIGNALLING. The work described and illustrated in the Special Notice entitled GLENGARNOCK RESIGNALLING, dated December 1985, has been introduced.



Stations and Depots with trainmen working through the area concerned not having received the Special Notice must advise the Regional Operations Manager, ScotRail House, Glasgow by telephone (041-2716/2603).

(54)

- * * LARGS - The block post, previously destroyed by fire, has been reinstated, relocated 86 yards on the station side of the former box on the Down side of the line, and the temporary working arrangements withdrawn. The main line trailing connection, at the station end of the layout, has been secured out of use for movements to/from Nos.2 and 3 platforms. Platform No.1 line, No.1 Mid Road and associated signals have been removed.


The connection Up siding to Up main has been secured out of use and associated signals removed.

The main line trailing crossover on the Fairlie High side of the box has been secured out of use and associated signals removed. The Up home 2 and Up section signals have been removed. The disc signals controlling shunting movements from platforms 2 and 3 have been removed.

The  sign on the Down home signal has been replaced by a  sign.


(53)

- * * BETWEEN DUNNING AND HILTON JN. The following signalling alterations have been carried out:-

A new Down Intermediate Block home signal, controlled from Hilton Jn, has been provided 3 miles 158 yards on the Dunning side of the box, on the left of drivers, red aspect 12 feet above rail level. A telephone with  sign has been provided.

A new Down Intermediate Block distant signal, controlled from Hilton Jn, has been provided 4 miles 834 yards on the Dunning side of the box, on the left of drivers, yellow aspect 11 feet above rail level. Associated AWS track equipment has been provided.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DUNNING AND HILTON JN - continued

* * A new Up Intermediate Block Home signal controlled from Hilton Jn has been provided 2
* miles, 1252 yards on the Dunning side of the box, on the left of drivers, red aspect
11 feet above rail level. A telephone with  sign has been provided.

A new Up Intermediate Block Distant signal controlled from Hilton Jn has been provided 1
mile, 669 yards on the Dunning side of the box, on the left of drivers, yellow aspect 11
feet above rail level. Associated AWS track equipment has been provided. (54)

* * BETWEEN FOULDUBS JN AND GRANGEMOUTH BP TERMINAL Grangemouth No. 3 box has been closed
* as a block post and all signals removed. The layout and designation of lines is as
shown on the sketch on Pages C5 and C6 of this Notice.

One Train Working by Train Staff has been introduced on the Docks Line between Fouldubs Jn
and the Docks Yard.

Track Circuit Block Regulations apply on the Oil Terminal Line between Fouldubs Jn and BP
Terminal LC.

The ground signal Down goods to Engine shed has become two tier, the lower signal being
unaltered the Upper signal applying back along the Down goods to a new reflectorised
L.O.S. 418 yards from the signalbox.

A shunting signal has been mounted below the Down goods home signal. A three way stencil
indicator has been provided applications as follows:-

- Y - towards Grangemouth Yard
- D - towards Docks Line
- T - towards Oil Terminal Line

The No.1 Loop to shunting siding/Down goods signal has become single arm and applies from
the Docks line to the three tier ground disc signal at the Junction points.

The exit signals from the No.1 and No.2 loops are two tier ground disc signals on the
right of drivers, the upper signal applying to the three tier disc signal at the Junction
points and the lower applying to the shunting siding. (54)

AIRDRIE - The Up and Down Main lines have been severed 200 yards on the Inverhouse side of
Airdrie station and all relevant signals removed.

The main aspects of Up line signal AD.41 have been changed to be capable of displaying a
red or yellow aspect only. (55)

* * CRANLARICH - All signals, with the exception of the reflectorised distant boards,
* have been removed.

The catch points at the North end of the Up loop have been removed.

The junction between the West Highland and Oban (branch) lines has been remodelled as
shown on the sketch on Page C8 of this Notice and the points single line to loop at the
North end converted to train operated, repositioned 74 yards nearer the box.

The connection, facing to Down Direction trains in the single line at the South end,
previously installed and secured out of use, has been brought into use as the new loop
connection. This connection will be train operated, located 126 yards farther from the
box.

A new facing connection, Down loop to Down sidings, has been installed, controlled by a
3-lever ground frame released by Annet's Key which is retained by the signalman. The
existing trailing connection to the Down sidings, previously secured out of use, has been
removed.

The connection Up line to RCE sidings has been converted to ground frame operation,
released by Annet's Key which is retained by the Signalman.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedCRIANLARICH - continued

Additional notice boards have been provided, on the left of drivers, except where indicated, for the direction to which they apply, and positioned as follows :-

Combined yellow "Proceed" light with reflectorised "Points Set" sign and reflectorised sign worded "Stop - Obtain Token and Permission to Proceed" :-

Down loop - approaching the loop exit connection, 51 yards from the box.

Up loop (Down direction) - approaching the loop exit connection, 41 yards from the box.

Each of the above signs incorporates a 2-way theatre route indicator, application as follows :-

"M" - to Down West Highland line

"B" - to Down Branch

Yellow "Proceed" light with reflectorised "Points Set" sign :-

Up direction - Up West Highland line to Up loop, 204 yards on the Tyndrum Upper side of the box.

Up branch to Up loop, 198 yards on the Dalmally side of the box.

Down direction - 72 yards from facing connection single line to loop.

Reflectorised sign worded "Stop unless Permission to Proceed obtained" :-

Up direction - Up branch, 667 yards on the Dalmally side of the box.

Reflectorised sign worded "Stop Obtain Token and Permission to Proceed" :-

Up direction - approaching loop exit connection.

Down sidings - approaching exit from sidings (on right of drivers).

RCE sidings - approaching exit from sidings (on right of drivers).

Down direction - approaching exit from Timber Sidings (on right of drivers).

Reflectorised "Station Limits - loop clear" boards :-

West Highland line - 328 yards beyond the yellow proceed sign.

Branch - 420 yards beyond the yellow proceed sign.

300 yards beyond the loop connection (South end).

A sketch of the permanent way layout and notice boards is shown on Page C2.

(53)

TYNDRUM UPPER - All existing signals with the exception of the reflectorised distant boards have been removed.

The points at the connections single line to loop line at the North and South ends have been converted to be train operated.

Up trains run over the Up line.

Down trains run over the Down line.

The trailing connection, Down Loop to RCE siding is controlled by a three lever ground frame, released by Annett's key, which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, except as shown below, and positioned as follows :-

Yellow "Proceed" light with Reflectorised "points set" sign.

Up direction - 50 yards from the facing connection to the Up loop.

Down direction - 50 yards from the facing connection to the Down loop on the right of driver.

Reflectorised sign worded "Stop. Obtain Token and Permission to Proceed".

Up direction - approaching the Up loop exit connection.

Down direction - approaching the Down loop exit connection.


- approaching the exit from the RCE siding.

Reflectorised "Station Limits - Loop Clear" boards positioned 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on Page C7.

(55)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued


* * CORROUR - A telephone with  sign has been provided at each of the two notice boards
 * worded "Stop - unless permission to proceed obtained." (53)

* * INVERKEITHING EAST JN - Ground position light signal EV821, Up Main to Up Passenger
 * Loop, has been repositioned to be on the right of drivers, application unaltered. (53)

* * BETWEEN DUNDEE AND BROUGHTY FERRY - The 25mph speed restriction on the Up and Down
 * lines between 59m56ch at Dock St tunnel and 0m22ch at Camperdown LC has been amended
 to read 40mph between 59m56ch at Dock St tunnel and 0m27ch at Camperdown LC.

The 70mph speed restriction on the Up and Down lines between 0m22ch and 1m28ch applies
 between 0m27ch and 1m28ch. See Section 'D' of the Notice. (53)

* * THORNTON YARD - Reflectorised notice boards worded "STOP. TELEPHONE FOR INSTRUCTIONS"
 * have been provided at the West end as under :-
 West Departure line
 Between sidings 6 and 7
 Between sidings 9 and 10

Telephones, with  signs, and connected to the Area Freight Office, have been provided
 at these boards and also between Sidings 15 and 16. (53)

* * INCHCOONANS - Electrically operated lifting barriers have been provided.
 * (54)

* * BETWEEN DINGWALL AND WICK, AND GEORGEMAS JN AND THURSO - All signal boxes between
 * Invergordon (inclusive) and Georgemas Jn (inclusive) has been closed as block posts.
 Working by the Electric Token Block system between Dingwall and Georgemas Jn and the One
 Train Working Regulations between Georgemas Jn and Wick and Thurso, have been dispensed
 with.

The lines between Dingwall and Wick and Thurso are now worked in accordance with the Radio
 Electronic Token Block system, controlled from Dingwall, with the token exchange points
 at:-

Dingwall, Invergordon, Fearn, Tain, Ardgay, Lairg, Rogart,
 Brora, Helmsdale, Forsinard, Georgemas Jn, Wick and Thurso.

The ground frames at all sidings are controlled by the Annett's key provided on each
 locomotive and Engineers' machine. Shut-in facilities are provided at each ground frame
 operated siding. Additionally, the Annett's key also controls the ground frame operating
 the Thurso branch junction points at Georgemas Jn.

At Fearn, the following boards have been provided:-

Facing Up direction trains -

"Stop Obtain Token and Permission to Proceed" - at the exit from the sidings, and on
 the single line at a point opposite the exit from the sidings.

Reflectorised distant board - 1,590 yards on the approach to the Stop board.

Facing Down direction trains -

"Stop Obtain Token and Permission to Proceed" - at the Tain end of the platform.

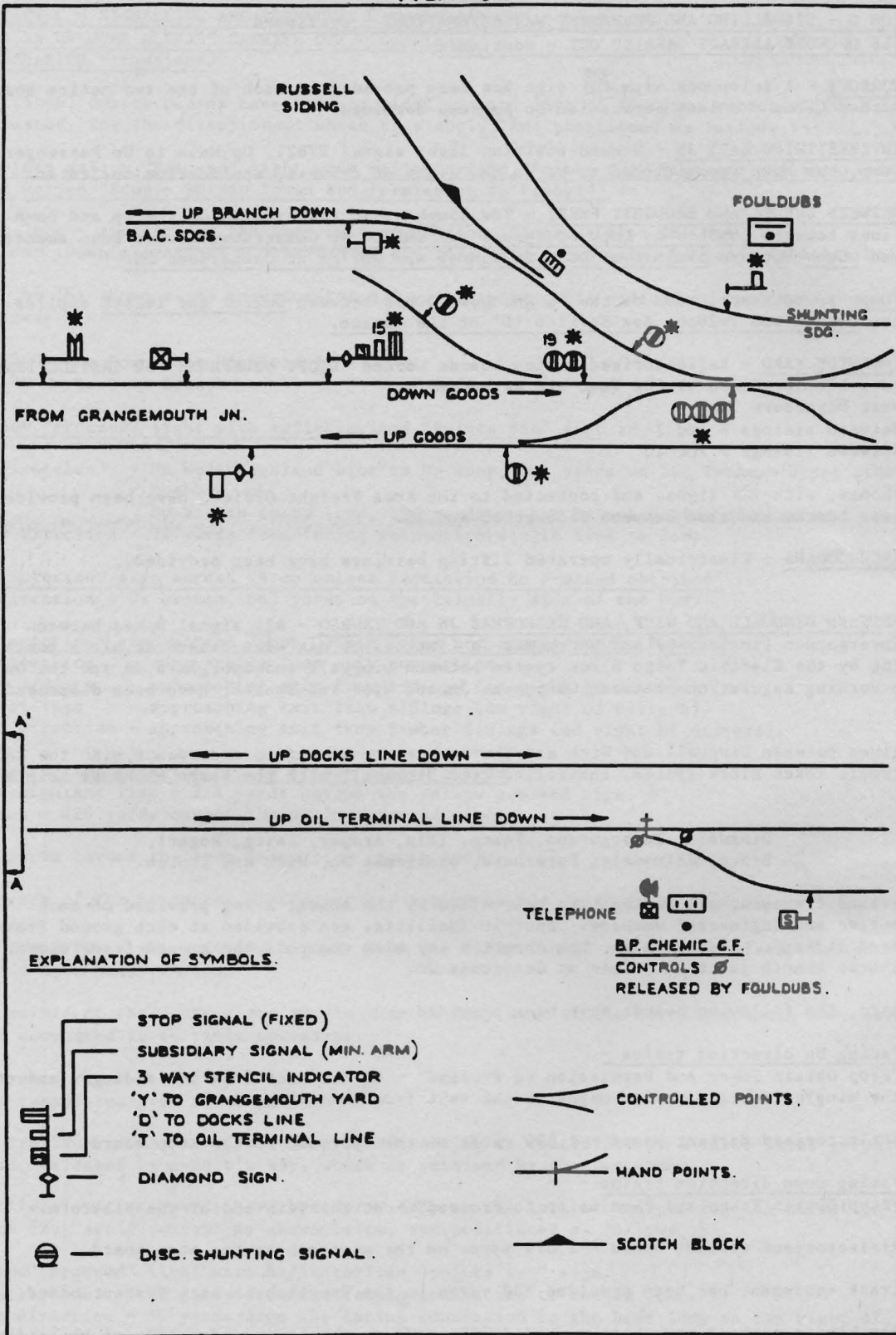
Reflectorised distant board - 1,079 yards on the approach to the Stop board.

AWS track equipment has been provided 200 yards on the approach to each distant board.

Station Limits markers have been provided 300 yards on the Invergordon side of the siding
 points and 440 yards on the Tain side of the platform.

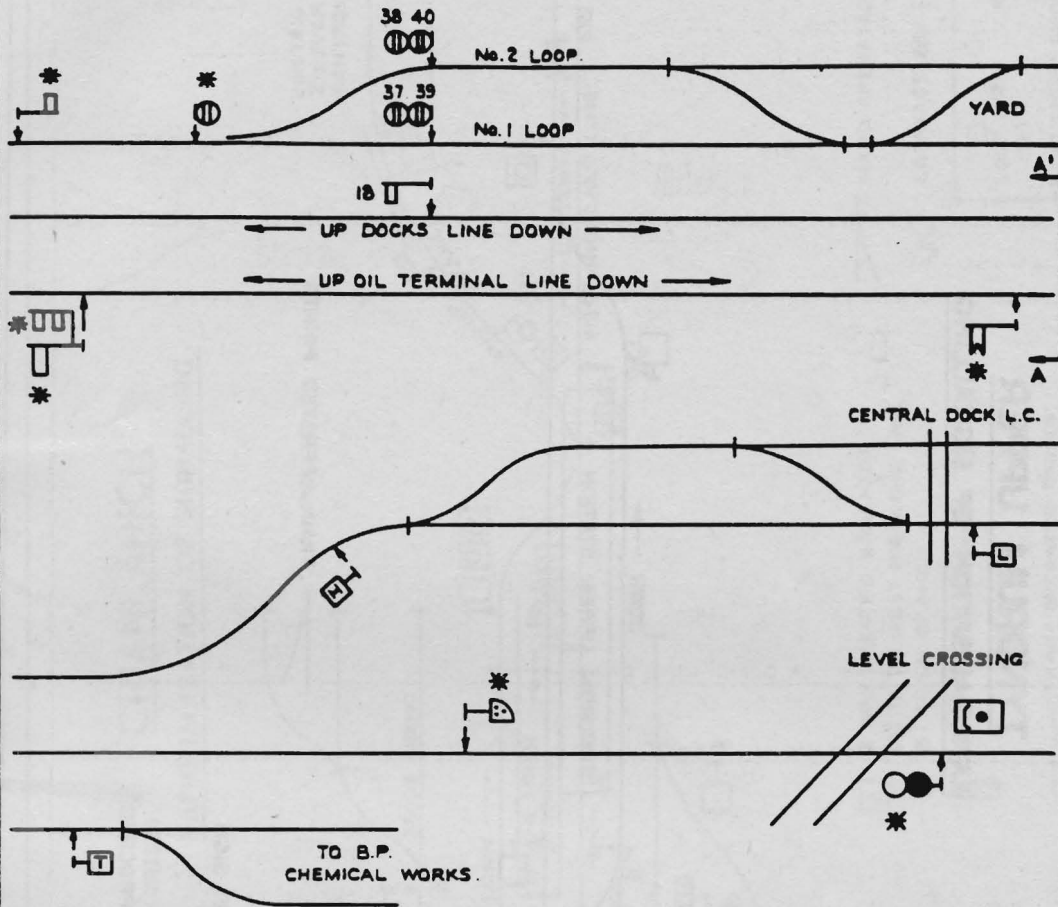
An emergency telephone to Dingwall has been provided at the station.










In connection with the working of the sidings between Invergordon and Fearn, a special
 "Trip" token is available and details are contained in the Local Instructions in this
 Notice. (54)



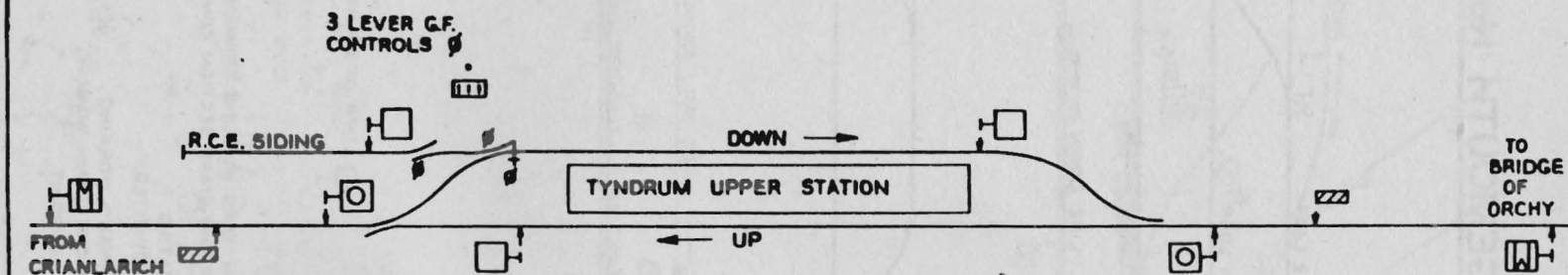
FOULDUBS REMOVAL OF GRANGEMOUTH No. 3

* DENOTES EXISTING SIGNAL.








-  REFLECTORISED L.O.S.
  LIMIT OF B.R. WORKING
-  STOP OBTAIN INSTRUCTIONS
-  FACING FOULDUBS: END OF STAFF SECTION. YARD WORKING COMMENCES
 FACING DOCKS SDGs: END OF YARD WORKING STAFF SECTION COMMENCES.
-  FACING FOULDUBS: PRIVATE LOCO. OPERATING.
 FACING B.P. CHEMICALS: PRIVATE LOCO. PROHIBITED.
-  * FACING FOULDUBS: COMMENCEMENT OF YARD WORKING
 * FACING B.A.C. SDGs: COMMENCEMENT OF ONE TRAIN WORKING
 SECTION B.A.C. LOCO. MUST NOT PASS THIS POINT.

TYNDRUM UPPER RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS

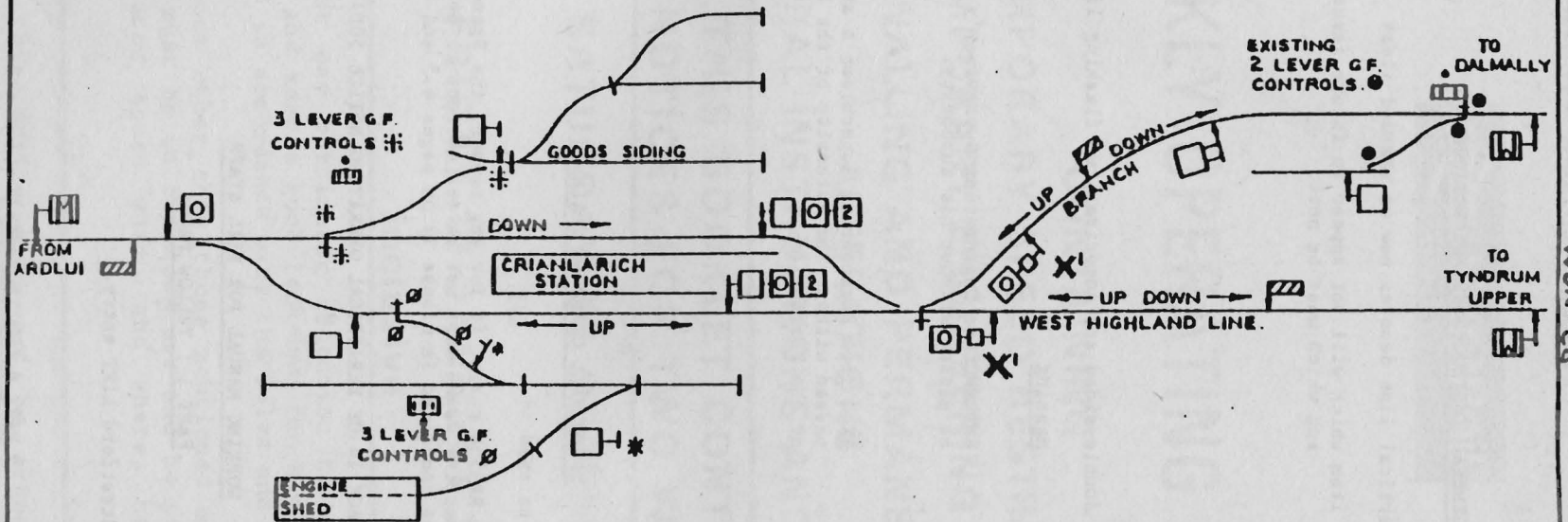
-  DISTANT BOARD
-  YELLOW LIGHT WITH POINT SET SIGN
-  NOTICE BOARD WORDED: "STOP OBTAIN TOKEN AND PERMISSION TO PROCEED"
-  LOOP CLEAR MARKER

 TRAIN OPERATED POINTS

WON-C7


CRIANLARICH


RATIONALISATION OF SIGNALLING.





EXPLANATION OF SYMBOLS.


 DISTANT BOARD


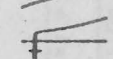
 YELLOW LIGHT WITH POINTS SET SIGN


 NOTICE BOARD WORDED "STOP. OBTAIN
TOKEN AND PERMISSION TO PROCEED"


 NOTICE BOARD WORDED "STOP. UNLESS
PERMISSION TO PROCEED OBTAINED"



 2 WAY THEATRE INDICATOR
M TO DN. WEST HIGHLAND LINE
B TO DN. BRANCH

 LOOP CLEAR MARKER

 TRAIN OPERATED POINTS
 OPERATED POINTS

 HAND OPERATED POINTS.

 LOCKFAST BOX (LAYOUT BELOW)

	
LOOP PTS. SET.	JCH. PTS. SET.
IF NO LIGHT SHOWN POINTS INCORRECT.	

MSG

**No.56**

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 18 JANUARY
to
FRIDAY 24 JANUARY 1986
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DUNDEE: The wall mounted 3 aspect signal No.D751 situated at the Dock St tunnel end of the Down through line has been renewed at the same location as a ground 3 aspect colour light signal capable of displaying a red, yellow or green aspect red aspect on top approximately 2 feet above rail level.

An associated back indication has been provided at ground level. (58)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 19 JANUARY : ARROCHAR & TARBET: All existing signals with the exception of the reflectorised distant boards will be removed.

The points at the connections single line to loop line at the North and South ends will be converted to be train operated.

Up trains will run on the Up loop.

Down trains will run on the Down loop.

The facing connection, Up loop to RCE siding will be controlled by a three lever ground frame, released by Annett's Key which will be retained by the signalman.

Additional notice boards will be provided, on the left of drivers for the direction to which they apply, and positioned as follows :-

Yellow "proceed" light with reflectorised "Points Set" sign

Up direction - 50 yards from facing connection to Up loop

Down direction - 50 yards from facing connection to Down loop

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed"

Up direction - approaching the Up loop exit connection.

Down direction - approaching the Down loop exit connection
- approaching the exit from the RCE siding

Reflectorised "Station Limits - Loop Clear" boards positioned 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on Page C3. (59)

SUNDAY 19 JANUARY - BETWEEN EASTER ROAD JN AND GRANTON GAS WORKS - The single branch line will be severed, a buffer stop erected on the Eastern Road side of UB6 (in the vicinity of the former Bonnington South Jn) and the portion of the branch between this location and Granton put out of use. (59)

MONDAY 20 JANUARY - BETWEEN HAMILTON CENTRAL AND HAMILTON WEST - The Up and Down lines previously blocked by a landslip will re-open to traffic from 05 30 hrs. The miscellaneous instruction on page 39 of PON 50D is cancelled. (59)

MONDAY 20 JANUARY - BATHGATE CENTRAL - The Up section signal and associated telephone will be removed. (59)

WON-C2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - continued

WEDNESDAY 22 JANUARY - MORAR LC - The Up direction speed restriction board will be removed and replaced by a driver's plunger and associated reflectorised board worded "STOP - PRESS PLUNGER - OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" on the right of drivers, 25 yards from the crossing, at the Fort William end of Morar station platform. (59)

DETAILS OF WORK ALREADY CARRIED OUT

ARDLUI - All existing signals with the exception of the reflectorised distant boards have been removed.

The points at the connections single line to loop line at the North and South ends have been converted to be train operated.

Up trains run on the Up loop.

Down trains run on the Down loop.

The trailing connection, Up loop to R.C.E. siding is controlled by a three lever ground frame, released by Annett's Key, which is retained by the signalman.

Additional notice boards are provided, on the left of drivers for the direction to which they apply and positioned as follows:-

Yellow "Proceed light with reflectorised "Points Set" sign

Up direction - 50 yards from facing connection to Up loop.

Down direction - 50 yards from facing connection to Down loop.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed"

Up direction - approaching the Up loop exit connection
- approaching the exit from the R.C.E. siding.

Down direction - approaching the Down loop exit connection.

Reflectorised "Station Limits - Loop Clear" boards

Positioned 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on Page C4. (55)

* * BETWEEN SPEAN BRIDGE AND FORT WILLIAM. The Maximum Permissible Speed for single headed * class 1, 2, 3 and 5 trains has been increased to 60mph. A new permanent speed restriction of 50mph applies between 95m70ch and 99mp.

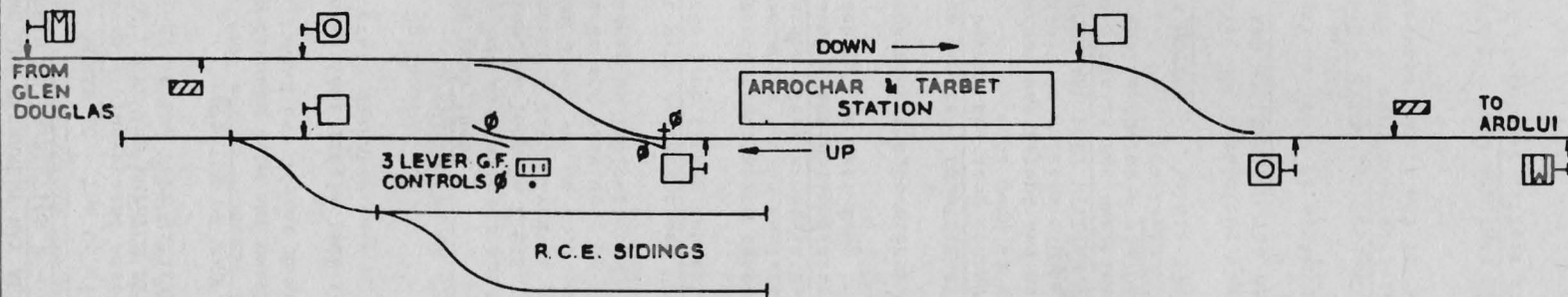
SEE SECTION D OF THIS NOTICE (56)

BETWEEN BILSTON GLEN AND MILLERHILL. The maximum permissible speed on this line has been reduced to 20mph.

SEE SECTION D OF THIS NOTICE

ARROCHAR AND TARBET

RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS



DISTANT BOARD



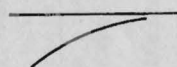
YELLOW LIGHT WITH POINT SET SIGN



NOTICE BOARD WORDED: "STOP OBTAIN TOKEN AND PERMISSION TO PROCEED"



LOOP CLEAR MARKER



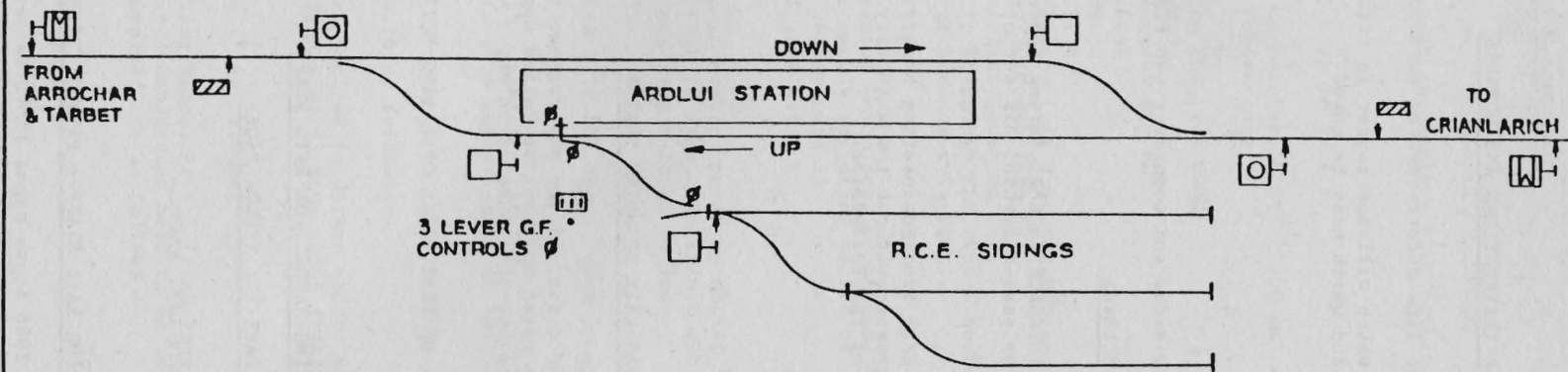
TRAIN OPERATED POINTS




HAND OPERATED POINTS


ARDLUI


RATIONALISATION OF SIGNALLING




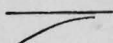
EXPLANATION OF SYMBOL


 DISTANT BOARD

 YELLOW LIGHT WITH POINT SET SIGN

 NOTICE BOARD WORDED: "STOP OBTAIN TOKEN AND PERMISSION TO PROCEED"

 LOOP CLEAR MARKER

 TRAIN OPERATED POINTS

 HAND OPERATED POINTS



No.57

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 25 JANUARY

to

FRIDAY 31 JANUARY 1986

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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

REGIONAL OPERATIONS MANAGER

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

SATURDAY 25 JANUARY BETWEEN TWEEDMOUTH AND EDINBURGH WAVERLEY - The amendments to the speed restrictions shown in Section D of this Notice will apply. (60)

SUNDAY 26 JANUARY : GLEN DOUGLAS - All existing signals, with the exception of the reflectorised distant boards will be removed.

The points at the connections single line to loop lines at the North and South ends will be converted to be train operated.

Up trains will run on the Up loop.

Down trains will run on the Down loop.

The connection, single line to siding will be controlled by a three lever ground frame released by Annett's Key, which will be retained by the signalman.

Additional notice boards will be provided, on the left of drivers for the direction to which they apply, and positioned as follows :-

Yellow "proceed" light with reflectorised "points set" sign

Up direction - 50 yards from facing connection to Up loop

Down direction - 50 yards from facing connection to Down loop

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed".

Up direction - approaching the Up loop exit connection

Down direction - approaching the Down loop exit connection sidings
- approaching the exit from the RCE sidings

Reflectorised "Station Limits - Loop Clear" boards positioned 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on page C3. (60)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN HAMILTON CENTRAL AND HAMILTON WEST - The Up and Down lines previously blocked by a landslip have been re-opened to traffic. The miscellaneous instruction on page 39 of PON 50D is CANCELLED. (59)

BATHGATE CENTRAL - The Up section signal and associated telephone have been removed. (59)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

ARROCHAR & TARBET - All existing signals with the exception of the reflectorised distant boards have been removed.

The points at the connections single line to loop line at the North and South ends have been converted to be train operated.

Up trains run on the Up loop.

Down trains run on the Down loop.

The facing connection, Up loop to RCE siding is controlled by a three lever ground frame released by Annett's Key, which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows :-

Yellow "proceed" light with reflectorised "points set" sign

Up direction - 50 yards from facing connection to Up loop

Down direction - 50 yards from facing connection to Down loop

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed"

Up direction - approaching the Up loop exit connection

Down direction - approaching the Down loop exit connection
 - approaching the exit from the RCE siding

Reflectorised "Station Limits - Loop Clear" boards positioned 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on page C4. (59)

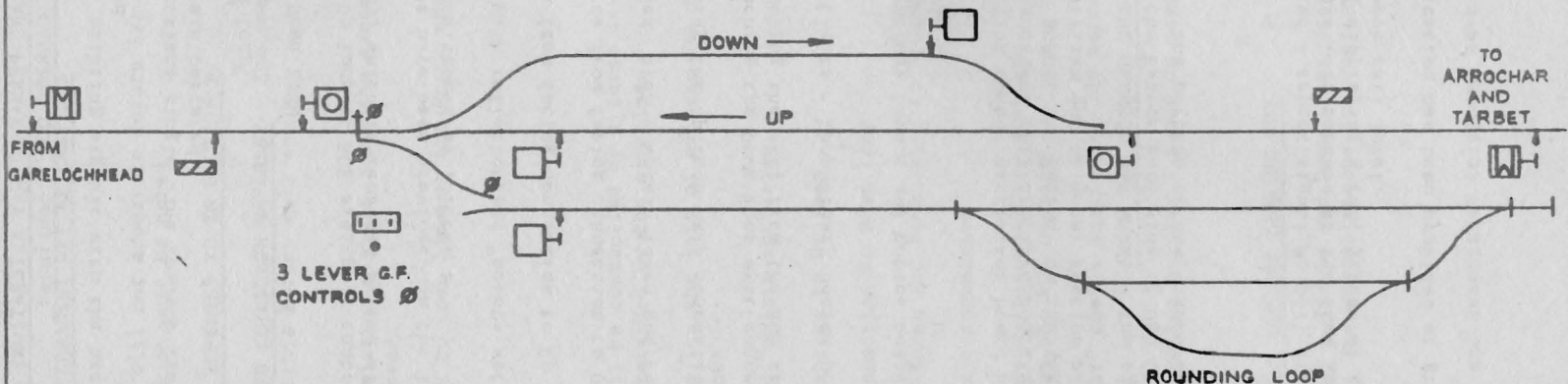
MORAR LC - The Up direction speed restriction board has been removed and replaced by a driver's plunger and associated reflectorised board worded "STOP - PRESS PLUNGER - OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" on the right of drivers, 25 yards from the crossing, at the Fort William end of Morar station platform. (59)

BETWEEN EASTER ROAD JN AND GRANTON GAS WORKS - The single branch line has been severed, a buffer stop erected on the Easter Road side of UB6 (in the vicinity of the former Bonnington South Jn) and the portion of the branch between this location and Granton put out of use. (59)







DUNDEE - The wall mounted 3 aspect signal No.D571 situated at the Dock St tunnel end of the Down through line has been renewed at the same location as a ground 3 aspect colour light signal capable of displaying a red, yellow or green aspect red aspect on top approximately 2 feet above rail level.

An associated back indication has been provided at ground level. (58)

**GLEN DOUGLAS
RATIONALISATION OF SIGNALLING.**



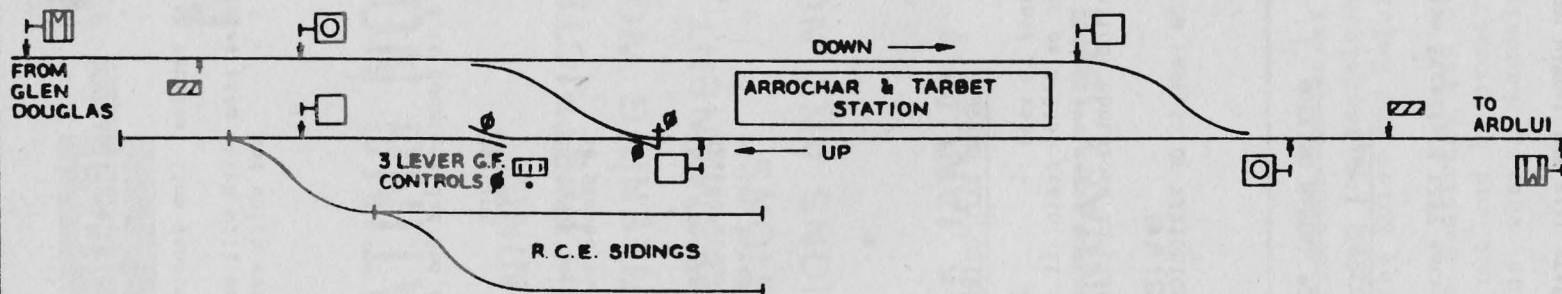
EXPLANATION OF SYMBOLS.

- | | |
|---|---|
| <p> DISTANT BOARD</p> <p> YELLOW LIGHT WITH POINT SET SIGN.</p> <p> NOTICE BOARD WORDED "STOP, OBTAIN TOKEN AND PERMISSION TO PROCEED."</p> <p> LOOP CLEAR MARKER</p> | <p> TRAIN OPERATED POINTS</p> <p> HAND OPERATED POINTS.</p> |
|---|---|





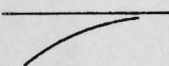

WON-C3

ARROCHAR AND TARBET

RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS

- | | |
|--|---|
| <ul style="list-style-type: none">  DISTANT BOARD  YELLOW LIGHT WITH POINT SET SIGN  NOTICE BOARD WORDED: "STOP OBTAIN TOKEN AND PERMISSION TO PROCEED"  LOOP CLEAR MARKER | <ul style="list-style-type: none">  TRAIN OPERATED POINTS  HAND OPERATED POINTS |
|--|---|

WON-CL4



M56

No.58

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 1 FEBRUARY
to
FRIDAY 7 FEBRUARY 1986
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN GARTHSERRIE SOUTH JN AND COATBRIDGE JN

The Up Slow line which was previously secured out of use to enable construction work to take place, has been re-opened to traffic.

The relative item on page 40 of PON 50D is consequently CANCELLED (60)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 1 FEBRUARY - BETWEEN AYR (PA) AND AYR - The Down line PSR between 40m3lch and 40m42ch is increased to 40mph.

SECTION D OF THIS NOTICE APPLIES. (61)

SATURDAY 1 FEBRUARY - BETWEEN LOCHEND JN AND BONNINGTON SOUTH - The amendments to the speed restrictions as shown in Section D of this Notice will apply. (61)

SATURDAY 1 FEBRUARY - BETWEEN HAYMARKET WEST AND ABERDEEN - The amendments to the speed restrictions as shown in Section D of this Notice will apply. (61)

SUNDAY 2 FEBRUARY - BETWEEN NEWBRIDGE JN AND BATHGATE - The Up line, in the vicinity of 29m20ch, will be severed and the Down line, between 29m20ch and 28m53ch, slued into the Up line. At the latter location the Down line will connect into the Up line at a connection previously laid in on the Up line and which will be secured out of use for movements on the Down line (temporary single line). (61)

SUNDAY 2 FEBRUARY - GARELOCHHEAD - All existing signals will be removed, with the exception of the reflectorised distant boards.

The points at the connection single line to loop line at the North and South ends will be converted to be train operated.

Up trains will run on the Up line.

Down trains will run on the Down line.

The trailing connection, Down Loop to R.C.E. Siding will be controlled by a three lever ground frame, released by Annett's Key, which will be retained by the signalman.

Additional notice boards will be provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "proceed" light with Reflectorised "Points Set" sign.

Up direction - 50 yards from facing connection to the Up loop.

Down direction - 50 yards from facing connection to the Down loop.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed".

Up direction - approaching the Up loop exit connection.

Down direction - approaching the Down loop exit connection.
- approaching the exit from the R.C.E. siding.

Reflectorised "Station Limits - Loop Clear " Boards positioned 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on page C4. (61)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT

BETWEEN HAMILTON CENTRAL AND HAMILTON WEST - The Up and Down lines previously blocked by a landslip have been re-opened to traffic. The miscellaneous instruction on page 39 of PON 50D is CANCELLED. (59)

BATHGATE CENTRAL - The Up section signal and associated telephone have been removed. (59)

GLEN DOUGLAS - All existing signals, with the exception of the reflectorised distant boards have been removed.

The points at the connections single line to loop lines at the North and South ends have been converted to be train operated.

Up trains run on the Up loop.

Down trains run on the Down loop.

The connection, single line to siding are controlled by a three lever ground frame released by Annett's Key, which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows :-

Yellow "proceed" light with reflectorised "points set" sign

Up direction - 50 yards from facing connection to Up loop

Down direction - 50 yards from facing connection to Down loop

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed"

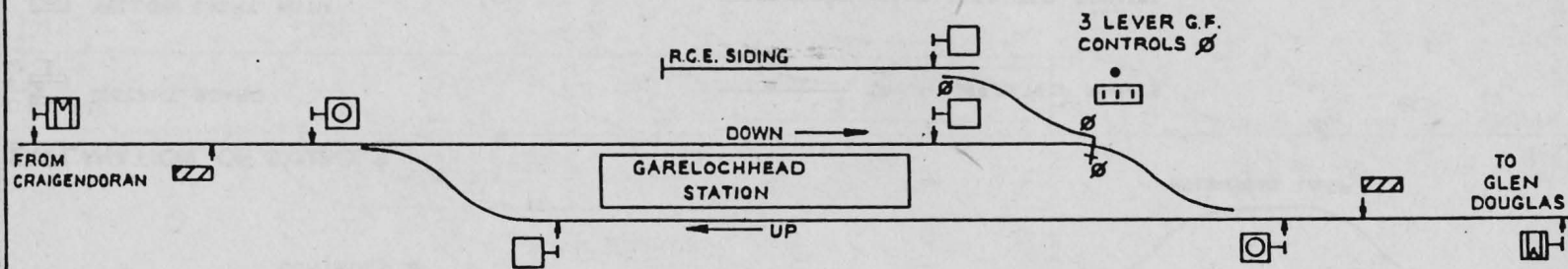
Up direction - approaching the Up loop exit connection

Down direction - approaching the Down loop exit connection sidings
- approaching the exit from the RCE sidings

Reflectorised "Station Limits - Loop Clear" boards positioned 300 yards beyond the loop connections.


A sketch of the permanent way layout and notice boards is shown on page C5. (60)

**GARELOCHHEAD
RATIONALISATION OF SIGNALLING.**




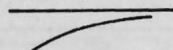
EXPLANATION OF SYMBOLS.

 DISTANT BOARD

 YELLOW LIGHT WITH
POINT SET SIGN.

 NOTICE BOARD WORDED "STOP. OBTAIN
TOKEN AND PERMISSION TO PROCEED"

 LOOP CLEAR MARKER.

 TRAIN OPERATED POINTS.

MON-C4

**No.59**

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 8 FEBRUARY
to
FRIDAY 14 FEBRUARY 1986
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

REGIONAL OPERATIONS MANAGER

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 9 FEBRUARY : TERMINUS JUNCTION - The trailing connection between the Up Clydesdale line and General Terminus branch single goods line will be removed and all associated signals disconnected. (62)

SUNDAY 9 FEBRUARY - DALMALLY - All existing signals will be removed, with the exception of the reflectorised distant boards.

The points at the connection single line to loop line at the North and South ends will be converted to be train operated.

Up trains will run on the Up line.
Down trains will run on the Down line.

The facing connection, Up Loop to RCE Siding will be controlled by a three lever ground frame, released by Annett's Key, which will be retained by the signaller.

Additional notice boards will be provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "proceed" light with Reflectorised "Points Set" sign.

Up direction - 50 yards from facing connection to the Up loop.
Down direction - 50 yards from facing connection to the Down loop.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed".

Up direction - approaching the Up loop exit connection.
Down direction - approaching the Down loop exit connection.
approaching the exit from the RCE siding.

Reflectorised "Station Limits - Loop Clear" boards.

Positioned 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on page C4. (62)

MONDAY 10 FEBRUARY : KNOCKSHINNOCH NCB DISPOSAL PLANT - A ground frame operated derailer will be provided on the bunker line between the notice board worded 'STOP - ENGAGE SLOW SPEED CONTROL' and the Weigh Rail Sensors. (62)

DETAILS OF WORK ALREADY CARRIED OUT

* * BETWEEN HAMILTON CENTRAL AND HAMILTON WEST - The Up and Down lines previously blocked * by a landslip have been re-opened to traffic. The miscellaneous instruction on page 39 of PON 50D is CANCELLED. (59)

BETWEEN AYR (PA) AND AYR - The Down line PSR between 40m31ch and 40m42ch has been increased to 40mph.

SECTION D OF THIS NOTICE APPLIES. (61)

BETWEEN GARTSHERRIE SOUTH JN AND COATBRIDGE JN - The Up Slow line which was previously secured out of use to enable construction work to take place, has been re-opened to traffic.

The relative item on page 40 of PON 50D is consequently CANCELLED. (60)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN NEWBRIDGE JN AND BATHGATE - The Up line in the vicinity of 29m20ch, has been severed and the Down line, between 29m20ch and 28m53ch, slued into the Up line. At the latter location the Down line connects into the Up line at a connection previously laid in on the Up line and which is secured out of use for movements on the Down line (temporary single line). (61)

* * BATHGATE CENTRAL - The Up section signal and associated telephone have been removed.
 * (59)

GARELOCHHEAD - All existing signals have been removed, with the exception of the reflectorised distant boards.

The points at the connection single line to loop line at the North and South ends have been converted to be train operated.

Up trains run on the Up line.

Down trains run on the Down line.

The trailing connection, Down Loop to R.C.E. Siding is controlled by a three lever ground frame, released by Annett's Key, which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "proceed" light with Reflectorised "Points Set" sign.

Up direction - 50 yards from facing connection to the Up loop.

Down direction - 50 yards from facing connection to the Down loop.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed".

Up direction - approaching the Up loop exit connection.

Down direction - approaching the Down loop exit connection.
 - approaching the exit from the R.C.E. siding.

Reflectorised "Station Limits - Loop Clear " Boards positioned 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on page C5. (61)

GLEN DOUGLAS - All existing signals, with the exception of the reflectorised distant boards have been removed.

The points at the connections single line to loop lines at the North and South ends have been converted to be train operated.

Up trains run on the Up loop.

Down trains run on the Down loop.

The connection, single line to siding are controlled by a three lever ground frame released by Annett's Key, which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows :-

Yellow "proceed" light with reflectorised "points set" sign

Up direction - 50 yards from facing connection to Up loop

Down direction - 50 yards from facing connection to Down loop

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued
GLEN DOUGLAS - continued

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed"

Up direction - approaching the Up loop exit connection

Down direction - approaching the Down loop exit connection sidings
 - approaching the exit from the RCE sidings

Reflectorised "Station Limits - Loop Clear" boards positioned 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on page C6. (60)

* * ARROCHAR & TARBET - All existing signals with the exception of the reflectorised
 * distant boards have been removed.

The points at the connections single line to loop line at the North and South ends have been converted to be train operated.

Up trains run on the Up loop.

Down trains run on the Down loop.

The facing connection, Up loop to RCE siding is controlled by a three lever ground frame released by Annett's Key, which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows :-

Yellow "proceed" light with reflectorised "points set" sign

Up direction - 50 yards from facing connection to Up loop

Down direction - 50 yards from facing connection to Down loop

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed"

Up direction - approaching the Up loop exit connection

Down direction - approaching the Down loop exit connection
 - approaching the exit from the RCE siding

Reflectorised "Station Limits - Loop Clear" boards positioned 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on page C7. (59)

* * MORAR LC - The Up direction speed restriction board has been removed and replaced by a
 * driver's plunger and associated reflectorised board worded "STOP - PRESS PLUNGER -
 OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" on the right of drivers, 25 yards from
 the crossing, at the Fort William end of Morar station platform. (59)

* * BETWEEN TWEEDMOUTH AND EDINBURGH WAVERLEY - The amendments to the speed restrictions
 * shown in Section D of this Notice apply.

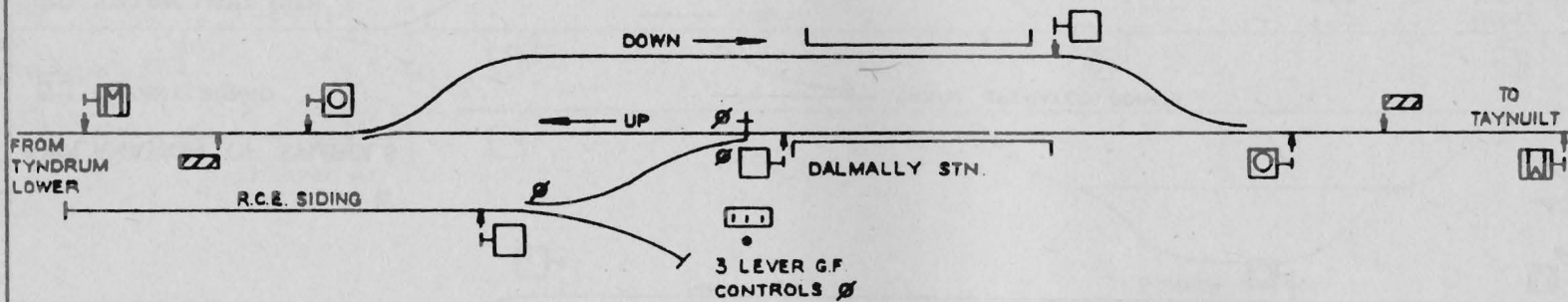
* * BETWEEN EASTER ROAD JN AND GRANTON GAS WORKS - The single branch line has been
 * severed, a buffer stop erected on the Easter Road side of UB6 (in the vicinity of the
 former Bonnington South Jn) and the portion of the branch between this location and
 Granton put out of use. (59)

BETWEEN LOCHEND JN AND BONNINGTON SOUTH - The amendments to the speed restrictions as
 shown in Section D of this Notice apply. (61)


BETWEEN HAYMARKET WEST AND ABERDEEN - The amendments to the speed restrictions as shown in
 Section D of this Notice apply. (61)


DALMALLY
RATIONALISATION OF SIGNALLING.


MON-C4

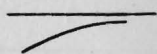


 DISTANT BOARD

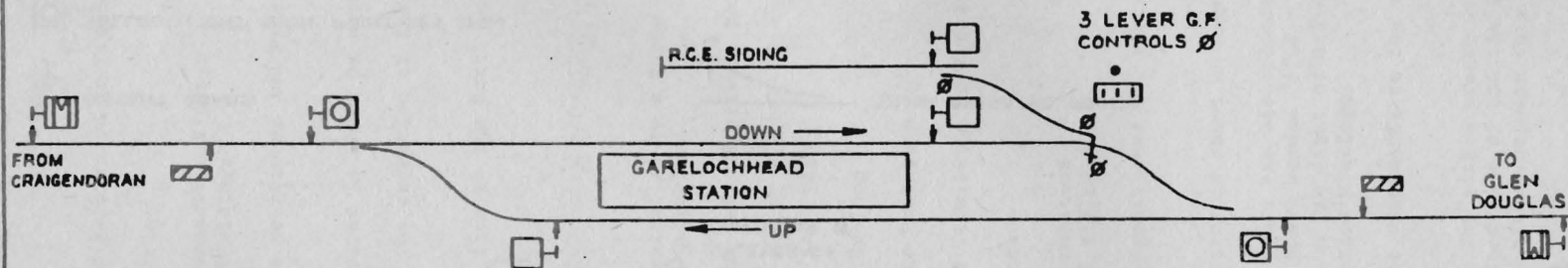
 YELLOW LIGHT WITH POINT SET SIGN.

 NOTICE BOARD WORDED "STOP. OBTAIN
TOKEN AND PERMISSION TO PROCEED"

 LOOP CLEAR MARKER.


 TRAIN OPERATED POINTS.


GARELOCHHEAD
RATIONALISATION OF SIGNALLING.




EXPLANATION OF SYMBOLS.

 DISTANT BOARD

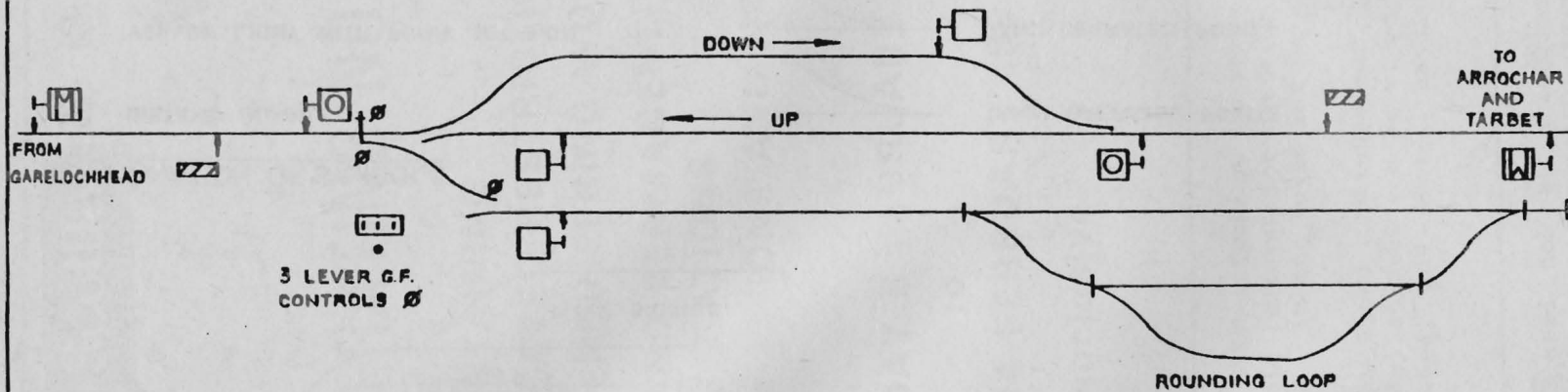
 YELLOW LIGHT WITH POINT SET SIGN.

 NOTICE BOARD WORDED "STOP, OBTAIN TOKEN AND PERMISSION TO PROCEED"

 LOOP CLEAR MARKER.


 TRAIN OPERATED POINTS.


GLEN DOUGLAS
RATIONALISATION OF SIGNALLING.




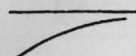
EXPLANATION OF SYMBOLS.


 DISTANT BOARD

 YELLOW LIGHT WITH
POINT SET SIGN.

 NOTICE BOARD WORDED "STOP. OBTAIN
TOKEN AND PERMISSION TO PROCEED."

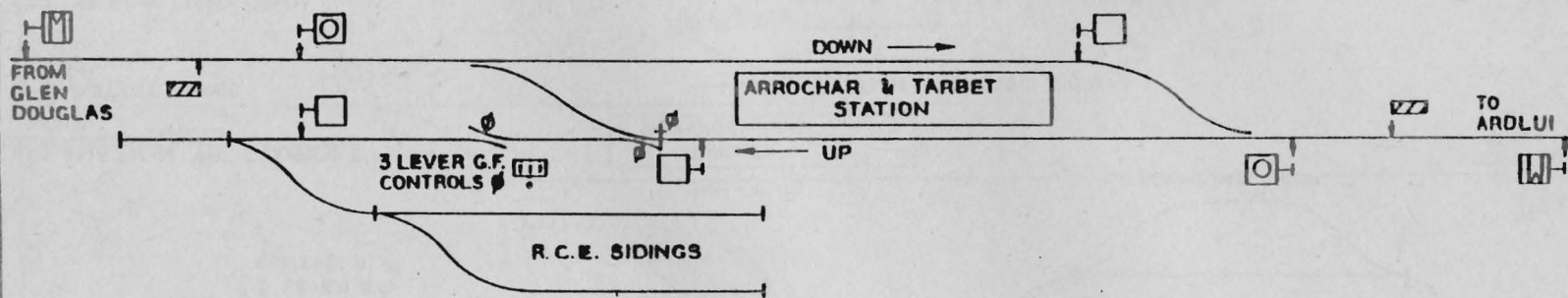
 LOOP CLEAR MARKER

 TRAIN OPERATED POINTS

 HAND OPERATED POINTS.


ARROCHAR AND TARBET


RATIONALISATION OF SIGNALLING





EXPLANATION OF SYMBOLS


 DISTANT BOARD

 YELLOW LIGHT WITH POINT SET SIGN

 NOTICE BOARD WORDED: "STOP OBTAIN TOKEN AND PERMISSION TO PROCEED"

 LOOP CLEAR MARKER

 TRAIN OPERATED POINTS

 HAND OPERATED POINTS

Page 28

BETWEEN BROWNHILL JN AND DALRYAmend heading and instruction to read:-BETWEEN BROWNHILL AND DALRY

Swinlees Sdgs - Before opening the security gates, the firm's chageman will ensure that Messrs. Roche's private locomotive has been set aside and that no further movement will take place until BR shunting has been completed and the siding exit points have been restored to normal. (15/12/85)

Page 38

ARDROSSAN HARBOURDelete :- BHM Industrial Cleaning Ltd siding and relative instruction (19/10/85)Page 40 - MOTHERWELL - Amend note in brackets to read:- (See also page 5)Delete - Parknuek Bridge Works and relative instructions (30/11/85)Page 40 - Delete - Mossend and relative instruction. (25/1/86)

Page 44

Amend page to read as follows:-WORKING OF FREIGHT TRAINS BETWEEN MOSSEND SOUTH JN AND
DALZELL NEW YARD VIA RAVENS CRAIG NO.3 YARD

Freight trains may be worked in either direction between Mossend South Jn and Dalzell New Yard via the hand operated connection provided between Ravenscraig No.1 yard head shunt and the adjoining line in Ravenscraig No.3 yard, subject to arrangements for such working having been agreed between the person in charge at Ravenscraig No.1 yard and Messrs BSC Ltd Ravenscraig.

The following instructions, additional to the separate special instructions issued to staff concerned, apply in respect of such trains:-

- (i) Yard working applies through Ravenscraig Nos.1 & 3 and Dalzell New yards.
- (ii) A train from Mossend South Jn must, when approaching Ravenscraig No.3 yard, be brought to a stand at the notice board situated 75 yards before Ravenscraig No.3 yard office. Movement beyond this board must only be made on the authority of the BR person in charge.
- (iii) Except when stopped for emergency reasons, BR trains must not stand on BSC lines.
- (iv) BSC movements must be allowed precedence. (25/1/86)

Page 45 - Delete - LANGLOAN JN and relative instruction. (25/1/86)

Page 50A

BISHOPBRIGGS OIL TERMINALAdd as final paragraph:-Barrier wagon

When the barrier wagon has been detached in a siding after use, in addition to the handbrake being applied, the wagon must be scotched. (25/1/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
 SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 51

BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)Engineers' Trains

Amend instructions under this heading to read :-

The locomotive must always be on the lower end when working between signals C.32, C.24, C.22 and CQ.13. The train must not exceed 200 tonnes, exclusive of locomotive (and brake van where provided). AWB must be carried out for other than fully fitted trains.

Locomotives below Class 20 must not be utilised.

(2/11/85)

Page 52

Engineer's Trains

2nd paragraph, 2nd sentence.

Amend to read :-

The tonnages do not include the weight of the locomotive (or brake van where provided).

(2/11/85)

Page 55

Amend GRANGEMOUTH NO.3to read: B.P. CHEM G.F.

Page 56

Amend BETWEEN GRANGEMOUTH NO.3 AND BP OIL TERMINALto read: BP OIL TERMINALBP Oil Refinery Level Crossing

Delete: last sentence of second paragraph

BP Oil Refinery Sdgs

Delete: last paragraph

GRANGEMOUTH DOCKS

Delete:

No. 3 Signal Box - Up line setting back movements and relative instructions.

Page 63 - GARELOCHHEAD

Amend "Shunting must not be carried out" to read :-

"Shunting of Class 9 trains must not be carried out" thence as printed.

(12/10/85)

Page 63

Add :-

BETWEEN CRAIGENDORAN AND
CORROUR AND CRIANLARICH AND TAYNUILT

Referring to Section S of the Rule Book, clause 3.2.2. Protection of the trolley by possession of the token is not permitted on these lines.

The General Appendix instructions "Single Lines Worked by Electric Token - Instructions to Trainmen" apply subject to the following modifications:-

- 2.3 After receiving the token the Driver must not proceed until he has received verbal permission from the Signalman. He must keep the token under his own charge, except as laid down in clauses 6 and 11 until he reaches the end of the Section, when he must give it up to the Signalman or other duly authorised person, except as provided in clause 7.
- .1 The Signalman, except where some other person is specially appointed to the duty, is the sole person authorised to receive a token from and deliver one to the Driver or Drivers Assistant.

Tokens must only be exchanged between the Signalman and the Driver when a train comes to a stand at the loop stop board or in a crossing loop. The Driver, while the token is in his charge, must see that it is placed in a safe position.

In the case of Corroul, tokens must only be exchanged at a stop board at Corroul Station or in the loop.

4. Warning Arrangement

When a train is allowed to go forward from Garelochhead, Dalmally, Rannoch or Corrou, under the Warning Arrangement the Signalman will when authorising the driver to proceed, verbally instruct him that the section is clear to the next home signal only.

In the case of Corrou, when a train is allowed to go forward from Rannoch or Tulloch towards Corrou under the Warning Arrangement, the signalman will, when authorising the driver to proceed, verbally instruct him that the section is clear to the first stop board.

Trains are not allowed to proceed forward to Garelochhead, Glen Douglas, Arrochar and Tarbet, Ardlui, Crianlarich, Tyndrum Upper, Bridge of Orchy, Rannoch or Dalmally under the Warning Arrangement.

5. Engineer's train, Freight train or Officer's Special requiring to stop in Section
Reference to the line being clear to the home signal at Garelochhead, Glen Douglas, Arrochar and Tarbet, Ardlui, Crianlarich, Tyndrum Upper, Bridge of Orchy, Rannoch or Dalmally does not apply.

6. Section obstructed by Accident or by Disabled Train
Should a train fail within the crossing loop at Garelochhead, Glen Douglas, Arrochar and Tarbet, Ardlui, Crianlarich, Tyndrum Upper, Bridge of Orchy, Rannoch or Dalmally and require assistance from the rear, it will not be necessary to comply with the provisions of clause 6.2.2.

8. Obstructing Single Line for shunting purposes
A Driver must not in any circumstances foul the single line for shunting purposes at Garelochhead, Glen Douglas, Arrochar and Tarbet, Ardlui, Crianlarich, Tyndrum Upper, Bridge of Orchy, Rannoch or Dalmally unless he has received the authority of the Signalman to do so and is in possession of a signed shunt authority card (sample below) for the section concerned.

A shunt authority card is authority to proceed only as far as the "Station Limits - Loop Clear" marker post. Under no circumstances must a shunt pass this post.

Immediately the shunting movement has been completed and the train has returned clear of the single line, the shunt authority card must be returned to the Signalman.

No. (SPECIMEN)		BRITISH RAILWAYS (Scottish Region)	
RANNOCH SIGNAL BOX			
TIME.....		DATE.....	
SHUNTING ONTO SINGLE LINE			
TO THE DRIVER OF.....TRAIN			
YOU ARE AUTHORISED TO PROCEED ONTO THE SINGLE LINE TOWARDS CORROUR FOR SHUNTING PURPOSES			
SIGNATURE.....		SIGNALMAN	

Working at token exchange points

References throughout the Rules and Regulations to distant signals must be taken as meaning distant boards and instructions concerned observed as far as can be applied.

References to stop/section signals throughout the Rules and Regulations must be taken as meaning stop boards and instructions concerned observed as far as can be applied.

Working at token exchange points - continued

At Corrou, the stop board on the single line, on the approach to the facing points for the direction concerned, must be regarded as the home signal.

Throughout the Rules reference to a signal being maintained at danger must be taken as meaning permission must NOT be given for a train to proceed.

On passing the distant board the driver must regulate the speed of his train in order to be able to stop at the 'points set' indicator, if necessary. Illumination of the light in this sign, means the points are set correctly.

In the case of Corrou, on passing the distant board the driver must regulate the speed of his train in order to be able to stop at the first stop board, on the approach to the facing points, if necessary. This also applies in respect to Crianlarich (Up branch only).

Should any train be brought to a stand owing to the 'points set' light indicator not being illuminated, the provisions of the Rule Book, Section K, clause 3.1 must be complied with. (This does not apply at Corrou). (Amended (2/2/86))

Page 63

RANNOCH

Amend : Second paragraph, second sentence to read:-

"In this case, the relief signalman on duty will instruct the driver of the last Down train to bring his train to a stand on the single line beyond the North end loop connection where he will board it after closing the signal box". (3/11/85)

Page 63

CORROUR

Amend :- Second paragraph, second sentence to read:-

In this case, the relief signalman on duty will instruct the driver of the last Down train to bring his train to a stand beyond the single line stop board at Corour station, after permission has been given to proceed into the advanced section, where he will board it after closing the signal box. (17/11/85)

Page 64

Add:- BETWEEN CRIANLARICH AND DALMALLY

Drivers of all trains between Crianlarich and Dalmally will be issued with a radio for the purpose of obtaining permission to proceed beyond the Stop board on the Up branch line at Crianlarich. The driver of an Up branch train must not proceed beyond the Stop board unless he has obtained the permission of the signalman at Crianlarich.

In the event of radio communication not being possible, drivers must stop at the Stop board and telephone the signalman at Crianlarich for permission to proceed.

The radios will be issued by, and must be returned to the signalman at Crianlarich and Dalmally, as appropriate, and must not be carried beyond these points. (1/12/85)

Page 68

OXWELLMAINS APCM SIDINGS

Add:-

Propelling movements from the Down Sidings - Trains being propelled must be limited to 10 vehicles loaded or 20 vehicles empty and must have at least 3 hand brakes applied in accordance with the Rule Book Section H, clause 8.5.2.

The Leading Railman at Oxwellmains must advise the signalman at Edinburgh Signalling Centre of the propelling movement proposed and must not authorise the APCM staff to commence such movement until he is positioned at the Down sidings exit signal ED807, that signal is exhibiting a proceed aspect and an assurance has been received from the APCM staff that the necessary handbrakes have been applied. (7/12/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 71

Calton North and South tunnels - Down line Marker lights

Delete:-

Final Paragraph

(30/11/85)

Page 75

Add:-

Propelling from Millerhill SDR Trains propelling from the South Down reception lines towards the stop board on the No.2 departure line must not exceed 14 S.L.U.s (19/10/85)

Pages 77/78

Delete:- GRANTON EAST and relative instructions

Page 78

Delete :- BETWEEN GRANTON EAST AND GRANTON GAS WORKS and relative instructions (19/1/86)

Page 81

DUNDEE TAY BRIDGE

Add:-

Dundee West Yard - When the yard is unstaffed the train crew, before being authorised to proceed from the West Reception line to the West Yard, will be advised by the signaller of the situation. Under such circumstances the guard or person in charge of the train must carry out the duties of shunters as shown in Rule Book, Section J, clause 3. (23/11/85)

Page 89

THORNTON YARD

Add:-

Departing trains - West End - Trainmen of locomotives or trains leaving the yard at the West end must inform the Area Freight Assistant, by telephone located adjacent to the notice boards, or by the telephone located between sidings 15 and 16, the destination of the locomotive or train.

The locomotive or train must be not moved forward beyond the appropriate notice board until the permission of the Area Freight Assistant has been obtained.

The notice boards must be considered as controlling all departing movements from the West departure line and sidings 1-17 inclusive. (7/12/85)

Pages 98,99,100,101 and 102

Delete ALL information and ADD:-

INVERNESS TO WICK
DINGWALL TO KYLE OF LOCHALSH
GEORGEMAS JN TO THURSO

Headlights - Every locomotive working over the above lines must be fitted with a searchlight type headlight and drivers must ensure that these are illuminated at all times.

Period during which heating must be applied - In addition to the instructions shown in the General Appendix, heating must be provided on trains running on the above lines until 14th June, also when required on cold days between that date and 30th September.

Hand Trolleys - Referring to Section S of the Rule Book, clause 3.2.2. Protection of the Trolley by possession of the token is not permitted on the above lines.

Special Authority Cards - Cancelled special authority cards referred to in clause 4.1.2 and 6.2.2 of the instructions "Single Lines Worked by Radio Electronic Token Block - Instructions to Trainmen and Others Concerned" must be delivered to the signaller at Dingwall as soon after cancellation as possible.

Train Crew Manual BR33056/99 RETB - Paragraph All on Page 17 is modified as shown in clauses 3.2.2 and 3.2.3 of the instructions "Single Lines Worked by the Radio Electronic Token block System - Instructions to Trainmen and Others concerned".

Pages 98,99,100,101 and 102 - Add - continued

Changing locomotives from one train to another at crossing loops - In the event of it becoming necessary to switch the locomotives of Down and Up trains at a crossing loop, the following procedure must be adopted:-

The signalman must reach a clear understanding with the drivers of both trains as to what is to be done.

Both trains must be positioned on their respective approaches to the crossing loop at the 'Points Set' indicator. The tokens of both trains must be returned. A 'Shunt' token will be issued to the locomotive of the Down train after which the driver of that locomotive will be given permission to proceed to the Down loop stop board. The driver must inform the signalman of his arrival at the Down loop stop board.

The locomotive of the Up train will then be given permission to proceed on to the Up loop. Thereafter, both locomotives may proceed forward beyond the crossing loop stop boards to the trains and draw them into the appropriate loop line.

The drivers must inform the signalman when the trains are correctly positioned in the crossing loop. The 'Shunt' token must then be returned. The radio numbers must be changed and tokens will then be issued in the normal manner.

Changing leading locomotive of a double headed train to a single headed train at a crossing loop - In the event of it becoming necessary to transfer the leading locomotive of a double headed train to the front of a single headed train travelling in the opposite direction, the following procedure must be adopted:-

The signalman must reach a clear understanding with the drivers of both trains as to what is to be done.

The single headed train must be stopped at the 'Points Set' indicator, retaining the token, and the double headed train run to the crossing loop where it's token will be recovered and the radio number of the second locomotive requested by the signalman. The leading locomotive must then be uncoupled and, when given permission by the signalman, proceed beyond the stop board without a token and couple to the single headed train after which that train will be authorised to draw into the crossing loop where the token must be returned and the radio number changed to that of the leading locomotive.

Tokens will be issued to each train in the normal manner when both trains have arrived in the crossing loop and the radio number has been changed for the train concerned.

Crossing Loop points - Trains and vehicles must not be brought to a stand on crossing loop points. Should a train or vehicle, in emergency, be brought to a stand on such points, any further movement must be made in the same direction.

Before Engineers' machines and road/rail vehicles pass over crossing loop points in the trailing direction, the points must be set, clamped and scotched in the required position.

Class 9 trains - The driver of a Class 9 train must exchange hand signals with the guard before returning a token.

Length of trains - If the length of a train commencing a journey exceeds the length shown below, the driver must so advise the signalman in accordance with clause 3.2.1 of the instructions "Single lines worked by the Radio Electronic Token Block System - Instructions to Trainmen and others concerned".

Inverness to Wick	- 38 S.L.U.
Dingwall to Kyle of Lochalsh	- 36 S.L.U.
Georgemas Jn to Thurso	- 38 S.L.U.

DINGWALL

Authority for Down trains to proceed - Provided the driver has received the appropriate token, the authority to proceed towards Invergordon or Garve will be the clearing of the appropriate section signal or permission to pass that signal at danger, at Dingwall.

Shunting at North end - When requesting a "Shunt" token, the driver and signalman must come to a clear understanding as to whether shunting is to be carried out on the main line to Invergordon or the branch line to Garve. A Dingwall "Shunt" token does not apply to the single line towards Muir of Ord.

INVERGORDON

Harbour branch - Trains worked over this branch must travel as slowly as possible to exchange points and locomotives must not pass the notice board. Men carrying red flags must stop the road traffic at the level crossing before allowing the trains to pass over the crossing.

Coal sdgs - BR locomotives are prohibited from working over these sidings.

British Aluminium Co. Works sdgs. - The speed of trains on the siding lines must not exceed 4 mph. When a train requires to enter the firm's premises, the gatekeeper will ensure the gates are open to rail traffic.

A member of BR staff will conduct all train movements within the sidings and will stop road movements at the various level crossings.

A notice board worded 'Stop. Await authority to enter liquified petroleum sidings' is positioned on left of drivers before reaching LPG sidings security gate. The liquified petroleum gas tank discharge sidings are protected by a security gate upon both siding lines and the security gate-keeper will open the gates as required for rail movements. Due to fire risk, train or locomotive oil lit lamps must be extinguished and deposited on the post provided with brackets for this purpose before entering the sidings. Similarly trainmen and other staff must deposit matches, cigarette lighters, etc., in the security boxes provided. British Railways Bardic handlamps and torches must also be deposited before entering the sidings and a 'Safe' type of handsignal lamp obtained from the security gate-keeper.

Clearances within the LPG sidings are restricted and trainmen must observe caution when working therein. Drivers must not put their heads outside the locomotive cab.

Colour light signals capable of exhibiting a red or green aspect are provided at the following locations:-

- (1) At Southwest corner of the casting shop.
- (2) At the beginning of the canopy over the loading dock.
- (3) Midway along the canopy.

Trains must not be permitted to enter the casting shop unless the signals exhibit a green aspect.

BETWEEN INVERGORDON AND FEARN

Intermediate sdgs - When a train at an intermediate siding requires to proceed to another intermediate siding, it must be in possession of a "Trip" token. The driver must advise the signalman of his arrival at each intermediate siding and obtain the signalman's permission to depart from the intermediate siding.

When a train in possession of a "Trip" token requires to proceed to a token exchange point, the "Trip" token must be returned. The appropriate "Intermediate siding" token will be issued.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued
Pages 98,99,100,101 and 102 - Add - continued

GEORGEMAS JN

RCE sdg - This siding must only be used by Engineer's machines. When a movement requires to be made to or from this siding, the person in charge of the movement must advise the signalman what is required.

A scotch block is provided at the exit from the siding and the person in charge must ensure that it is removed before a movement from the siding commences, and is replaced after a machine has been stabled.

RCE sdg loop - Vehicles must not be stabled on this loop.

BETWEEN GEORGEMAS JN AND WICK

Single line block section - The Down direction single line block section is defined as the line between the stop board at Georgemas Jn and the designated line buffer stop at Wick.

WICK

Station Limits - "Station Limits" is defined as the line between the "Station Limits" board and the buffer stops.

Stabling of vehicles - One bogie vehicle fitted with a hand brake may be stabled in the Main Road provided the hand brake is fully applied and the vehicle is scotched. A red flag during daylight and a red lamp during darkness or fog or falling snow must be exhibited on the Georgemas end of the vehicle so that it will be visible to the driver of an approaching train. Drivers approaching Wick must ensure that they have their train under such control as will enable them to stop short of any vehicle which may be standing in the Main Road.

BETWEEN STRATHCARRON AND KYLE OF LOCHALSH

Single line block section - The Down direction single line block section is defined as the line between the stop board at Strathcarron and the designated line buffer stop at Kyle of Lochalsh.

KYLE OF LOCHALSH

Station Limits - "Station Limits" is defined as the line between the "Station Limits" board and the buffer stops.

Shunting - Drivers, shunters and others concerned, must exercise the utmost care when carrying out shunting operations at the pier at Kyle of Lochalsh. The locomotive must not be detached from the wagons or other vehicles when moving towards the pierhead until they are brought to a stand and the hand brakes applied.

BETWEEN GEORGEMAS JN AND THURSO

Branch line stop boards - Movement of an Up direction train from Thurso beyond the Up branch stop board at Georgemas Jn must only be carried out with a "Shunt" token.

Movement of a Down direction train to Thurso towards the Down branch stop board at Georgemas Jn must only be carried out with a "Shunt" token.

Single line block section - The Down direction single line block section is defined as the line between the Down branch stop board at Georgemas Jn and the designated line buffer stop at Thurso.

THURSO

Station Limits - "Station Limits" is defined as the line between the "Station Limits" board and the buffer stops.

Dock Line - The Dock line must not be used for passenger traffic.

Stabling of vehicles - One bogie vehicle fitted with a hand brake may be stabled in the Main line platform provided the hand brake is fully applied. A red flag during daylight and a red lamp during darkness or fog or falling snow must be exhibited on the Georgemas end of the vehicle so that it will be visible to the driver of an approaching train. Drivers approaching Thurso must ensure that they have their trains under such control as will enable them to stop short of any vehicle which may be standing in the Main line platform. (15/12/85)

=====

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
MISCELLANEOUS INSTRUCTIONS - continued

WEST HIGHLAND AND OBAN LINES

Prior to commissioning of Radio Electronic Token Block signalling on the above lines of route, crossing loops will be progressively converted to final RETB specifications. This will entail the removal of all existing signals, with the exception of the reflectorised distant boards, and provision of train - operated loop points, "Points Set" indicators, Stop boards and "Loop Clear" markers. Electric Token Block working will continue to apply meantime.

It should be noted that, so far as Corroul is concerned, train - operated points "Points Set" indicators and "Loop Clear" markers have not been installed. Instead, stop boards have been provided and the loop points converted to ground frame operation. Electric Token Block working will continue to apply.

In this connection, additions and modifications to the Sectional Appendix, Section 3 and the General Appendix instructions "Single Lines Worked by Electric Token - Instructions to Trainmen" will apply and will be published herein.

Details of all such loop conversions will be published in the usual manner together with a supporting sketch outlining the arrangements.

As of this date, the undernoted crossing loops have been converted:-

Garelochhead
 Glen Douglas
 Arrochar and Taret
 Ardlui
 Crianlarich
 Tyndrum Upper
 Bridge of Orchy
 Rannoch
 Corroul
 Dalmally

Amended (9/2/86)

BANAVIE STATION - The Mallaig end of Banavie platform has been shortened by 17 yards.
 (MR/NOT3A)(26/1/86)

STRATHCLYDE MANNING ARRANGEMENTS

FROM 10 FEBRUARY, 1986 Electric Multiple Units will be progressively fitted with Radios in the cabs, prior to the introduction of the SMA.

Will all Drivers/Guards please ensure that the Radio key pads are not used/depressed until further advised, as any interference will effect the training now being carried out with Drivers/Signalmen.
 (MR/NOT3A)(10/2/86)



No.60

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 15 FEBRUARY
to
FRIDAY 21 FEBRUARY 1986
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BRORA - The open level crossing operated by plungers has been converted to an Automatic Open Crossing (locally monitored) as described in Section 7 of the General Appendix.

The following signs and equipment have been provided :-

Up Direction

A plunger, only to be operated for shunting movements to the single line, housed in a lockfast cupboard on the same post as the Up "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED" sign, key held by station staff.

A 10/15 mph speed restriction sign on the left of drivers, 160 yards from the crossing.

A white light, situated on the left of drivers, 5 yards from the crossing.

Down Direction

A 10/15 mph speed restriction sign, on the left of drivers, 150 yards from the crossing.

A white light, situated on the left of drivers, 5 yards from the crossing.

The existing Up and Down marker boards, plungers, white lights and stop boards have been removed.

The existing Up and Down Advance Warning Boards are retained.


Crossing illumination is provided by means of lamp units, situated on the same posts as the drivers white lights. The crossing illumination is operated automatically day and night. (61)

STRATHCARRON LC - A notice board worded "STOP - FIRST OBTAIN TOKEN AND PERMISSION TO PROCEED THEN PRESS PLUNGER. OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" and associated Driver's plunger has been provided for Down direction movements on the Up line, on the right of drivers, 20 yards from the crossing.

A white light is provided, on the right of drivers, 5 yards from the crossing. (62)


DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 15 FEBRUARY - BETWEEN KILMARNOCK AND BARASSIE - The amendment to the speed restrictions as shown in Section D of this Notice applies. (63)

SUNDAY 16 FEBRUARY - BATHGATE CENTRAL - The Down home signal and associated  sign will be removed.

The Down line at the Newbridge end of the hand worked trailing crossover will be severed and shed across into the former Up line to meet the crossover in the facing direction.

The former Down line hand worked connection will be secured out of use for movements along the realigned Down line, pending removal.

A double-sided notice board and telephone with  sign will be provided on the left of drivers in the Down direction, 66 yards from the hand worked facing connection, worded as follows :-

Facing Newbridge - "STOP - END OF BLOCK SECTION. COMMENCEMENT OF YARD WORKING TELEPHONE FOR INSTRUCTIONS".

Facing Bathgate - "END OF YARD WORKING. COMMENCEMENT OF BLOCK SECTION". (63)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 16 FEBRUARY - TAYNUILT - All existing signals with the exception of the reflectorised distant boards will be removed.

The Up reflectorised distant board will be re-positioned 647 yards nearer the signalbox and the AWS moved accordingly.

The points at the connection single line to loop line at the North and South ends will be converted to be train operated.

Up trains will run on the Up line.
 Down trains will run on the Down line.

The trailing connection, Down Loop to RCE siding will be controlled by a three lever ground frame, released by Annett's Key, which will be retained by the signalman.

Additional notice boards will be provided, on the left of drivers (except as where indicated) for the direction to which they apply, and positioned as follows :-

Yellow "Proceed" light with Reflectorised "Points Set" sign.

Up direction - 50 yards from facing connection to the Up loop.
 Down direction - 50 yards from facing connection to the Down loop (on right of drivers).

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed".

Up direction - approaching the Up loop exit connection.
 Down direction - approaching the Down loop exit connection (on right of drivers).
 - approaching the exit from the R.C.E. siding.

Reflectorised "Station Limits - Loop Clear" boards.

Positioned 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on Page C5. (63)

DETAILS OF WORK ALREADY CARRIED OUT

TERMINUS JUNCTION - The trailing connection between the Up Clydesdale line and the General Terminus branch single goods line has been removed and all associated signals disconnected. (62)

KNOCKSHINNOCH NCB DISPOSAL PLANT - A ground frame operated derailer has been provided on the bunker line between the notice board worded 'STOP - ENGAGE SLOW SPEED CONTROL' and the Weigh Rail Sensors. (62)

BETWEEN AYR (PA) AND AYR - The Down line PSR between 40m31ch and 40m42ch has been increased to 40mph.

SECTION D OF THIS NOTICE APPLIES. (61)

* * BETWEEN GARTSHERRIE SOUTH JN AND COATBRIDGE JN - The Up Slow line which was previously * secured out of use to enable construction work to take place, has been re-opened to traffic.

The relative item on page 40 of PON 50D is consequently CANCELLED. (60)

BETWEEN NEWBRIDGE JN AND BATHGATE - The Up line in the vicinity of 29m20ch, has been severed and the Down line, between 29m20ch and 28m53ch, slued into the Up line. At the latter location the Down line connects into the Up line at a connection previously laid in on the Up line and which is secured out of use for movements on the Down line (temporary single line). (61)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

GARELOCHHEAD - All existing signals have been removed, with the exception of the reflectorised distant boards.

The points at the connection single line to loop line at the North and South ends have been converted to be train operated.

Up trains run on the Up line.

Down trains run on the Down line.

The trailing connection, Down Loop to R.C.E. Siding is controlled by a three lever ground frame, released by Annett's Key, which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "proceed" light with Reflectorised "Points Set" sign.

Up direction - 50 yards from facing connection to the Up loop.

Down direction - 50 yards from facing connection to the Down loop.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed".

Up direction - approaching the Up loop exit connection.

Down direction - approaching the Down loop exit connection.
 - approaching the exit from the R.C.E. siding.

Reflectorised "Station Limits - Loop Clear" Boards positioned 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on page C6. (61)

* * GLEN DOUGLAS - All existing signals, with the exception of the reflectorised distant
 * boards have been removed.

The points at the connections single line to loop lines at the North and South ends have been converted to be train operated.

Up trains run on the Up loop.

Down trains run on the Down loop.

The connection, single line to siding are controlled by a three lever ground frame released by Annett's Key, which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows :-

Yellow "proceed" light with reflectorised "points set" sign

Up direction - 50 yards from facing connection to Up loop

Down direction - 50 yards from facing connection to Down loop

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed"

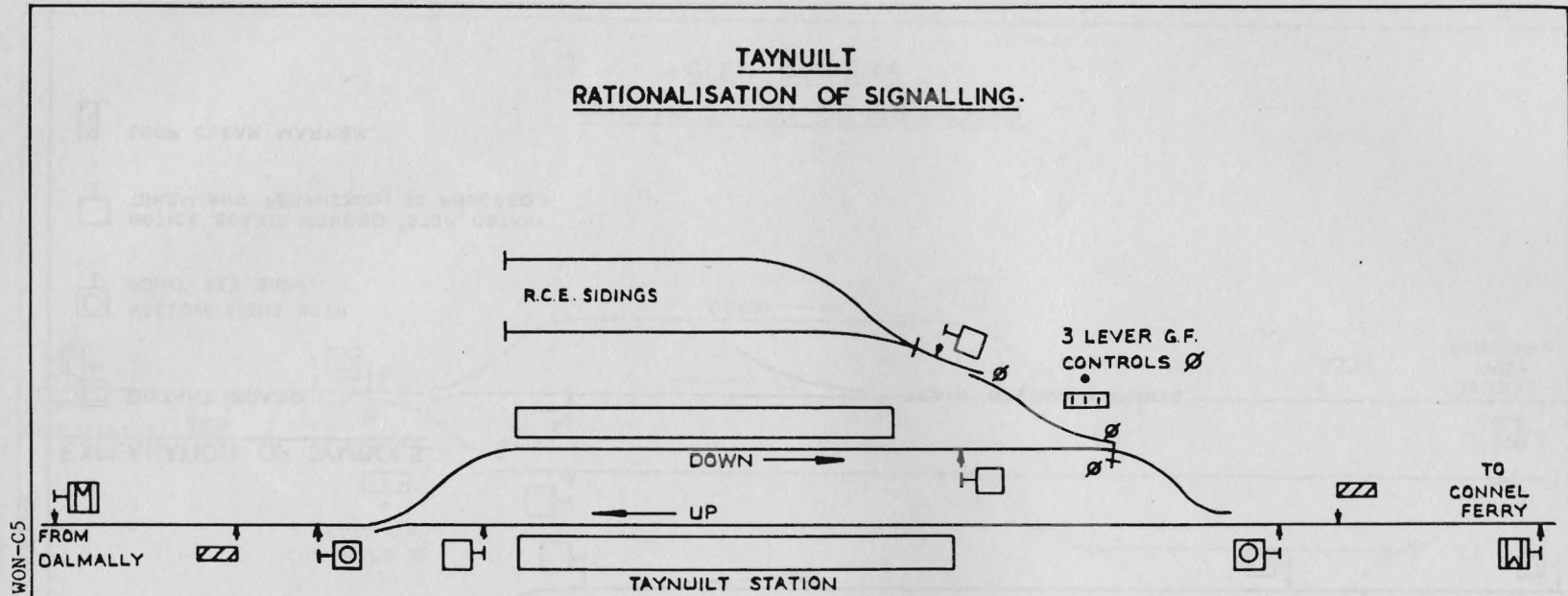
Up direction - approaching the Up loop exit connection

Down direction - approaching the Down loop exit connection sidings
 - approaching the exit from the RCE sidings

Reflectorised "Station Limits - Loop Clear" boards positioned 300 yards beyond the loop connections.





A sketch of the permanent way layout and notice boards is shown on page C7. (60)

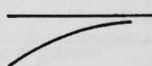

TAYNUILT
RATIONALISATION OF SIGNALLING.



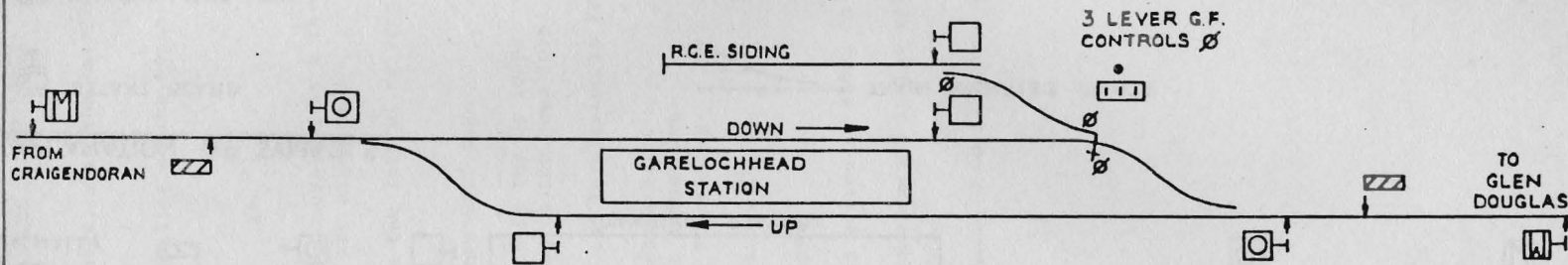
WON-C5

EXPLANATION OF SYMBOLS.

-  DISTANT BOARD
-  YELLOW LIGHT WITH POINT SET SIGN
-  NOTICE BOARD WORDED "STOP. OBTAIN TOKEN AND PERMISSION TO PROCEED"
-  LOOP CLEAR MARKER.


-  TRAIN OPERATED POINTS.
-  HAND OPERATED POINTS.

GARELOCHHEAD
RATIONALISATION OF SIGNALLING.




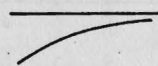
EXPLANATION OF SYMBOLS.

 DISTANT BOARD

 YELLOW LIGHT WITH POINT SET SIGN.

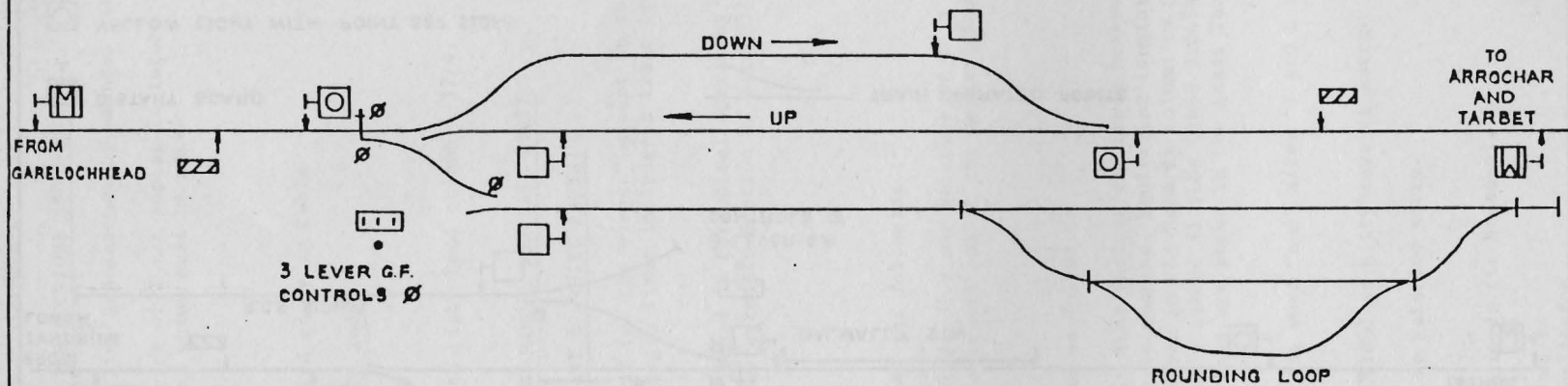
 NOTICE BOARD WORDED "STOP. OBTAIN TOKEN AND PERMISSION TO PROCEED"

 LOOP CLEAR MARKER.

 TRAIN OPERATED POINTS.

MON-66

**GLEN DOUGLAS
RATIONALISATION OF SIGNALLING.**



EXPLANATION OF SYMBOLS.



DISTANT BOARD



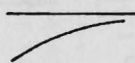
YELLOW LIGHT WITH
POINT SET SIGN.



NOTICE BOARD WORDED "STOP OBTAIN
TOKEN AND PERMISSION TO PROCEED."



LOOP CLEAR MARKER



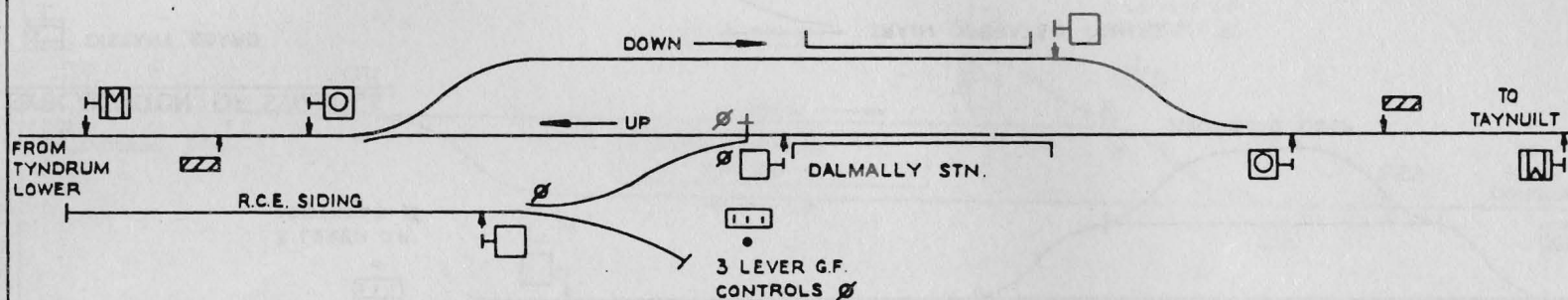
TRAIN OPERATED POINTS





HAND OPERATED POINTS.


DALMALLY
RATIONALISATION OF SIGNALLING.


WON-CB



 DISTANT BOARD

 YELLOW LIGHT WITH POINT SET SIGN.

 NOTICE BOARD WORDED "STOP. OBTAIN TOKEN AND PERMISSION TO PROCEED"

 LOOP CLEAR MARKER.

 TRAIN OPERATED POINTS.



No.61

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 22 FEBRUARY
to
FRIDAY 28 FEBRUARY 1986
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

J M SUMMERS
REGIONAL OPERATIONS MANAGER

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 23 FEBRUARY - BETWEEN CRAIGENDORAN AND SPEANBRIDGE AND CRIANLARICH AND OBAN - The signed numbered shunt cards at crossing loops converted to RETB specification will be replaced by a "shunt token". The "shunt token" will be approximately 6" x 8½" and will clearly show the name of the crossing loop and the single line which may be occupied towards the loop clear marker board for shunting purposes.
SEE SECTION D OF THIS NOTICE

(64)

SUNDAY 23 FEBRUARY - TULLOCH - All existing signals will be removed, with the exception of the reflectorised distant boards.

The points at the connection single line to loop line at the North and South ends will be converted to be train operated.

Up trains will run on the Up line.

Down trains will run on the Down line.

The trailing connection, Up loop to RCE Siding will be controlled by a three level ground frame, released by Annet's Key, which will be retained by the signalman.

Additional notice boards will be provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "proceed" light with Reflectorised "Points Set" sign.

Up direction - 50 yards from facing connection to the Up loop.

Down direction - 50 yards from facing connection to the Down loop.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed".

Up direction - approaching the Up loop exit connection.
- approaching the exit from the R.C.E. siding.

Down direction - approaching the Down loop exit connection.

Reflectorised "Station Limits - Loop Clear" boards.

Positioned 300 yards beyond the West end loop connection.

Positioned 344 yards beyond the East end loop connection.

A sketch of the permanent way layout and notice boards is shown on page C5.

(64)

DETAILS OF WORK ALREADY CARRIED OUT

TERMINUS JUNCTION - The trailing connection between the Up Clydesdale line and the General Terminus branch single goods line has been removed and all associated signals disconnected.

(62)

KNOCKSHINNOCH NCB DISPOSAL PLANT - A ground frame operated derailer has been provided on the bunker line between the notice board worded 'STOP - ENGAGE SLOW SPEED CONTROL' and the Weigh Rail Sensors.

(62)

BETWEEN KILMARNOCK AND BARASSIE - The amendment to the speed restrictions as shown in Section D of this Notice applies.

(63)


SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN AYR (PA) AND AYR - The Down line PSR between 40m31ch and 40m42ch has been
 * increased to 40mph.

SECTION D OF THIS NOTICE APPLIES.


(61)

* * BETWEEN NEWBRIDGE JN AND BATHGATE - The Up line in the vicinity of 29m20ch, has been
 * severed and the Down line, between 29m20ch and 28m53ch, slued into the Up line. At the
 latter location the Down line connects into the Up line at a connection previously laid in
 on the Up line and which is secured out of use for movements on the Down line (temporary
 single line). (61)

BATHGATE CENTRAL - The Down home signal and associated  sign have been removed.

The Down line at the Newbridge end of the hand worked trailing crossover has been severed
 and slued across into the former Up line to meet the crossover in the facing direction.

The former Down line hand worked connection has been secured out of use for movements
 along the realigned Down line, pending removal.

A double-sided notice board and telephone with  sign has been provided on the left of
 drivers in the Down direction, 66 yards from the hand worked facing connection, worded as
 follows :-

Facing Newbridge - "STOP - END OF BLOCK SECTION. COMMENCEMENT OF YARD WORKING TELEPHONE
 FOR INSTRUCTIONS".

Facing Bathgate - "END OF YARD WORKING. COMMENCEMENT OF BLOCK SECTION". (63)

* * GARELOCHHEAD - All existing signals have been removed, with the exception of the
 * reflectorised distant boards.

The points at the connection single line to loop line at the North and South ends have
 been converted to be train operated.

Up trains run on the Up line.

Down trains run on the Down line.

The trailing connection, Down Loop to R.C.E. Siding is controlled by a three lever ground
 frame, released by Annett's Key, which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to
 which they apply, and positioned as follows:-

Yellow "proceed" light with Reflectorised "Points Set" sign.

Up direction - 50 yards from facing connection to the Up loop.

Down direction - 50 yards from facing connection to the Down loop.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed".

Up direction - approaching the Up loop exit connection.

Down direction - approaching the Down loop exit connection.
 - approaching the exit from the R.C.E. siding.

Reflectorised "Station Limits - Loop Clear " Boards positioned 300 yards beyond the loop
 connections.

A sketch of the permanent way layout and notice boards is shown on page C6. (61)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

DALMALLY - All existing signals have been removed, with the exception of the reflectorised distant boards.

The points at the connection single line to loop line at the North and South ends have been converted to be train operated.

Up trains run on the Up line.
 Down trains run on the Down line.

The facing connection, Up Loop to RCE Siding is controlled by a three lever ground frame, released by Annett's Key, which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "proceed" light with Reflectorised "Points Set" sign.

Up direction - 50 yards from facing connection to the Up loop.
 Down direction - 50 yards from facing connection to the Down loop.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed".

Up direction - approaching the Up loop exit connection.
 Down direction - approaching the Down loop exit connection.
 approaching the exit from the RCE siding.

Reflectorised "Station Limits - Loop Clear" boards.

Positioned 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on page C7.

(62)

TAYNULLT - All existing signals with the exception of the reflectorised distant boards have been removed.

The Up reflectorised distant board has been re-positioned 647 yards nearer the signalbox and the AWS moved accordingly.

The points at the connection single line to loop line at the North and South ends have been converted to be train operated.

Up trains run on the Up line.
 Down trains run on the Down line.

The trailing connection, Down Loop to RCE siding is controlled by a three lever ground frame, released by Annett's Key, which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers (except as where indicated) for the direction to which they apply, and positioned as follows :-

Yellow "Proceed" light with Reflectorised "Points Set" sign.

Up direction - 50 yards from facing connection to the Up loop (on right of drivers).
 Down direction - 50 yards from facing connection to the Down loop..

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed".

Up direction - approaching the Up loop exit connection.
 Down direction - approaching the Down loop exit connection.
 - approaching the exit from the R.C.E. siding.

Reflectorised "Station Limits - Loop Clear" boards.

Positioned 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on Page C8.

(63)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN LOCHEND JN AND BONNINGTON SOUTH - The amendments to the speed restrictions as shown in Section D of this Notice apply. (61)

* * BETWEEN HAYMARKET WEST AND ABERDEEN - The amendments to the speed restrictions as shown in Section D of this Notice apply. (61)

* * BRORA - The open level crossing operated by plungers has been converted to an Automatic Open Crossing (locally monitored) as described in Section 7 of the General Appendix.

The following signs and equipment have been provided :-

Up Direction

A plunger, only to be operated for shunting movements to the single line, housed in a lockfast cupboard on the same post as the Up "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED" sign, key held by station staff.

A 10/15 mph speed restriction sign on the left of drivers, 160 yards from the crossing.

A white light, situated on the left of drivers, 5 yards from the crossing.

Down Direction

A 10/15 mph speed restriction sign, on the left of drivers, 150 yards from the crossing.

A white light, situated on the left of drivers, 5 yards from the crossing.

The existing Up and Down marker boards, plungers, white lights and stop boards have been removed.

The existing Up and Down Advance Warning Boards are retained.

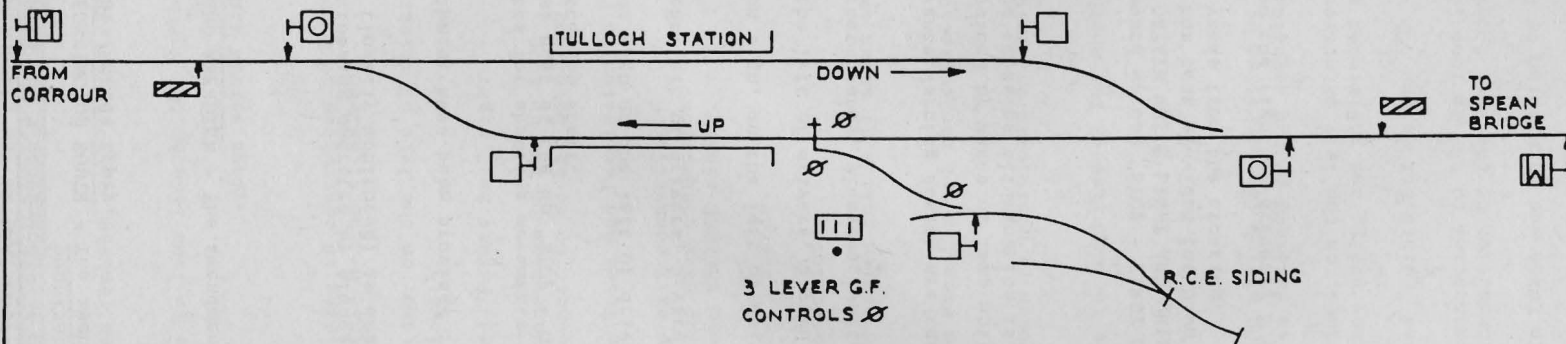
Crossing illumination is provided by means of lamp units, situated on the same posts as the drivers white lights. The crossing illumination is operated automatically day and night. (61)

STRATHCARRON LC - A notice board worded "STOP - FIRST OBTAIN TOKEN AND PERMISSION TO PROCEED THEN PRESS PLUNGER. OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" and associated Driver's plunger has been provided for Down direction movements on the Up line, on the right of drivers, 20 yards from the crossing.

A white light is provided, on the right of drivers, 5 yards from the crossing. (62)





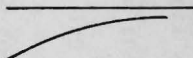
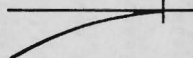
TULLOCH

RATIONALISATION OF SIGNALLING.

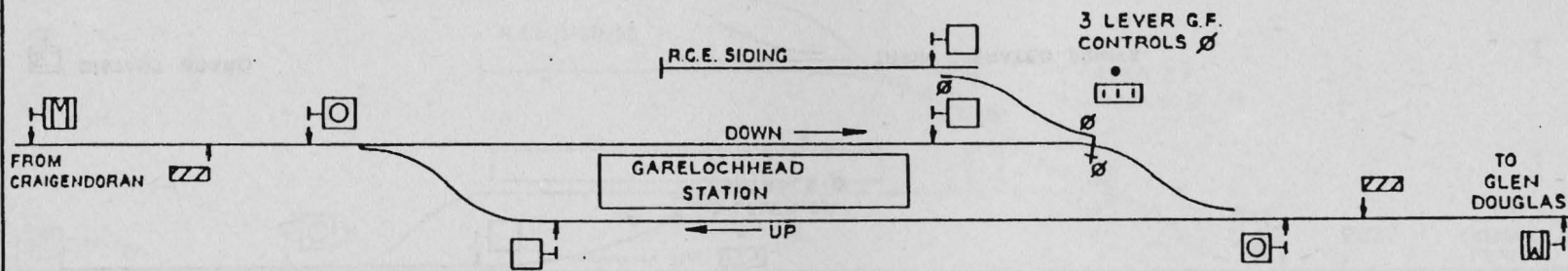


WON-C5

EXPLANATION OF SYMBOLS


- | | |
|--|--|
| <p> DISTANT BOARD</p> <p> YELLOW LIGHT WITH POINT SET SIGN.</p> <p> NOTICE BOARD WORDED "STOP. OBTAIN TOKEN AND PERMISSION TO PROCEED"</p> <p> LOOP CLEAR MARKER</p> | <p> TRAIN OPERATED POINTS.</p> <p> HAND OPERATED POINTS.</p> |
|--|--|

GARELOCHHEAD
RATIONALISATION OF SIGNALLING.




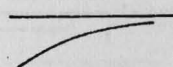
EXPLANATION OF SYMBOLS.

 DISTANT BOARD

 YELLOW LIGHT WITH
POINT SET SIGN.

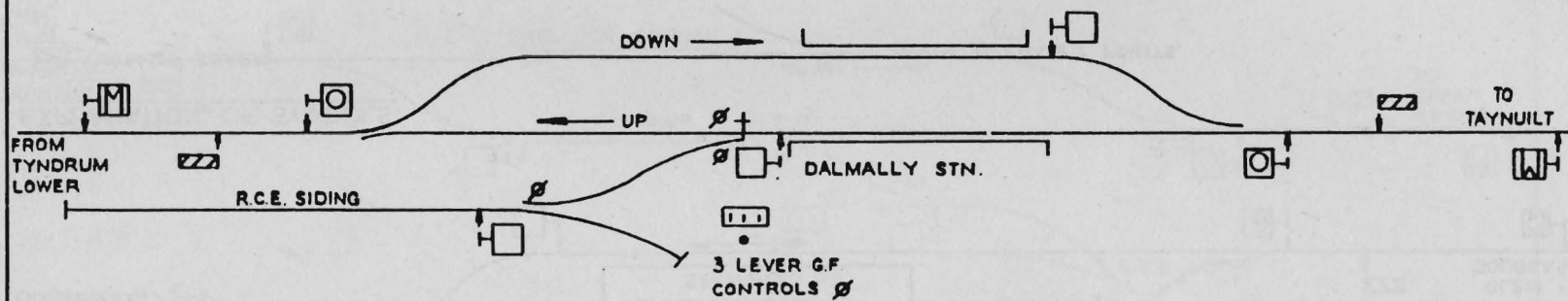
 NOTICE BOARD WORDED "STOP. OBTAIN
TOKEN AND PERMISSION TO PROCEED"


 LOOP CLEAR MARKER.


 TRAIN OPERATED POINTS.


DALMALLY
RATIONALISATION OF SIGNALLING.


WON-67

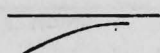


 DISTANT BOARD

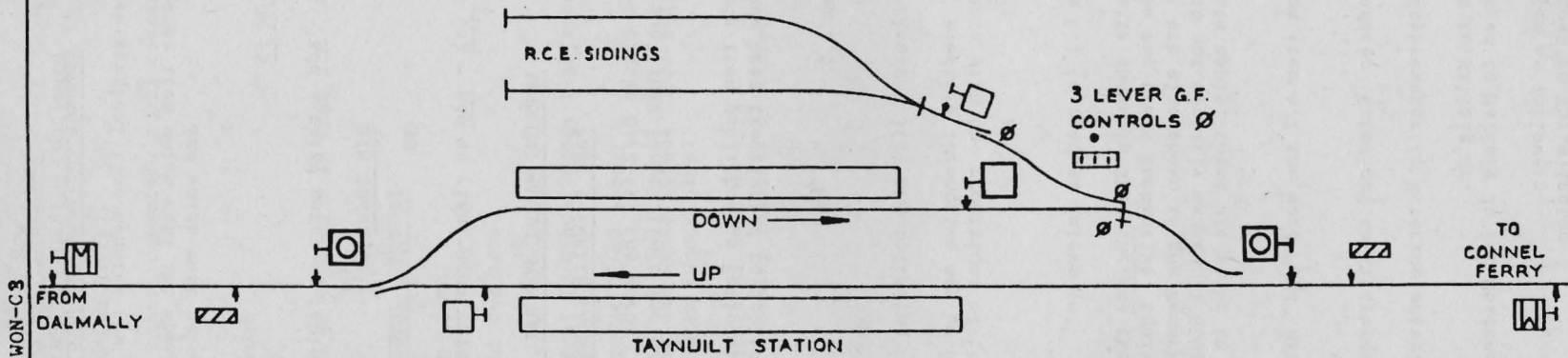
 YELLOW LIGHT WITH POINT SET SIGN.

 NOTICE BOARD WORDED "STOP. OBTAIN TOKEN AND PERMISSION TO PROCEED"

 LOOP CLEAR MARKER.


 TRAIN OPERATED POINTS.


TAYNUILT
RATIONALISATION OF SIGNALLING.





WON-C3

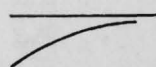
EXPLANATION OF SYMBOLS.


 DISTANT BOARD

 YELLOW LIGHT WITH POINT SET SIGN

 NOTICE BOARD WORDED "STOP. OBTAIN TOKEN AND PERMISSION TO PROCEED"

 LOOP CLEAR MARKER.

 TRAIN OPERATED POINTS.

 HAND OPERATED POINTS.

SECTION DGENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

GENERAL APPENDIX - SECTION 15

Page 15.17 - Clause 25.2 - Add a third entry in table :-

<u>Locomotive Class</u>	<u>ETH Index</u>
37/4	30

Page 15.19 - Clause 25.4 (d) - Add to right-hand column - 37/4. (MR/NOT3A)(15/2/86)

WORKING MANUAL FOR RAIL STAFFPART 6 (WHITE PAGES)

Page B3 Delete from clause B1/2 (v) the words "(except in the Scottish Region where the published length limit includes a train brake van when provided)."

(This amends item published in Periodical Operating Notice No.58D. This item has now been transferred to Section H, page H5).

(MPF/491/P) (8/2/86)

Page H2 Delete item 1.5

(MPF/491/CA) (8/2/86)

Page H3 Add after clause 2.3(4) the following :-

- (5) One "dead" electric locomotive may be conveyed on a Class 6, 7 or 8 train in accordance with the provisions of the General Appendix, page 2.9, clause 1.5.

(MPF/491/CA) (8/2/86)

Page H5 Amend item 4.1 to read as follows :-

Length limits shown in SLUs include the train brakevan (where required) but exclude the train locomotive. Equivalent lengths in feet (ft) and metres (m) are also shown in the Remarks column in the Loads Tables. Trains must not normally exceed 71 SLUs (1490 ft/454m). Where higher or lower limits apply, these are shown in the Loads Tables.

(MPF/491/CA) (8/2/86)

Page H5 Delete from item 4.2 the word "and" after "7 and 8 trains".

(MPF/491/CA) (8/2/86)

Page H12 Delete Aberdeen (Waterloo) to Kittybrewster entry.

Page H38 Delete Kittybrewster to Waterloo entry.

Page H105 6S56 Blyth to Mallaig Jn.
Amend to read to Mallaig Jn (to Mossend).

(MPF/491/CA)(15/2/86)

Page 106 Add new item as follows:-
6E56 Gartcosh to Thrislington
Route Availability - 9
Contract Tonnage - MTY

19 empty FPAs conveying empty containers - any Class of Locomotive.
Amended (MPF/491/CA)(8/2/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
WORKING MANUAL FOR RAIL STAFF - PART 6 (WHITE PAGES) - continued

<u>Page H110</u>	6S56 Mossend to Mallaig Jn (ex Blyth). Amend loads to read :- Class 37 = 500, 37 + any other locomotive = 525 tonnes <u>trailing</u> load. (MPF/491/CA)(15/2/86)
<u>Page 115</u>	Add new item as follows:- 6S54 Thrislington to Gartcosh Route Availability - 9 Contract Tonnage - 713 Max. Load for Class 37, 45 or 47 Loco = 19 FPAs (MPF/491/CA) (20/1/86)

SECTIONAL APPENDIX

SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

		Page number relating Table A
List of lines in sequence used throughout the book		
<u>Page 2</u>	<u>Delete</u> Terminus Jn to General Terminus (Goods line entry)	(9/2/86)
<u>Page 3</u>	<u>Delete</u> Sheepford Branch (Goods line) entry	(30/11/85)
<u>Page 4</u>	<u>Amend</u> Lochend Jn to Granton Gas Works (Goods Line) entry to read :- Lochend Jn to Bonnington South (Goods Line).	(19/1/86)
<u>Page 11</u>	<u>Add</u> to list of level crossings at foot of page. A.O.C.R. - Automatic Open Crossing remotely monitored.	(22/9/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks	
		M	Ch	Down	Up		At or between
Page 14	<u>CARLISLE TO GLASGOW CENTRAL</u>						
	<u>Between Caldw Jn and Kingmoor</u>						
	<u>Add:-</u>			<u>20</u>	<u>20</u>	<u>Up and Down goods lines</u> <u>2m10ch and 2m17ch.</u>	(14/12/85)
Page 16	<u>Delete all information and Add :-</u>						
	Gretna Jn (See Page 35)	8	57	<u>50</u>		<u>Through jn to Annan.</u>	
					<u>100</u>	<u>9m70ch and 6m07ch.</u>	
					<u>100</u>	<u>9m15ch and 9m70ch.</u>	
				<u>95</u>	<u>95</u>	<u>9m70ch and 10m37ch.</u>	
	Quintinshill	10	13	<u>40</u>		<u>Entering, over and leaving DPL.</u>	DPL 68
					<u>40</u>	<u>Entering, over and leaving UPL.</u>	UPL 68
				<u>95</u>	<u>95</u>	<u>12m37ch and 13m24ch.</u>	
					<u>100</u>	<u>13m24ch and 17mp.</u>	
	Cove LC (AHB)	13	43				
				<u>95</u>	<u>95</u>	<u>17mp and 24m15ch.</u>	
	Kirtlebridge GF	17	02				
	OHNS	20	17				
				<u>100</u>	<u>100</u>	<u>24m15ch and 25m08ch.</u>	
	Lockerbie	25	66	<u>40</u>		<u>Entering, over and leaving DPL.</u>	DPL 83
					<u>40</u>	<u>Entering, over and leaving UPL.</u>	UPL 100

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Ch	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>					
Page 17					
<u>Delete all information and Add :-</u>					
	Wamphray GF	34 35			
	OHNS	36 68	90 95	<u>37mp and 38½mp.</u> <u>38½mp and 47mp.</u>	
	Beattock South	39 40	40	<u>Entering, over and leaving DPL.</u>	DPL 85
	Beattock North	40 03	40	<u>Entering, over and leaving UPL.</u>	UPL 100
				100 <u>43m63ch and 37mp.</u>	
				95 <u>47mp and 43m63ch.</u>	
			90	<u>Harthope via 47mp and 47m06ch.</u>	
			95	<u>47m06ch and 48m50ch.</u>	
			90	<u>48m50ch and 50m34ch.</u>	
	Summit	49 64	40	<u>Entering, over and leaving DPL.</u>	DPL 90
			40	<u>Entering, over and leaving UPL.</u>	UPL 90
			95	<u>50m34ch and 52½mp.</u>	
	Bodsbury LC (R/G)	51 48			
	OHNS	52 51	90	<u>52½mp and 58m39ch.</u>	
Abington	57 70	40	<u>Entering, over and leaving DPL.</u>	DPL 97	
		40	<u>Entering, over and leaving UPL.</u>	UPL 112	
		105	<u>58m39ch and 62m30ch.</u>		
		90	<u>62m30ch and 63mp.</u>		

NON-D4

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Ch		Permanent Speed Restrictions		Remarks	
				Down Up mph	At or between		
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>							
Page 18							
<u>Delete all information and Add :-</u>							
	Symington GF	66	01	100	100	63mp and 69m42ch.	
	OHNS	73	05	100	100	72½mp and 73mp.	
				90		73mp and 73m35ch.	
	Carstairs South Jn (See page 23)	73	13	30		Through main line facing crossover for Carstairs East Jn.	
				40		Entering, over and leaving DPL.	DPL 90
	Signal MC 438			40	40	Through connections between Main lines and Down Platform line.	
				30	30	Over and Down Platform line.	
				95		73m35ch and 74m22ch.	
	Carstairs Station Jn (See Page 26)	73	43		15	For Carstairs East Jn.	
	Carstairs	73	53	30	30	Through South connection (at OB No.405) DPL to Down Main.	
					40	Through North connection, DPL to Down Main.	
				90	73m55ch and 73mp.		
				95	74m22ch and 73m55ch.		
			100	100	74m22ch and 76½mp.		

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Ch		Permanent Speed Restrictions		Remarks	
				Down mph	Up mph		At or between
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>							
Page 19							
<u>Delete all information and Add :-</u>							
	Signal MC 412			<u>30</u>	<u>30</u>	<u>Through connections between Up and Down Main lines and Down Platform line at North end of station.</u>	
				<u>40</u>	<u>40</u>	<u>Through South connection, UPL to Up Main.</u>	
				<u>30</u>	<u>30</u>	<u>Through North connection, UPL to Up Main.</u>	
					<u>40</u>	<u>Entering (North end) and over UPL.</u>	UPL 76
	Lanark Jn (See page 22)	76	08		<u>35</u>	<u>Through jn to Lanark.</u>	
					<u>40</u>	<u>Through crossover.</u>	
				<u>95</u>	<u>95</u>	<u>76½mp and 77m12ch.</u>	
	Cleghorn LC (AHB)	76	24		<u>90</u>	<u>77m12ch and 78m28ch.</u>	
				<u>95</u>	<u>95</u>	<u>78m28ch and 79m13ch.</u>	
				<u>100</u>	<u>100</u>	<u>79m13ch and 81½mp.</u>	
			<u>90</u>	<u>90</u>	<u>81½mp and 84m26ch.</u>		
			<u>95</u>	<u>95</u>	<u>81m23ch and 78m28ch.</u>		

MON-D6





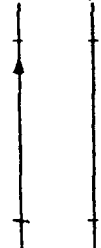
SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Ch		Permanent Speed Restrictions		Remarks
				Down	Up	
		M	Ch	mph		
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>						
Page 20						
Delete all information and Add :-						
	Carluke	81	75			
	Law Jn (See Page 26)	84	07	15	Over DPL.	CW. Up, 84m03ch. DPL 90
				40	Entering, over and leaving UPL.	UPL 108
				70	Through jn to Holytown line (for multiple unit trains only).	
				50	Through jn to Holytown line (for other than multiple unit trains).	
	OHNS	84	23	90	84m26ch and 81m23ch.	
				70	84m26ch and 84m44ch.	
				60	84m44ch and 84m65ch.	
	Garriongill Jn (See Page 22)	84	59	70	84m65ch and 85m30ch.	
				95	85m30ch and 89m28ch (all trains except 110 mph running).	
			105	85m30ch and 89m28ch (110 mph trains only).		
			90	87mp and 85m30ch.	(Amended 21/12/85)	
Page 21						
Between Motherwell Signalling Centre and Motherwell.						
Amend :-						
to read :-						
			90	89m28ch and 85m30ch.		
			80	89m28ch and 89 $\frac{1}{2}$ mp.		
			95	89m07ch and 87mp.		
			90	89m28ch and 89m07ch.		
			80	89m28ch and 89 $\frac{1}{2}$ mp.	(2/12/85)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
				mph		
<u>Page 23</u>						
	<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN</u>					
	<u>Delete:- ALL MAXIMUM PERMISSIBLE SPEEDS and ADD:-</u>					
	Between <u>CARSTAIRS SOUTH JN AND HAYMARKET EAST JN</u>			<u>95</u>	<u>95</u>	MAXIMUM PERMISSIBLE SPEED
	Between <u>Auchengray LC and Midcalder Jn</u>					
	<u>Amend:-</u>			<u>80</u>		<u>84½mp and 86m29ch</u>
				<u>70</u>		<u>88½mp and 93mp</u>
					<u>70</u>	<u>88½mp and 88½mp</u>
	<u>To Read:-</u>			<u>80</u>		<u>84m24ch and 85mp</u>
				<u>70</u>		<u>88m38ch and 90m67ch</u>
					<u>70</u>	<u>88m48ch and 88m38ch</u>
<u>Page 24</u>						
	<u>AT KIRKNEWTON LC</u>					
	<u>Add:-</u>			<u>80</u>		<u>90m64ch and 88m48ch</u>
				<u>70</u>		<u>99m25ch and 90m64ch</u>
	<u>Amend:- Curriehill GSP mileage to read:-</u>			<u>80</u>		<u>90m67ch and 95½mp</u>
		94	50			(18/1/86)
	Between <u>Curriehill GSP and Whitelaw Footpath LC</u>					
	<u>Amend:-</u>			<u>70</u>		<u>95½mp and 96m45ch</u>
	<u>To Read:-</u>			<u>70</u>		<u>95½mp and 96m23ch</u>
	Between <u>Whitelaw Footpath LC and Kingsknowe</u>					
	<u>Add:-</u>			<u>80</u>		<u>96m23ch and 97m10ch</u>
	<u>Amend:-</u>			<u>70</u>		<u>97m10ch and Slateford Stn</u>
	<u>To Read:-</u>			<u>70</u>		<u>97m10ch and 99m25ch</u>
						(23/11/85)
<u>Page 27</u>						
	<u>Delete Ravenscraig No.2 and relative information and Add :-</u>					
	Ravenscraig No.4	88	10			
	Ravenscraig No.2	88	15	<u>15</u>	<u>10</u>	<u>Through connection to and from sidings.</u>
						(30/11/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
<u>Pages 33/34</u>						
	<u>LARKFIELD JN TO SHIELDS JN</u> <u>Add:-</u>					
	OHNS	101	37			
	<u>Delete:-</u>					
	OHNS	101	72			
	OHNS	102	01			(2/12/85)
<u>Pages 34 and 35</u>						
	<u>Delete:- TERMINUS JN TO GENERAL TERMINUS (GOODS LINE) table</u>					(9/2/86)
<u>Page 41</u>						
	<u>KILMARNOCK TO BARASSIE</u> <u>Amend:-</u> to read:- Between <u>Gatehead LC and Barassie</u> <u>Add:-</u>			<u>60</u>	<u>60</u>	<u>Over curves, 0m30ch and 2½mp</u>
				<u>60</u>	<u>60</u>	<u>Over curves, 0m30ch and 2½mp</u>
				<u>40</u>	<u>40</u>	<u>5m60ch and 5m70ch.</u>
<u>Page 42</u>						
	<u>MUIRHOUSE CENTRAL JN TO TERMINUS JN</u> <u>Add:-</u>					
	OHNS	0	24			(2/12/85)
<u>Pages 45/46</u>						
	<u>Amend:- Elderslie No.1 (incl) to Dalry (incl) to read -</u>					
			8	34	<u>40</u>	<u>Through facing crossover.</u>
					<u>40</u>	<u>Entering over and leaving Passenger Loop.</u>
	Elderslie	9	03			
		9	44	<u>40</u>	<u>40</u>	<u>Through Main line crossover</u>
						All lines between Paisley Gilmour St (incl) and Dalry (excl) are controlled from Paisley.
						UPL 60
						(bi-directional)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks	
		M	Ch	Down	Up		At or between
Pages 45/46 - Amend - continued							
	<u>Johnstone</u>	10	09				
		15	24	<u>40</u>	<u>40</u>	<u>Through Lochwinnoch crossovers.</u>	
	<u>Lochwinnoch</u>	15	57				
	<u>Glengarnock</u>	19	63	<u>40</u>	<u>40</u>	<u>Through Main line trailing crossover.</u>	UGL 40
		20	63	<u>40</u>	<u>40</u>	<u>Through Main line facing crossover.</u>	
				<u>40</u>	<u>40</u>	<u>Entering over and leaving Down Passenger Loop.</u>	DPL 108
	CE Siding GF (S) (DPL)	21	07				
	Brownhill	21	28				
	Swinlees (Roche) Siding (UPL)	21	38	<u>40</u>	<u>40</u>	<u>Entering over and leaving Up Passenger loop.</u>	UPL108 (bi-directional)
		21	74	<u>40</u>	<u>40</u>	<u>Through main line trailing crossover.</u>	
<u>Dalry</u>	22	42					
Dalry	22	54				(Amended 18/1/86)	
Page 47							
Between <u>Ayr (RA) and Ayr</u> <u>Amend:-</u>				<u>25</u>	<u>25</u>	<u>40m31ch and 40m42ch</u>	
to read:-				<u>40</u>	<u>25</u>	<u>40m31ch and 40m42ch.</u>	(1/2/86)
Dalrymple Jn							
<u>Delete:-</u>				<u>60</u>		<u>Double to single line</u>	(9/11/85)

MON-D10

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
Page 50	PAISLEY TO GOUROCK					
	Delete:- Italics note in Remarks column					
Page 51	Amend:- Greenock West to Gourock to read:-					
	Greenock West	124	10			Controlled from Paisley
	Newton St. tunnel	124	15			
	(1m 350 yards)	125	31	40	40	Over curves, 125m01ch. and 126m20ch
	Fort Matilda	125	40	30	30	Over curve, 126m20ch and 126m40ch
	Gourock	126	58	15	15	126m40ch and Gourock Stn.
Page 59	MOTHERWELL TO PERTH					
	Amend - 3rd and 4th Maximum Permissible Speed entries to read :-					
	BETWEEN 110½ MP AND 117M 32CH			100	100	MAXIMUM PERMISSIBLE SPEED.
	BETWEEN 117M 32CH AND 122½ MP			70	70	MAXIMUM PERMISSIBLE SPEED.
Page 60	Between Mossend South Jn and Mossend North Jn					
	Delete:-			25		Entering and over Down goods line to Down Reception lines.
Page 64	Delete:- Forteviot, dot signifying block post.					URS 50
	Add :- Forteviot LC (AHB - X)			X40	X40	Approaching level crossing in wrong direction.
	Between Forteviot LC (AHB-X) and Hilton Jn					
	Add:- ← Forteviot Down	144	59			
	IB home					

(22/9/85)

(22/2/86)

(7/12/85)

(1/12/85)

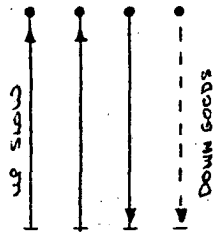
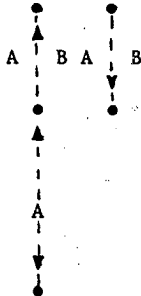
(15/12/85)

MON-D11

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Ch	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 64	MOTHERWELL TO PERTH Between Hilton Jn and Forteviot LC (AHB-X)				
	Add:- Forteviot Up IB home	146 41			(8/12/85)
Page 67	Delete:- SHEEPFORD BRANCH (GOODS LINE) table.				(30/11/85)
	Whifflet North Jn Amend note in Remarks column to read :-				All lines between Whifflet North Jn and Carmyle Jn (incl) are controlled from Motherwell.
	Rutherglen East Jn Amend note in Remarks column to read :-				All lines between Carmyle Jn (excl) and Rutherglen East Jn are controlled from Glasgow Central. (30/11/85)
Page 69	Delete:- STIRLING NORTH TO ALLOA WEST (GOODS LINE) table				
	Add:- STIRLING NORTH TO CAMBUS JN (GOODS LINE)				
			45	45	MAXIMUM PERMISSIBLE SPEED
	Stirling North (See Page 63)	0 14	5	5	Through Jn to 0m25ch.
	Causewayhead LC (AOCL)	1 29	10	10	1m15ch and 1m52ch Approaching LC
	Waterside LC (AOCL)	1 47	10	10	Approaching LC
	Abbeycraig LC (AOCL)	1 66	10	10	Approaching LC
	Manor Powis LC (TMO)	2 71	STOP	STOP	
	Blackgrange LC (AOCL)	3 47	10	10	Approaching LC
	Cambus Jn (See below)	4 38		20	Through Jn to Menstrie (10/10/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Ch	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 71	GARTSHERRIE SOUTH JN TO SIGHTHILL JN Delete:- Last two A B entries				(7/12/85)
Page 75	EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) Amend :- Cadder (East End) (CR) to Cadder (West End) to read :-				
	Cadder (East End) (CR)	5 40	15		Over Down Goods line between Main line connections and East End.
	Cadder (West End)			30	Over Down Goods line between East and West Ends and leaving Down Goods.
				30	Entering over and leaving Up Slow line.
Page 78	Delete:- GRANGEMOUTH JN TO GRANGEMOUTH OIL TERMINAL (GOODS LINE) TABLE Add:- GRANGEMOUTH JN TO GRANGEMOUTH OIL TERMINAL (GOODS LINE)				
	BETWEEN GRANGEMOUTH JN AND BP. CHEM GF BETWEEN BP. CHEM GF AND OIL TERMINAL		40 20	40 20	MAX PERMISSIBLE SPEED MAX PERMISSIBLE SPEED
	Grangemouth Jn (See page 77)	0 00		10	Through jn.
	Fouldubs Jn (See below and page 79)	1 51			
	BP Chem GF (S)	2 67	10	10	2m23ch and 2m56ch.
	Oil Terminal LC	3 67	4	4	Over LC.
	Oil Terminal	3 70			Controlled from Fouldubs Jn.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Ch	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Page 78 - continued</u>					
	<u>Add:- FOULDUBS JN TO GRANGEMOUTH DOCKS YARD (GOODS LINE)</u>		10	10	MAXIMUM PERMISSIBLE SPEED
	Fouldubs Jn (See Page 77 and above)	1 51			
	Grangemouth Dock Yard				
<u>Page 80</u>					
	<u>Delete:- INVERHOUSE DISTILLERY TO AIRDRIE (GOODS LINE)</u>				(Amended 11/1/86)
<u>Page 82</u>					
	<u>Between Bellgrove SB and Bellgrove Station</u>				
	<u>Add:-</u>		30	30	<u>0$\frac{1}{2}$mp and 0m19ch (between High St Jn and Bridgeton Central Jn)</u>
	<u>Between Bellgrove SB tunnel and High St Jn</u>				
	<u>Delete:-</u>		30	30	<u>0$\frac{1}{2}$mp and 0m19ch</u> (7/12/85)
<u>Page 92</u>					
	<u>CRAIGENDORAN JN TO FORT WILLIAM</u>				
	<u>Amend third MAXIMUM SPEED to read:-</u>				
	<u>BETWEEN 46MP and SPEAN BRIDGE</u>		50	50	<u>MAXIMUM PERMISSIBLE SPEED FOR SINGLE HEADED CLASS 1,2,3 & 5 TRAINS (INCLUDING "ETHEL")</u>
	<u>Add as final maximum speed</u>		60	60	<u>MAXIMUM PERMISSIBLE SPEED FOR SINGLE HEADED CLASS 1,2,3 & 5 TRAINS (INCLUDING "ETHEL")</u> (28/12/85)
	<u>BETWEEN SPEAN BRIDGE AND FORT WILLIAM</u>				
	<u>Glen Douglas</u>				
	<u>Delete:-</u>				CW. Up loop 15m26ch (26/1/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
<u>Page 93</u>						
	<u>CRAIGENDORAN JN TO FORT WILLIAM</u>					
	<u>Amend :- Crianlarich to Rannoch to read :-</u>					
	<u>Crianlarich</u>	36	25			CL27
	(See Page 95).			<u>30</u>	<u>30</u>	<u>36½mp and 37mp.</u>
E	<u>/T/</u>	38	00			
T	<u>/T/</u>	40	00	<u>30</u>	<u>30</u>	<u>39m52ch and 40m15ch.</u>
	<u>Tyndrum Upper</u>	41	21			CL24
	<u>/T/</u>	42	00			
	<u>/T/</u>	44	00	<u>30</u>	<u>30</u>	<u>44m32ch and 45m64ch.</u>
E	<u>/T/</u>	46	00			
T	<u>/T/</u>	48	00			
	<u>Bridge of Orchy</u>	48	68			
	<u>/T/</u>	51	00	<u>45</u>	<u>45</u>	<u>49mp and 49m65ch.</u>
				<u>40</u>	<u>40</u>	<u>51m72ch and 52m28ch.</u>
	<u>/T/</u>	52	00			
	<u>/T/</u>	53	00			
	<u>/T/</u>	54	00	<u>40</u>	<u>40</u>	<u>54mp and 55mp.</u>
E	<u>/T/</u>	55	00	<u>30</u>	<u>30</u>	<u>55mp and 55½mp.</u>
T	<u>/T/</u>	56	00			
	<u>/T/</u>	57	00			
	<u>/T/</u>	58	00			
	<u>/T/</u>	59	00			
	<u>/T/</u>	60	00			
	<u>/T/</u>	61	00			
				<u>40</u>	<u>40</u>	<u>61m37ch and 61½mp.</u>
	<u>/T/</u>	62	00			
	<u>/T/</u>	63	00			
	<u>Rannoch</u>	64	36	<u>40</u>	<u>40</u>	<u>63m48ch and 64m54ch.</u>
						CL25 (Amended 22/12/85)
<u>Page 94</u>						
	<u>Tulloch</u>					
	<u>Delete :-</u>					
	<u>Between Spear Bridge and Fort William</u>					
	<u>Add</u>			<u>50</u>	<u>50</u>	<u>95m70ch and 99mp.</u>
						CW. Up Loop 81m72ch. (23/2/86) (28/12/85)

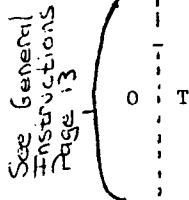
NON-D15

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
Page 95	<u>CRIANLARICH TO OBAN</u> Dalmailly Delete:-			30	40	<u>Through loop connections</u> (9/2/86)
Page 96	<u>TAYNUILT</u> Delete:-			25		<u>Through loop connections</u> (16/2/86)
Page 97	<u>MALLAIG JN TO MALLAIG</u> Amend:- Morar LC entry to read:- Morar LC (AOCL)	36	56	10	Stop	<u>Approaching LC</u> <u>Before passing over LC</u> A plunger is provided at the Fort William end of Morar station platform under the stop board and when operated activates the level crossing sequence. (22/1/86)
Page 98	<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u> Amend:- 2nd, 3rd and 4th maximum permissible speed entries to read:- Between 69mp and 53m34ch Between 53m34ch and 52m36ch Between 52m36ch and 35m39ch			85	85	<u>MAXIMUM PERMISSIBLE SPEED</u> <u>MAXIMUM PERMISSIBLE SPEED</u> <u>MAXIMUM PERMISSIBLE SPEED</u> (25/1/86)
Page 100	Between <u>Longniddry</u> and <u>Prestonpans</u> Amend:- St Germain's LC to read:- St Germain's LC (CCTV)					(29/9/85)
	Between <u>Prestonpans</u> and <u>Portobello</u> Amend:- Monktonhall Jn (See page 103) to read:- Monktonhall Jn (See page 103)	6	04	5	78	(25/1/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
Page 101	Between <u>Craigentiny</u> and <u>Abbeyhill Jn</u>					
	Amend:-			60	60	<u>1m06ch and 0m50ch</u>
	to read:-			60	60	<u>1m06ch and 0m49ch</u>
Page 104	<u>MILLERHILL TO PORTOBELLO (GOODS LINE)</u>					
	Amend : <u>Millerhill Yard</u>			15	15	<u>Entering over and leaving goods loops</u>
	To read:- <u>Millerhill Yard</u>			15	15	<u>Over goods loop</u>
Page 105	<u>BILSTON GLEN TO MILLERHILL (GOODS LINE)</u>					
	Amend:-			35	35	<u>MAXIMUM PMISSIBLE SPEED</u>
	to read:-			20	20	<u>MAXIMUM PERMISSLBE SPEED</u>
	Delete:-			20	20	<u>10m14m and 9m75ch</u>
Page 109	Delete:- <u>LOCHEND JN TO GRANTON GAS WORKS (GOODS LINE)</u> table.					
	Add:- <u>LOCHEND JN TO BONNINGTON SOUTH (GOODS LINE)</u>					
	<u>BETWEEN LOCHEND JN AND EASTER ROAD JN</u>			15	15	<u>MAXIMUM PMISSIBLE SPEED</u>
	<u>BETWEEN EASTER ROAD JN AND BONNINGTON SOUTH</u>			10	10	<u>MAXIMUM PMISSIBLE SPEED</u>
See General Instructions Page 13	Lochend Jn (See page 108)	0	00		25	<u>Through jn to Abbeyhill line.</u>
	Easter Road Jn (See below)	0	40	10	10	<u>Over connection to and from Bonnington line.</u>
	Bonnington South	2	27			



The line between Lochend Jn and Easter Road Jn is controlled from Edinburgh.

No Train Staff.

(Amended 1/2/86)

(25/1/86)

(25/1/86)

(28/12/85)

MON-D17

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Ch	Permanent Speed Restrictions		Remarks
			Down mph	Up At or between	
<u>Page 110</u>					
	<u>HAYMARKET WEST JN TO ABERDEEN</u>				
	<u>Amend:- 2nd and 3rd Maximum Permissible Speed entries to read:-</u>				
	<u>BETWEEN 8M35CH AND 36M25CH</u>		<u>60</u>	<u>60</u> MAXIMUM PERMISSIBLE SPEED	
	<u>BETWEEN 36M25CH AND DUNDEE TAY BRIDGE STN</u>		<u>70</u>	<u>70</u> MAXIMUM PERMISSIBLE SPEED	(1/2/86)
<u>Page 110</u>					
	<u>South Gyle</u>				
	<u>Delete:-</u>		<u>75</u>	<u>4m75ch and 5m13ch</u>	(9/11/85)
<u>Page 111</u>					
	<u>Between North Queensferry and Inverkeithing South Jn</u>				
	<u>Amend:-</u>		<u>50</u>	<u>50</u> <u>Over curves, 11m50ch and 12m05ch.</u>	
	<u>to read:-</u>		<u>50</u>	<u>50</u> <u>Through tunnel and over curves</u> <u>11m29ch and 12m05ch.</u>	(1/2/86)
<u>Page 114</u>					
	<u>Between Markinch and Ladybank</u>				
	<u>Amend:-</u>		<u>50</u>	<u>60</u> <u>Over curves, 39m07ch and 39½mp</u>	
	<u>to read:-</u>		<u>50</u>	<u>60</u> <u>Over curves, 39m07ch and 39m46ch.</u>	(1/2/86)

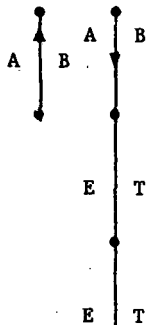
SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
Page 116						
<u>HAYMARKET WEST JN TO ABERDEEN</u>						
Amend:- Dundee Signalling Centre to <u>Broughty Ferry</u> to read:-						
	Dundee Signalling Centre (D)					
	Dock St Tunnel (620 yards)	59	28			
			to			
		59	56	40	40	59m56ch (at Dock St Tunnel) and 0m27m (at Camperdown LC)
	Camperdown Jn	59	77			
		0	21			
	Camperdown LC (CCTV)	0	22			
				70	70	Over curves 0m27ch and 1m28ch.
	<u>Broughty Ferry</u>	3	36			(21/12/85)
Page 128						
<u>PERTH TO INVERNESS</u>						
Amend :- 1st and 2nd. Maximum permissible speed entries to read:-						
	BETWEEN PERTH AND 23m61ch			75	75	MAXIMUM PERMISSIBLE SPEED
	BETWEEN 23m61ch AND BLAIR ATHOLL			65	65	MAXIMUM PERMISSIBLE SPEED
						(20/10/85)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down Up	mph	
Page 138						
Add:-	Highland Forests G.F.	137	71			(28/9/85)
Pages 141/145						
	Delete INVERNESS TO WICK table and Add:-					
	<u>INVERNESS TO WICK</u>					
	BETWEEN INVERNESS AND 14½MP			<u>65</u>	<u>65</u>	MAX PERMISSIBLE SPEED
	BETWEEN 14½MP AND 31MP			<u>70</u>	<u>70</u>	MAX PERMISSIBLE SPEED
	BETWEEN 31MP and TAIN			<u>65</u>	<u>65</u>	MAX PERMISSIBLE SPEED
	BETWEEN TAIN AND CULRAIN			<u>60</u>	<u>60</u>	MAX PERMISSIBLE SPEED
	BETWEEN CULRAIN AND 70MP			<u>45</u>	<u>45</u>	MAX PERMISSIBLE SPEED
	BETWEEN 70MP AND KILDONAN			<u>60</u>	<u>60</u>	MAX PERMISSIBLE SPEED
	BETWEEN KILDONAN AND GEORGEMAS JN			<u>50</u>	<u>50</u>	MAX PERMISSIBLE SPEED
	BETWEEN GEORGEMAS JN AND WICK			<u>60</u>	<u>60</u>	MAX PERMISSIBLE SPEED
	Inverness					
	Welsh's Bridge (See pages 133 and 139)	117	56	<u>10</u> <u>20</u>	<u>10</u> <u>20</u>	Through crossover. <u>117m56ch and 0m41ch</u> (total distance 46ch).
	Rose St	117	71			
		118	00			
	E T	0	19	<u>50</u> <u>10</u>	<u>50</u> <u>10</u>	<u>0m41ch and 1m45ch.</u> <u>1m45ch and 1m50ch.</u>
	Clachnaharry	1	50			
	Bunchrew LC (AOCL)	3	58	<u>25</u> <u>45</u>	<u>30</u> <u>50</u>	Approaching LC



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Ch	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Pages 144/145 - Add	continued				
E T	Lentran	5 69			CL40 S. 5m79ch
			<u>55</u>	<u>55</u>	<u>9m36ch and 11mp.</u>
E T	<u>Muir of Ord</u>	13 04			CL 67
			<u>40</u>	<u>40</u>	<u>16½mp and 17mp.</u>
RET	<u>Dingwall</u> (See page 145)	18 58			CL 63 DRS 50
			<u>65</u>	<u>65</u>	<u>17mp and 20mp.</u>
RET	Foulis LC (RG)	22 76			
			<u>65</u>	<u>65</u>	<u>22m18ch and 23m54ch.</u>
RET	G Wood GF (S)	26 08			
			<u>50</u>	<u>50</u>	<u>Over curves, 27m73ch and 28m33ch.</u>
RET	<u>Alness</u>	28 70			
			<u>55</u>	<u>55</u>	<u>Over curves, 30m50ch and 30m79ch.</u>
RET	<u>Invergordon</u>	31 37			CL 61
	Oistillery No.1 GF (S)	31 76			
RET	Distillery No.2 GF (S)	32 07			
	BAC Sdg GF (S)	32 47			
RET	MK Shand No.1 GF (S)	32 72			
	MK Shand No.2 GF (S)	33 09			
RET	Delny LC (AOCL)	34 79	<u>30</u>	<u>30</u>	<u>Approaching LC.</u>
			<u>55</u>	<u>55</u>	
RET	Nigg LC (AHB)	39 25			

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Ch	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Pages 144/145 - Add	continued				
RET	<u>Fearn</u>	40 60			
RET	<u>Tain</u>	44 23	<u>15</u>	<u>15</u>	<u>Through loop connections.</u>
			<u>50</u>	<u>50</u>	<u>Over curves, 52m72ch and 54m03ch.</u>
			<u>50</u>	<u>50</u>	<u>Over curves 55m43ch and 56m08ch.</u>
	<u>Ardgay</u>	57 70			
			<u>20</u>	<u>20</u>	<u>Over curves, 60m74ch and 61m10ch.</u>
			<u>40</u>	<u>40</u>	<u>Over curves, 61m10ch and 62m25ch.</u>
RET	<u>Culrain</u>	61 00			
	<u>Invershin</u>	61 34	<u>30</u>	<u>30</u>	<u>Over curves, 63m05ch and 63m23ch.</u>
	<u>Lairg</u>	66 78			
RET	Lairg LC (AOCL)	67 11	Stop	<u>15</u>	<u>Before passing over LC Approaching LC.</u>
	<u>Rogart</u>	77 01			
	Rogart LC (Open)	77 08	Stop	<u>10</u>	<u>Before passing over LC Approaching LC.</u>
			<u>45</u>	<u>45</u>	<u>Over curves, 80m65ch and 81m47ch.</u>
					CL 39
					CL 67
					CL 46
					A plunger is provided on the Up "Points Set" light post for shunting movements to the Up loop and when operated activates the level crossing light sequence.
					CL 51

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
				mph		
<u>Pages 144/145 - Add - continued</u>						
RET	Kirkton LC (Open)	82	44	<u>25</u>	<u>25</u>	<u>Approaching LC.</u>
	<u>Golspie</u>	84	30	<u>40</u>	<u>40</u>	<u>Over curves, 84m13ch and 84m51ch.</u>
RET	Brora LC (AOCL)	90	31	<u>45</u>	<u>45</u>	<u>87m71ch and 88m23ch.</u>
				<u>10</u>	<u>15</u>	<u>Approaching LC.</u>
RET	<u>Brora</u>	90	48			
				<u>55</u>	<u>55</u>	<u>Over curves, 93m16ch and 93m39ch.</u>
RET				<u>45</u>	<u>45</u>	<u>Over curves 94½mp and 94m53ch.</u>
				<u>45</u>	<u>45</u>	<u>Over curves, 97m78ch and 103m25ch.</u>
RET	<u>Helmsdale</u>	101	40			
				<u>40</u>	<u>40</u>	<u>Over curves, 105m68ch and 106m31ch.</u>
RET				<u>50</u>	<u>50</u>	<u>Over curves, 107m74ch and 108m25ch.</u>
				<u>50</u>	<u>50</u>	<u>Over curves, 109m23ch and 101m68ch.</u>
RET	Kildonan LC (Open)	111	03	<u>45</u>	<u>45</u>	<u>Over curves, 110m68ch and 112m36ch.</u>
	<u>Kildonan</u>	111	05	<u>Stop</u>	<u>Stop</u>	<u>Before passing over LC.</u>
				<u>40</u>	<u>40</u>	<u>Over curves, 115m62ch and 116m23ch.</u>

A plunger is provided at the Rogart end of the platform under the "STOP-OBTAIN TOKEN AND PERMISSION TO PROCEED" sign for shunting movements to the single line, which, when operated activates the level crossing lights sequence.

CL 57

CL 39

MON-D24

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down Up mph	At or between	
Pages 144/145 - Add	continued					
RET	<u>Kinbrace</u>	118	20			
	<u>Kinbrace LC (AOCL)</u>	118	25	<u>10</u> <u>20</u>	<u>20</u> <u>40</u>	<u>Approaching LC.</u>
				<u>45</u>	<u>45</u>	<u>Over curves, 123½mp and 123m7lch.</u>
				<u>40</u>	<u>40</u>	<u>125m24ch and 126m48ch.</u>
	<u>Forsinard LC (AOCL)</u>	125	67	<u>10</u>	<u>10</u>	<u>Approaching level crossing.</u>
						Plungers are provided at the Helmsdale end of the Down platform, under the Down speed restriction board and at the exit from the RCE siding for shunting movements and when operated activates the level crossing sequence.
	<u>Forsinard</u>	125	69			CL 38
	<u>Altnabreac</u>	133	76			
	<u>Altnabreac GF (S)</u>					For engineer's dept, motor trolleys only.
				<u>40</u> <u>40</u>	<u>40</u> <u>40</u>	<u>139m29ch and 139m32ch.</u> <u>142m67ch and 142m7lch.</u>
	<u>Scotscalder</u>	143	02	<u>40</u>	<u>40</u>	<u>145m37ch and 145½mp.</u>
	<u>Halkirk LC (AOCL)</u>	145	59	<u>30</u> <u>50</u>	<u>30</u> <u>50</u>	<u>Approaching LC.</u>
<u>Georgemas Jn</u> (See page 148)	147	20		<u>15</u>	<u>Through jn to Thurso line.</u>	
			<u>50</u>	<u>50</u>	<u>Over curves, 150½mp and 151m74ch.</u>	
					URS 30	
					CL 37	

MON-D25

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down mph	Up mph	
<u>Pages 144/145 - Add - continued</u>						
RET 1	Watten LC (AOCL)	153	68	20	33	<u>Approaching LC.</u>
	Wick	161	36	30	55	
Amended (30/1/86)						
<u>Page 147</u>						
<u>STRATHCARRON LC</u>						
Amend:- Information in remarks column to read:-						
<u>Page 148</u>						
Delete <u>GEORGEMAS JN TO THURSO</u> table and Add:- <u>GEORGEMAS JN TO THURSO</u>						
RET 1	Georgemas Jn (See Page 145)	0	00	40	40	MAX PERMISSIBLE SPEED
	Hoy LC (AOCL)	0	72	20	20	<u>Approaching LC.</u>
	Thurso	6	50	40	40	
<u>Page 153</u>						
Amend:- 2nd Maximum Permissible Speed entry to read:-						
<u>BETWEEN 8M35CH AND 9M51CH</u>						
80 80 MAXIMUM PERMISSIBLE SPEED						
<u>BETWEEN 9M51CH AND 13m52CH</u>						
60 60 MAXIMUM PERMISSIBLE SPEED						
(1/2/86)						
<u>Page 154</u>						
Delete						
<u>South Gyle</u>						
75						
<u>4m75ch amd 5m13ch.</u>						
(9/11/85)						

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down mph	Up mph	
<u>Page 155</u>						
	Between <u>North Queensferry and Inverkeithing</u>					
	<u>Amend:-</u>			<u>50</u>	<u>50</u>	<u>Over curves, 11m50ch and 12m05ch.</u>
	<u>to read:-</u>			<u>50</u>	<u>50</u>	<u>Through tunnel and over curves 11m29ch and 12m05ch.</u> (1/2/86)
<u>Page 157</u>						
	Between <u>Markinch and Ladybank</u>					
	<u>Amend:-</u>			<u>70</u>	<u>70</u>	<u>35½mp and 36½mp.</u>
	<u>to read:-</u>			<u>50</u>	<u>60</u>	<u>Over curves, 39m07ch and 39½mp.</u>
				<u>70</u>	<u>70</u>	<u>35½mp and 36m25ch.</u>
				<u>50</u>	<u>60</u>	<u>Over curves, 39m07ch and 39m46ch.</u> (1/2/86)
<u>Page 159</u>						
	<u>HAYMARKET WEST JN TO ABERDEEN</u>					
	<u>Amend Dundee Signalling Centre to Broughty Ferry to read:-</u>					
	Dundee Signalling Centre (D)					

MON-D27

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Ch	Down	Up	
Page 159 - Amend - continued						
	Dock St Tunnel (620 yards)	59	28			
			to			
		59	56	40	40	<u>59m56ch (at Dock St tunnel)</u> <u>and 0m27ch (at Camperdown LC)</u>
	Camperdown Jn	59	77			
		0	21			
	Camperdown LC (CCTV)	0	22	70	70	<u>Over curves, 0m27ch</u> <u>and 1m28ch</u>
	<u>Broughty Ferry</u>	3	36	85	85	<u>1m28ch and 3m50ch</u>
Page 161						
<u>BETWEEN NEWTONHILL AND FERRYHILL JN</u>						
Amend as follows:-						
	Newtonhill	230	59			
	Portlethen	232	70	60	60	<u>Over curves 234m75ch and</u> <u>239m55ch.</u>
	<u>/T/</u>	233	00			
	<u>/T/</u>	237	00			
	Up line signal A56	238	60	40	40	<u>Over curves 239m55ch and</u> <u>240³mp.</u>
Page 165						
Delete:- Ballinluig, dot signifying block post mileage and first and second speed restriction entries.						
Add:- <u>/T/</u>						
		23	61			

(9/12/85)

URS49 DRS41

(21/12/85)

CL80

(20/10/85)

MON-D28

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - continued

SECTION 2

TABLE B - SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
<u>Page 2</u>			
<u>Add:-</u>			
Larkfield Jn to Shields Jn			
Terminus Jn Shields Jn	Down	F	Freight trains not exceeding 10SLU BV (18/1/86)
<u>Delete:-</u>			
Swinlees Sdgs.	Brownhill Jn entry		(15/12/85)
<u>Page 4 - Delete</u> - Calder Yard/Imperial Tube Works sgd entry - Imperial Tube Works sgd/Calder Yard entry			

<u>Add:</u>			
Rosehall Jn	Calder Yard	F	9 BDA wagons
Calder Yard	Rosehall Jn	F	9 BDA wagons (25/1/86)

Page 5

Delete:-
 Grangemouth Jn to Grangemouth Oil Terminal (Goods Lines) and associated entry. (28/12/85)

TABLE C - WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOPS

From	To	Line	Remarks
<u>Page 9</u>			
<u>Amend:-</u> Lochend Jn to Granton Gas Works (Goods line) to read:- Lochend Jn to Bonnington South (Goods line) (19/1/86)			

TABLE E - RULE BOOK, SECTION C, CLAUSES 4.6 AND 5.9

Signal Box	Signal	Remarks
<u>Page 9</u>		
<u>Add:-</u>		
Motherwell to Perth Hilton Jn	Forteviot Down IB Home Signal	(15 12 85)

SECTION 3

GENERAL INSTRUCTIONSPage (i) - INDEXAdd:-

	<u>B</u>	<u>Page</u>
Broken windows on passenger coaching stock		70 (MPP/109)(9/11/85)

Page 1 - RULE BOOK, SECTION H, CLAUSES 3.16 AND 4.13

Place	Line and Location	Location of Telephone
Delete :-	Johnstone entry	(2/10/85)
Delete :-	Ballinluig entry	(20/10/85)

Page 10

ELECTRIC TOKEN BLOCK REGULATIONS - TOKEN LOST OR
 DAMAGED OR FAILURE OF TOKEN APPARATUS

Section of line-

Amend - Clachnaharry to Georgemas Jn to read:-
 Clachnaharry to Dingwall (15/12/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPages 11 and 12SINGLE LINES WORKED BY THE SCOTTISH REGION TOKENLESS BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNEDClause 8 Shunting Key

Delete - Stirling North to Manor Powis entry

(10/10/85)

Pages 12A to 12HSINGLE LINES WORKED BY RADIO ELECTRONIC TOKEN BLOCK - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

The above instructions (all pages dated 16 11 85) no longer apply and are superseded by revised instructions dated December 1985 which have been issued on a personal basis to all staff concerned. (15/12/85)

Page 13SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFF

Delete:- Terminus Jn to General Terminus.

(9/2/86)

Amend:- Easter Road Jn to Granton

to read:- Easter Road to Bonnington South

(19/1/86)

Page 49WORKING OF DIESEL MULTIPLE UNIT TRAINS

The following General Appendix instructions must be observed :-

Delete :-

Conveyance of four-wheeled non-passenger carrying coaching stock and braked Freight stock in passenger trains.

(9/11/85)

Page 63INSTRUCTIONS FOR THE WORKING OF COACHING STOCK TRAINS WITH A CLASS 47/7 LOCOMOTIVE AT ONE END AND A DBSO AT THE OTHER10. Train Requiring Assistance

Add as second paragraph:-

A push pull train with DBSO leading must not be used to assist in the rear a push pull train with DBSO trailing.

Page 70 - Add :-BROKEN WINDOWS ON PASSENGER COACHING STOCK

The following instructions are additional to those contained in the General Appendix :-

1. Outer pane of double glazing scored three inches or more or broken.

The appropriate full seating bay(s) of the vehicle must be taken out of passenger use. The Guard must advise the Driver of the circumstances and instruct him to proceed at a speed not exceeding 100 mph to the next place where C & W staff are available.

The C & W staff must remove all the glass from the defective outer pane and apply adhesive tape over the intact inner pane. The train may then continue in service with the appropriate full seating bay(s) remaining out of passenger use. The speed of the train must not exceed 100 mph and the Guard must advise the Driver accordingly.

2. Inner pane or both panes or single glazed pane scored three inches or more or broken.

Train must be stopped as soon as possible and all the defective glass removed. Remove passengers from coach (if the damage affects an open coach, or the corridor side of a corridor coach) or from the compartment affected and label "out of use". If access through coach is required the Guard or other competent member of the staff must be in attendance. The speed of the train must not exceed 100 mph and the Guard must advise the Driver accordingly.

In the case of door drop lights, the train must be stopped as soon as possible and all defective glass removed. The window frame must be put in dropped position.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPage 7 - Add - BROKEN WINDOWS ON PASSENGER COACHING STOCK - continued

3. If either the inner or outer pane of an HST trailer sidelight or the door drop sidelight is found to be scored by three inches or more or broken on examination at a Maintenance Depot that vehicle must not be released into service until the defective sidelight unit is replaced.
4. A number of perspex replacement windows for HST trailer cars and air conditioned MkII def vehicles are allocated to principal intermediate and terminal stations on the East Coast Main line and East Anglia. When C & W staff have fitted one of these perspex windows to replace a broken double glazed window, the above restrictions no longer apply i.e. the HST set or MkII def vehicle can revert to running at line speed with full use of the coach seating bays restored.

The perspex windows are each supplied within individual packing sheets for transportation purposes, together with a special spanner or key, although a standard carriage key may be used to fit the MkII def window. Each packing sheet bears the name of the allocated station and when a perspex window has been fitted, the packing sheets and special spanner or key must be placed in one of the brake compartments of the train to enable the Depot replacing the window to return it to the owning station, suitably protected, together with the spanner or key. An entry should be made in the trains defect book to the effect that an emergency window has been fitted.

With the introduction of perspex windows for general use, only under exceptional circumstances are vehicles with broken sidelights to be taken out of service at intermediate stations. They should remain in service until the end of the diagram and be taken out at the depot which is to replace the window. (MPP/109)(9/11/85)

Page 82

WORKING OF ENGINEERS' TRAINS

Section of line -

Amend Clachnaharry to Georgemas Jn to read:-
Clachnaharry to Dingwall

(15/12/85)

SECTION 4

LOCAL INSTRUCTIONS

	<u>INDEX</u>	<u>Page</u>	
<u>Page (i)</u>	B		
<u>Add:-</u> Bridge of Orchy		63	(9/11/85)
<u>Page (iii)</u>	F		
<u>Add:-</u> Forsinard		99	(20/10/85)
<u>Page (iii)</u>	G		
<u>Delete:-</u> General Terminus		22	(9/2/86)
Granton East		77	
Granton Gas Works		78	(19/1/86)
<u>Page (iv)</u>			
<u>Delete:-</u> Hamilton West entry			
- Lanark entry			(30/11/85)
<u>Page (v)</u>			
<u>Amend:-</u> Motherwell entry to read:- Motherwell		5,40	(30/11/85)
<u>Page(vi)</u>			
<u>Delete:-</u> Sheepford Branch entry			
<u>Amend</u> :- Ravenscraig No.2 entry to read:- Ravenscraig No.2		15	
<u>Amend</u> :- Shieldmuir entry to read:- Shieldmuir		5	(30/11/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
 SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 4A - LAW JN - Wm Cory Ltd Private Sdgs.-

Amend All references to Wm. Cory to read:- Isislink

Delete - SHIELDMUIR

- Excelsior Iron Works and relative instructions.

(30/11/85)

Page 5 Amend - SHIELDMUIR continued, to read:-

SHIELDMUIR

MOTHERWELL - Amend note in brackets to read:- (See also page 40)

(30/11/85)

Page 6

MOTHERWELL

Clause 8

At or between

Lines

Remarks

First entry

Amend:- Reference to signal M411 to read M471

(23/11/85)

Page 7

POLMADIE CARRIAGE SERVICING DEPOT

Amend references to "Shed Roads 1-5" to read, "Shed Roads 5-9"

(2/12/85)

Page 10

GLASGOW CENTRAL

Hydraulic buffers

Amend first sentence to read:-

The hydraulic buffers in Nos.1 and 6 to 11 platform lines must not be compressed in the ordinary course of working

Friction buffer stops:-

Amend first sentence to read:-

Drivers of trains and persons in charge of shunting movements working into Nos.2,3,12 and 13 platforms must not allow their trains to come into contact with these buffers in the ordinary course of working. (1/12/85)

Pages 12/13

Delete - LANARK TO LANARK JN and relative instructions

(30/11/85)

Page 18

Delete - MOTHERWELL and relative instructions

(30/11/85)

Page 19

Delete - HAMILTON WEST and relative instructions

(30/11/85)

Page 22

Delete - GENERAL TERMINUS and relative instructions

(9/2/86)

Page 26 KNOCKSHINNOCH NCB DISPOSAL POINT

Working Arrangements

Amend paragraph 7 first sentence to read :-

The Guard must then reverse the hand points at the Bank Jn end of the bunker for a movement from the Rounding line and operate the derailer by means of the ground frame provided.

Amend paragraph 11 first sentence to read :-

The Guard must then remove the derailer and proceed along the train, releasing the wagon handbrakes, and an air brake continuity test must be carried out.

(MR/NOT3A)(10/2/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
 SECTIONAL APPENDIX - SECTION 4. - LOCAL INSTRUCTIONS - continued
 Page 28

BETWEEN BROWNHILL JN AND DALRY

Amend heading and instruction to read:-

BETWEEN BROWNHILL AND DALRY

Swinlees Sdgs - Before opening the security gates, the firm's chargeman will ensure that Messrs. Roche's private locomotive has been set aside and that no further movement will take place until BR shunting has been completed and the siding exit points have been restored to normal. (15/12/85)

Page 38

ARDROSSAN HARBOUR

Delete :- BHM Industrial Cleaning Ltd siding and relative instruction (19/10/85)

Page 40 - MOTHERWELL - Amend note in brackets to read:- (See also page 5)
Delete - Parknuek Bridge Works and relative instructions (30/11/85)

Page 40 - Delete - Mossend and relative instruction. (25/1/86)

Page 44

Amend page to read as follows:-

WORKING OF FREIGHT TRAINS BETWEEN MOSSEND SOUTH JN AND
 DALZELL NEW YARD VIA RAVENSCRAIG NO.3 YARD

Freight trains may be worked in either direction between Mossend South Jn and Dalzell New Yard via the hand operated connection provided between Ravenscraig No.1 yard head shunt and the adjoining line in Ravenscraig No.3 yard, subject to arrangements for such working having been agreed between the person in charge at Ravenscraig No.1 yard and Messrs BSC Ltd Ravenscraig.

The following instructions, additional to the separate special instructions issued to staff concerned, apply in respect of such trains:-

- (i) Yard working applies through Ravenscraig Nos.1 & 3 and Dalzell New yards.
- (ii) A train from Mossend South Jn must, when approaching Ravenscraig No.3 yard, be brought to a stand at the notice board situated 75 yards before Ravenscraig No.3 yard office. Movement beyond this board must only be made on the authority of the BR person in charge.
- (iii) Except when stopped for emergency reasons, BR trains must not stand on BSC lines.
- (iv) BSC movements must be allowed precedence. (25/1/86)

Page 45 - Delete - LANGLOAN JN and relative instruction. (25/1/86)

Page 50A

BISHOPBRIGGS OIL TERMINAL

Add as final paragraph:-

Barrier wagon
 When the barrier wagon has been detached in a siding after use, in addition to the handbrake being applied, the wagon must be scotched. (25/1/86)

Page 51

BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)

Engineers' Trains

Amend instructions under this heading to read :-

The locomotive must always be on the lower end when working between signals C.32, C.24, C.22 and CQ.13. The train must not exceed 200 tonnes, exclusive of locomotive (and brake van where provided). AWB must be carried out for other than fully fitted trains. Locomotives below Class 20 must not be utilised. (2/11/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPage 52Engineer's Trains

2nd paragraph, 2nd sentence.

Amend to read :-

The tonnages do not include the weight of the locomotive (or brake van where provided).

(2/11/85)

Page 55Amend GRANGEMOUTH NO.3to read: B.P. CHEM G.F.Page 56Amend BETWEEN GRANGEMOUTH NO.3 AND BP OIL TERMINALto read: BP OIL TERMINALBP Oil Refinery Level Crossing

Delete: last sentence of second paragraph

BP Oil Refinery Sdgs

Delete: last paragraph

GRANGEMOUTH DOCKS

Delete:

No. 3 Signal Box - Up line setting back movements and relative instructions.Page 58BATHGATETrain Working

Amend instruction under this heading to read:-

The guard of a train travelling from the Down line must, before the train proceeds beyond the Stop board, ascertain the line over which the train will run and ensure that the hand worked facing points are correctly set. The guard must inform the signalman immediately the train, complete with tail lamp, has passed the Stop board. (16/2/86)

Page 63 - GARELOCHHEAD

Amend "Shunting must not be carried out" to read :-

"Shunting of Class 9 trains must not be carried out" thence as printed.

(12/10/85)

Page 63

Add :-

BETWEEN CRAIGENDORAN AND
SPEAN BRIDGE AND CRIANLARICH AND TAYNUILT

Referring to Section S of the Rule Book, clause 3.2.2. Protection of the trolley by possession of the token is not permitted on these lines.

The General Appendix instructions "Single Lines Worked by Electric Token - Instructions to Trainmen" apply subject to the following modifications:-

- 2.3 After receiving the token the Driver must not proceed until he has received verbal permission from the Signalman. He must keep the token under his own charge, except as laid down in clauses 6 and 11 until he reaches the end of the Section, when he must give it up to the Signalman or other duly authorised person, except as provided in clause 7.
- 3.1 The Signalman, except where some other person is specially appointed to the duty, is the sole person authorised to receive a token from and deliver one to the Driver or Drivers Assistant.

Tokens must only be exchanged between the Signalman and the Driver when a train comes to a stand at the loop stop board or in a crossing loop. The Driver, while the token is in his charge, must see that it is placed in a safe position.

In the case of Corrou, tokens must only be exchanged at a stop board at Corrou Station or in the loop.

4. Warning Arrangement

When a train is allowed to go forward from Garelochhead, Rannoch or Tulloch, under the Warning Arrangement the Signalman will when authorising the driver to proceed, verbally instruct him that the section is clear to the next home signal only.

In the case of Corroun, when a train is allowed to go forward from Rannoch or Tulloch towards Corroun under the Warning Arrangement, the signalman will, when authorising the driver to proceed, verbally instruct him that the section is clear to the first stop board.

Trains are not allowed to proceed forward to Garelochhead, Glen Douglas, Arrochar and Tarbet, Ardlui, Crianlarich, Tyndrum Upper, Bridge of Orchy, Rannoch, Tulloch, Dalmally or Taynuilt under the Warning Arrangement.

5. Engineer's train, Freight train or Officer's Special requiring to stop in Section
Reference to the line being clear to the home signal at Garelochhead, Glen Douglas, Arrochar and Tarbet, Ardlui, Crianlarich, Tyndrum Upper, Bridge of Orchy, Rannoch, Tulloch, Dalmally or Taynuilt does not apply.6. Section obstructed by Accident or by Disabled Train

Should a train fail within the crossing loop at Garelochhead, Glen Douglas, Arrochar and Tarbet, Ardlui, Crianlarich, Tyndrum Upper, Bridge of Orchy, Rannoch, Tulloch, Dalmally or Taynuilt and require assistance from the rear, it will not be necessary to comply with the provisions of clause 6.2.2.

8. Obstructing Single Line for shunting purposes

A Driver must not in any circumstances foul the single line for shunting purposes at Garelochhead, Glen Douglas, Arrochar and Tarbet, Ardlui, Crianlarich, Tyndrum Upper, Bridge of Orchy, Rannoch, Tulloch, Dalmally or Taynuilt (Dalmally section) unless he has received the authority of the Signalman to do so and is in possession of the shunt token (sample below) for the section concerned.

A shunt token is authority to proceed only as far as the "Station Limits - Loop Clear" marker post. Under no circumstances must a shunt pass this post.

Immediately the shunting movement has been completed and the train has returned clear of the single line, the shunt token must be returned to the Signalman.

(SPECIMEN)

BRITISH RAILWAYS
(Scottish Region)

RANNOCH

You may occupy the single line towards

BRIDGE OF ORCHY

for shunting

Crossing Loop points - Trains and vehicles must not be brought to a stand on crossing loop points. Should a train or vehicle, in emergency, be brought to a stand on such points, any further movement must be made in the same direction.

Before Engineers' machines and road/rail vehicles pass over crossing loop points in the trailing direction, the points must be set, clamped and scotched in the required position.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued
Page 63 - Add - continued

Working at token exchange points

References throughout the Rules and Regulations to distant signals must be taken as meaning distant boards and instructions concerned observed as far as can be applied.

References to stop/section signals throughout the Rules and Regulations must be taken as meaning stop boards and instructions concerned observed as far as can be applied.

At Corrou, the stop board on the single line, on the approach to the facing points for the direction concerned, must be regarded as the home signal.

Throughout the Rules reference to a signal being maintained at danger must be taken as meaning permission must NOT be given for a train to proceed.

On passing the distant board the driver must regulate the speed of his train in order to be able to stop at the 'points set' indicator, if necessary. Illumination of the light in this sign, means the points are set correctly.

In the case of Corrou, on passing the distant board the driver must regulate the speed of his train in order to be able to stop at the first stop board, on the approach to the facing points, if necessary. This also applies in respect to Crianlarich (Up branch only).

Should any train be brought to a stand owing to the 'points set' light indicator not being illuminated, the provisions of the Rule Book, Section K, clause 3.1 must be complied with. (This does not apply at Corrou). (Amended (23/2/86))

Page 63

TYNDRUM UPPERShunting

Amend instruction under this heading to read:-

Any portion of a train left on the Down platform line during shunting operations must be properly secured. (22/2/86)

Page 63

RANNOCH

Amend : Second paragraph, second sentence to read:-

"In this case, the relief signalman on duty will instruct the driver of the last Down train to bring his train to a stand on the single line beyond the North end loop connection where he will board it after closing the signal box". (3/11/85)

Page 63

CORROUR

Amend :- Second paragraph, second sentence to read:-

In this case, the relief signalman on duty will instruct the driver of the last Down train to bring his train to a stand beyond the single line stop board at Corour station, after permission has been given to proceed into the advanced section, where he will board it after closing the signal box. (17/11/85)

Page 64

TULLOCHShunting

Amend instructions under this heading to read:-

Any portion of a train left on the Up platform line during shunting operations must be properly secured. (22/2/86)

Page 64

MALLAIG JNBritish Aluminium Co's sdgs

Add as 2nd paragraph:-

After working in the sidings the traincrew are responsible for ensuring that the trap points situated between the British Alluminium Co's gate and the open level crossing are set for the run off once the train has drawn clear.

(22/2/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 64

Add:- BETWEEN CRIANLARICH AND DALMALLY

Drivers of all trains between Crianlarich and Dalmally will be issued with a radio for the purpose of obtaining permission to proceed beyond the Stop board on the Up branch line at Crianlarich. The driver of an Up branch train must not proceed beyond the Stop board unless he has obtained the permission of the signalman at Crianlarich.

In the event of radio communication not being possible, drivers must stop at the Stop board and telephone the signalman at Crianlarich for permission to proceed.

The radios will be issued by, and must be returned to the signalman at Crianlarich and Dalmally, as appropriate, and must not be carried beyond these points. (1/12/85)

Page 68

OXWELLMAINS APCM SIDINGS

Add:-

Propelling movements from the Down Sidings - Trains being propelled without the automatic brake being coupled and operative and without a brake van attached must be limited to 10 vehicles loaded or 20 vehicles empty and must have at least 3 hand brakes applied in accordance with the Rule Book Section H, clause 8.5.2.

The Leading Railman at Oxwellmains must advise the signalman at Edinburgh Signalling Centre of the propelling movement proposed and must not authorise the APCM staff to commence such movement until he is positioned at the Down sidings exit signal ED807, that signal is exhibiting a proceed aspect and an assurance has been received from the APCM staff that the necessary handbrakes have been applied. Amended (15/2/85)

Page 71

Calton North and South tunnels - Down line Marker lightsDelete:-

Final Paragraph

(30/11/85)

Page 75

MILLERHILL UP AND DOWN YARDS

Add:-

Millerhill RCE Reclamation Depot - A road vehicle (JCB) may be used to shunt rail vehicles within the depot provided the undernoted conditions are complied with:-

- 1) Not more than two rail vehicles may be moved at any one time.
- 2) Such movements must be confined within the sidings designated for use by the Reclamation Depot.
- 3) Movements to be made at a speed not exceeding waking pace.
- 4) A competent person must be in charge of each movement and will be responsible for ensuring that the provisions of the Rule Book, Section J, clause 3, so far as they apply (with the exception of para 3.6) are carried out. (22/2/86)

Page 75

Add:-

Propelling from Millerhill SDR Trains propelling from the South Down reception lines towards the stop board on the No.2 departure line must not exceed 14 S.L.U.s (19/10/85)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 76

MONKTONHALL COLLIERY

Loading of merry-go-round coal trains for Cockenkie Power Station

Paragraph 1 Delete:-

"..... or the NCB shunt spur,"

Page 77

Paragraph 5 Amend 1st sentence to read:-

Propelling of a loaded train is controlled by signal 3.

A GREEN aspect indicates signal M108 has been cleared and the line is clear to the loanhead branch loop, while a YELLOW aspect indicates signal M108 is at danger. (22/2/86)

Pages 77/78

Delete:- GRANTON EAST and relative instructions

Page 78

Delete :- BETWEEN GRANTON EAST AND GRANTON GAS WORKS and relative instructions
 (19/1/86)

Page 81

DUNDEE TAY BRIDGE

Add:-

Dundee West Yard - When the yard is unstaffed the train crew, before being authorised to proceed from the West Reception line to the West Yard, will be advised by the signalman of the situation. Under such circumstances the guard or person in charge of the train must carry out the duties of shunters as shown in Rule Book, Section J, clause 3. (23/11/85)

Page 89

THORNTON YARD

Add:-

Departing trains - West End - Trainmen of locomotives or trains leaving the yard at the West end must inform the Area Freight Assistant, by telephone located adjacent to the notice boards, or by the telephone located between sidings 15 and 16, the destination of the locomotive or train.

The locomotive or train must be not moved forward beyond the appropriate notice board until the permission of the Area Freight Assistant has been obtained.

The notice boards must be considered as controlling all departing movements from the West departure line and sidings 1-17 inclusive. (7/12/85)

Pages 98,99,100,101 and 102

Delete ALL information and ADD:-

INVERNESS TO WICK
DINGWALL TO KYLE OF LOCHALSH
GEORGEMAS JN TO THURSO

Headlights - Every locomotive working over the above lines must be fitted with a searchlight type headlight and drivers must ensure that these are illuminated at all times.

Period during which heating must be applied - In addition to the instructions shown in the General Appendix, heating must be provided on trains running on the above lines until 14th June, also when required on cold days between that date and 30th September.

Hand Trolleys - Referring to Section S of the Rule Book, clause 3.2.2. Protection of the Trolley by possession of the token is not permitted on the above lines.

Special Authority Cards - Cancelled special authority cards referred to in clause 4.1.2 and 6.2.2 of the instructions "Single Lines Worked by Radio Electronic Token Block - Instructions to Trainmen and Others Concerned" must be delivered to the signalman at Dingwall as soon after cancellation as possible.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPages 98,99,100,101 and 102 - Add - continued

Train Crew Manual BR33056/99 RETB - Paragraph All on Page 17 is modified as shown in clauses 3.2.2 and 3.2.3 of the instructions "Single Lines Worked by the Radio Electronic Token block System - Instructions to Trainmen and Others concerned".

Changing locomotives from one train to another at crossing loops - In the event of it becoming necessary to switch the locomotives of Down and Up trains at a crossing loop, the following procedure must be adopted:-

The signalman must reach a clear understanding with the drivers of both trains as to what is to be done.

Both trains must be positioned on their respective approaches to the crossing loop at the 'Points Set' indicator. The tokens of both trains must be returned. A 'Shunt' token will be issued to the locomotive of the Down train after which the driver of that locomotive will be given permission to proceed to the Down loop stop board. The driver must inform the signalman of his arrival at the Down loop stop board.

The locomotive of the Up train will then be given permission to proceed on to the Up loop. Thereafter, both locomotives may proceed forward beyond the crossing loop stop boards to the trains and draw them into the appropriate loop line.

The drivers must inform the signalman when the trains are correctly positioned in the crossing loop. The 'Shunt' token must then be returned. The radio numbers must be changed and tokens will then be issued in the normal manner.

Changing leading locomotive of a double headed train to a single headed train at a crossing loop - In the event of it becoming necessary to transfer the leading locomotive of a double headed train to the front of a single headed train travelling in the opposite direction, the following procedure must be adopted:-

The signalman must reach a clear understanding with the drivers of both trains as to what is to be done.

The single headed train must be stopped at the 'Points Set' indicator, retaining the token, and the double headed train run to the crossing loop where it's token will be recovered and the radio number of the second locomotive requested by the signalman. The leading locomotive must then be uncoupled and, when given permission by the signalman, proceed beyond the stop board without a token and couple to the single headed train after which that train will be authorised to draw into the crossing loop where the token must be returned and the radio number changed to that of the leading locomotive.

Tokens will be issued to each train in the normal manner when both trains have arrived in the crossing loop and the radio number has been changed for the train concerned.

Crossing Loop points - Trains and vehicles must not be brought to a stand on crossing loop points. Should a train or vehicle, in emergency, be brought to a stand on such points, any further movement must be made in the same direction.

Before Engineers' machines and road/rail vehicles pass over crossing loop points in the trailing direction, the points must be set, clamped and scotched in the required position.

Class 9 trains - The driver of a Class 9 train must exchange hand signals with the guard before returning a token.

Length of trains - If the length of a train commencing a journey exceeds the length shown below, the driver must so advise the signalman in accordance with clause 3.2.1 of the instructions "Single lines worked by the Radio Electronic Token Block System - Instructions to Trainmen and others concerned".

Inverness to Wick	- 38 S.L.U.
Dingwall to Kyle of Lochalsh	- 36 S.L.U.
Georgemas Jn to Thurso	- 38 S.L.U.

DINGWALL

Authority for Down trains to proceed - Provided the driver has received the appropriate token, the authority to proceed towards Invergordon or Garve will be the clearing of the appropriate section signal or permission to pass that signal at danger, at Dingwall.

Shunting at North end - When requesting a "Shunt" token, the driver and signalman must come to a clear understanding as to whether shunting is to be carried out on the main line to Invergordon or the branch line to Garve. A Dingwall "Shunt" token does not apply to the single line towards Muir of Ord.

INVERGORDON

Harbour branch - Trains worked over this branch must travel as slowly as possible to exchange points and locomotives must not pass the notice board. Men carrying red flags must stop the road traffic at the level crossing before allowing the trains to pass over the crossing.

Coal sdgs - BR locomotives are prohibited from working over these sidings.

British Aluminium Co. Works sdgs. - The speed of trains on the siding lines must not exceed 4 mph. When a train requires to enter the firm's premises, the gatekeeper will ensure the gates are open to rail traffic.

A member of BR staff will conduct all train movements within the sidings and will stop road movements at the various level crossings.

A notice board worded 'Stop. Await authority to enter liquified petroleum sidings' is positioned on left of drivers before reaching LPG sidings security gate. The liquified petroleum gas tank discharge sidings are protected by a security gate upon both siding lines and the security gate-keeper will open the gates as required for rail movements. Due to fire risk, train or locomotive oil lit lamps must be extinguished and deposited on the post provided with brackets for this purpose before entering the sidings. Similarly trainmen and other staff must deposit matches, cigarette lighters, etc., in the security boxes provided. British Railways Bardic handlamps and torches must also be deposited before entering the sidings and a 'Safe' type of handsignal lamp obtained from the security gate-keeper.

Clearances within the LPG sidings are restricted and trainmen must observe caution when working therein. Drivers must not put their heads outside the locomotive cab.

Colour light signals capable of exhibiting a red or green aspect are provided at the following locations:-

- (1) At Southwest corner of the casting shop.
- (2) At the beginning of the canopy over the loading dock.
- (3) Midway along the canopy.

Trains must not be permitted to enter the casting shop unless the signals exhibit a green aspect.

BETWEEN INVERGORDON AND FEARN

Intermediate sdgs - When a train at an intermediate siding requires to proceed to another intermediate siding, it must be in possession of a "Trip" token. The driver must advise the signalman of his arrival at each intermediate siding and obtain the signalman's permission to depart from the intermediate siding.

When a train in possession of a "Trip" token requires to proceed to a token exchange point, the "Trip" token must be returned. The appropriate "Intermediate siding" token will be issued.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPages 98,99,100,101 and 102 - Add - continuedGEORGEMAS JN

RCE sdg - This siding must only be used by Engineer's machines. When a movement requires to be made to or from this siding, the person in charge of the movement must advise the signalman what is required.

A scotch block is provided at the exit from the siding and the person in charge must ensure that it is removed before a movement from the siding commences, and is replaced after a machine has been stabled.

RCE sdg loop - Vehicles must not be stabled on this loop.

BETWEEN GEORGEMAS JN AND WICK

Single line block section - The Down direction single line block section is defined as the line between the stop board at Georgemas Jn and the designated line buffer stop at Wick.

WICK

Station Limits - "Station Limits" is defined as the line between the "Station Limits" board and the buffer stops.

Stabling of vehicles - One bogie vehicle fitted with a hand brake may be stabled in the Main Road provided the hand brake is fully applied and the vehicle is scotched. A red flag during daylight and a red lamp during darkness or fog or falling snow must be exhibited on the Georgemas end of the vehicle so that it will be visible to the driver of an approaching train. Drivers approaching Wick must ensure that they have their train under such control as will enable them to stop short of any vehicle which may be standing in the Main Road.

BETWEEN STRATHCARRON AND KYLE OF LOCHALSH

Single line block section - The Down direction single line block section is defined as the line between the stop board at Strathcarron and the designated line buffer stop at Kyle of Lochalsh.

KYLE OF LOCHALSH

Station Limits - "Station Limits" is defined as the line between the "Station Limits" board and the buffer stops.

Shunting - Drivers, shunters and others concerned, must exercise the utmost care when carrying out shunting operations at the pier at Kyle of Lochalsh. The locomotive must not be detached from the wagons or other vehicles when moving towards the pierhead until they are brought to a stand and the hand brakes applied.

BETWEEN GEORGEMAS JN AND THURSO

Branch line stop boards - Movement of an Up direction train from Thurso beyond the Up branch stop board at Georgemas Jn must only be carried out with a "Shunt" token.

Movement of a Down direction train to Thurso towards the Down branch stop board at Georgemas Jn must only be carried out with a "Shunt" token.

Single line block section - The Down direction single line block section is defined as the line between the Down branch stop board at Georgemas Jn and the designated line buffer stop at Thurso.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued
Pages 98,99,100,101 and 102 - Add - continued

THURSO

Station Limits - "Station Limits" is defined as the line between the "Station Limits" board and the buffer stops.

Dock Line - The Dock line must not be used for passenger traffic.

Stabling of vehicles - One bogie vehicle fitted with a hand brake may be stabled in the Main line platform provided the hand brake is fully applied. A red flag during daylight and a red lamp during darkness or fog or falling snow must be exhibited on the Georgemas end of the vehicle so that it will be visible to the driver of an approaching train. Drivers approaching Thurso must ensure that they have their trains under such control as will enable them to stop short of any vehicle which may be standing in the Main line platform. (15/12/85)

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MISCELLANEOUS INSTRUCTIONS

SCOTTISH REGION SECTIONAL APPENDIX - REPRINT

The above publication has been reprinted and will be distributed shortly, coming into operation on 1 3 86. Apart from having been updated by the incorporation of previously published amendments, there are three major changes in the presentation which are detailed below :-

1. All lineside mileages are shown in Miles and Yards, the use of "Chains" having been dispensed with. Lineside mileages quoted in Operating publications will in future also be in Miles and Yards. All Yardages have been rounded to the nearest "10".
2. SLUs have been abandoned to match the recently revised Regional loads tables. Loop/siding capacities are now shown in feet with metric equivalent and include brake vans where provided, i.e. allowance is only made for one locomotive and not for locomotive and brake van as at present. The disappearance of SLUs accords with the TOPS change scheduled for May 1987. Measurements have been rounded down to the nearest "5".
3. The date of each page will show only the month and year, the operational day being published through the appropriate Weekly Operating Notice. For example, in the re-issue all pages are dated "Mar. 86".

Additionally, arrangements have been made to produce cardboard dividers which have been indexed and tabbed to separate each of the four sections. These will also be brought into operation on 1 3 86.

All staff issued with the Sectional Appendix who have not received a copy of this reprint by 21 February 1986 should advise their Supervisor. (MR/SA)(1/2/86)

* * PAISLEY SIGNALLING CENTRE

*

All signal post telephones within the areas detailed below and all associated ground Frame etc telephones, except PABX, connected to Paisley Signalling Centre will be subject to periods of disconnection, as under, for essential engineering work. Where traffic requires to run during these periods, special arrangements will be made and advised locally.

<u>Date</u>	<u>Time</u>	<u>Location</u>	<u>Signal Prefix</u>	
Sat 22 Feb	01 00 - 04 00	Glengarnock	PG	
Sun/Mon 23/24 Feb	22 00 - 01 00	Elderslie	PE	
Mon 24 Feb	01 00 - 05 00	Paisley	P	
Tue 25 Feb	01 00 - 05 00	Gourock	PU	(22/2/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
MISCELLANEOUS INSTRUCTIONS - continued

MOUNT FLORIDA STATION

UNTIL FURTHER NOTICE - The 3/6 car stop marker boards at the extreme Cathcart end of the outer circle platform have been moved 22 yards towards the Crosshill end of the platform to allow platform alteration work to be carried out.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (MR/NOT3A)(10/1/86)

AYRSHIRE ELECTRIFICATION

Protection arrangements for the erection of Headspans

The following arrangements must be applied in connection with the above work:-

Communication

The Operating Supervisor must maintain communications with the signal box from the stump post telephone nearest to the work site or other suitable telephone as appropriate.

Radio communication must be provided between the Operating Supervisor and Handsignalman, and between the Operating Supervisor and DM & EE Supervisor in charge of headspan erection.

Protection

Rule Book, Section T IV protection on all lines, but with Handsignalmen at signals. Each period of work for erecting headspans should be considered a separate T IV possession and consequently the signals cleared for trains between each possession. The Operating Supervisor will be responsible for authorising the start and finish of each period of work. (MR/NOT3A) (22/2/86)

FAIRLIE HIGH STATION

UNTIL FURTHER NOTICE - The Kilwinning end of the Down platform has been shortened by 105 yards.

3 and 6 car stop markers have been erected.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (MR/NOT3A)(9/1/86)

MOTHERWELL TRACTION DEPOT

Until Further Notice - To facilitate construction work in connection with provision of a new fuelling shed in the vicinity of the existing Oil Discharge Siding at the north end of the depot, mechanical equipment is in use.

Trainmen and other staff must exercise care when working in this area. (MR/NOT3A)(20/1/86)

UNTIL FURTHER NOTICE - STIRLING STATION - The North end of platform 6 has been temporarily shortened by 375 feet and platform 5 has been temporarily closed. The relative stop markers have been repositioned accordingly. (16/2/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
MISCELLANEOUS INSTRUCTIONS - continued

WEST HIGHLAND AND OBAN LINES

Prior to commissioning of Radio Electronic Token Block signalling on the above lines of route, crossing loops will be progressively converted to final RETB specifications. This will entail the removal of all existing signals, with the exception of the reflectorised distant boards, and provision of train - operated loop points, "Points Set" indicators, Stop boards and "Loop Clear" markers. Electric Token Block working will continue to apply meantime.

It should be noted that, so far as Corroul is concerned, train - operated points "Points Set" indicators and "Loop Clear" markers have not been installed. Instead, stop boards have been provided and the loop points converted to ground frame operation. Electric Token Block working will continue to apply.

In this connection, additions and modifications to the Sectional Appendix, Section 3 and the General Appendix instructions "Single Lines Worked by Electric Token - Instructions to Trainmen" will apply and will be published herein.

Details of all such loop conversions will be published in the usual manner together with a supporting sketch outlining the arrangements.

As of this date, the undernoted crossing loops have been converted:-

Garelochhead
 Glen Douglas
 Arrochar and Tarbet
 Ardlui
 Crianlarich
 Tyndrum Upper
 Bridge of Orchy
 Rannoch
 Corroul
 Tulloch (23/2/86)
 Dalmally
 Taynuilt

Amended (23/2/86)

BANAVIE STATION - The Mallaig end of Banavie platform has been shortened by 17 yards.
 (MR/NOT3A)(26/1/86)

STRATHCLYDE MANNING ARRANGEMENTS

FROM 10 FEBRUARY, 1986 Electric Multiple Units will be progressively fitted with Radios in the cabs, prior to the introduction of the SMA.

Will all Drivers/Guards please ensure that the Radio key pads are not used/depressed until further advised, as any interference will effect the training now being carried out with Drivers/Signalmen.
 (MR/NOT3A)(10/2/86)

ENGINEERS TRAINS

Guards in charge of Engineers Trains, must ensure that ALL wagons carrying prefabricated track/loose sleepers MUST bear "LOAD EXAMINED" labels (specimen below).

These labels must be signed by a competent person and attached to each wagon before the commence of EVERY journey. This is your assurance that the load is safely secured and ready for movement.

BRITISH RAIL

USE BLOCK LETTERS

B.R. 21348

Date.....

FROM.....

LOAD EXAMINED

THIS LOAD HAS BEEN EXAMINED and CERTIFIED AS BEING PROPERLY LOADED AND SECURED BY

.....
 Date.....

To			
Wagon	Load Cat.	Gross Weight of Contents	
Letter & Number		Heaviest Single Lift	

NO AUTHORITY OTHER THAN THE SIGNATURE OF THE INSPECTOR OR OFFICER CERTIFYING THE LOAD AS PROPERLY LOADED AND SECURED IS NECESSARY FOR THE MOVEMENT OF THIS LOAD.

Contents.....
 Consignee.....

NOT TO BE LOOSE SHUNTED NOR MUST OTHER VEHICLES BE SHUNTED AGAINST THIS VEHICLE MOVEMENT RESTRICTION CODE / SPECIAL HANDLING CODE TO APPLY



M 56

No.62

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 1 MARCH
to
FRIDAY 7 MARCH 1986
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

J M SUMMERS
REGIONAL OPERATIONS MANAGER

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 2 MARCH - SPEAN BRIDGE - All existing signals will be removed, with the exception of the reflectorised distant boards.

The points at the connection single line to loop line at the North and South ends will be converted to be train operated.

Up trains will run on the Up line.

Down trains will run on the Down line.

The trailing connection, Up loop to RCE Siding will be controlled by a three lever ground frame, released by Annett's Key, which will be retained by the signalman.

Additional notice boards will be provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "proceed" light with Reflectorised "Points Set" sign
Up direction - 50 yards from facing connection to the Up loop.
Down direction - 50 yards from facing connection to the Down loop.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed"
Up direction - approaching the Up loop exit connection.
- approaching the exit from the R.C.E. siding.
Down direction - approaching the Down loop exit connection.

Reflectorised "Station Limits - Loop Clear" boards
Positioned 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on Page C4. (65)

SUNDAY 2 MARCH - BETWEEN PORTOBELLO AND LEITH SOUTH YARD


The section of the Portobello to Leith South yard branch line between 0m660yd and 0m1190yd (between Baileyfield and Kings Rd) will be realigned approximately 30 yards to the west of its present location so as to run through the newly constructed overbridge. (65)

DETAILS OF WORK ALREADY CARRIED OUT

* *TERMINUS JUNCTION - The trailing connection between the Up Clydesdale line and the
* General Terminus branch single goods line has been removed and all associated signals disconnected. (62)

* *KNOCKSHINNOCH NCB DISPOSAL PLANT - A ground frame operated derailer has been provided
* on the bunker line between the notice board worded 'STOP - ENGAGE SLOW SPEED CONTROL' and the Weigh Rail Sensors. (62)

BETWEEN KILMARNOCK AND BARASSIE - The amendment to the speed restrictions as shown in Section D of this Notice applies. (63)

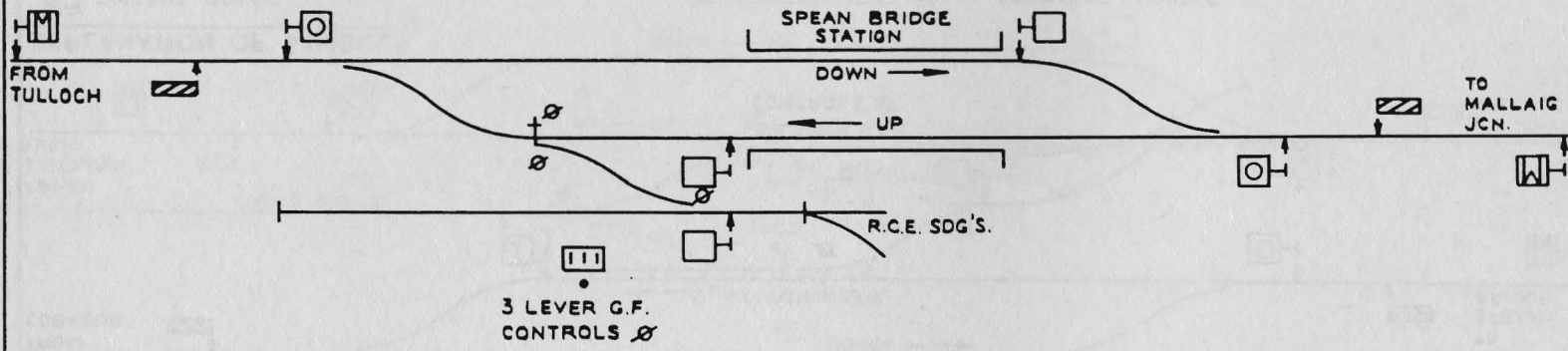
BATHGATE CENTRAL - The Down home signal and associated  sign have been removed.

The Down line at the Newbridge end of the hand worked trailing crossover has been severed and slued across into the former Up line to meet the crossover in the facing direction.





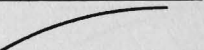
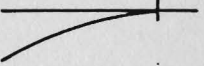
The former Down line hand worked connection has been secured out of use for movements along the realigned Down line, pending removal.

SPEAN BRIDGE

RATIONALISATION OF SIGNALLING



EXPLANATION OF SYMBOLS

- | | |
|--|--|
| <p> DISTANT BOARD</p> <p> YELLOW LIGHT WITH POINT SET SIGN.</p> <p> NOTICE BOARD WORDED "STOP. OBTAIN TOKEN AND PERMISSION TO PROCEED"</p> <p> LOOP CLEAR MARKER</p> | <p> TRAIN OPERATED POINTS.</p> <p> HAND OPERATED POINTS.</p> |
|--|--|

MON-C4

**No.63****WEEKLY OPERATING NOTICE**

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 8 MARCH
to
FRIDAY 14 MARCH 1986
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

J M SUMMERS
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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


CARUIRS EAST JN - A  sign has been provided on the Up Main Home signal. (65)

DETAILS OF WORK REFERRED TO IN SECTION E

SUNDAY 9 MARCH - GAILES LC - The AHB installation will be temporarily put out of use and replaced by a full width barriers controlled by a Crossing Keeper. (66)


SUNDAY 9 MARCH - CARDROSS L.C. - The existing Level Crossing Gates will be replaced by lifting barriers, operated by Station Staff from a Local Control Panel. (66)

SUNDAY 9 MARCH - CORROUR - Trap points will be provided at either end of the Loop Line in advance of the "Stop" boards and will be ground frame controlled. (66)

MONDAY 10 MARCH - GARTCOSH JN - The Down Main Section signal will be provided with a  sign. (66)


DETAILS OF WORK ALREADY CARRIED OUT

* * BETWEEN KILMARNOCK AND BARASSIE - The amendment to the speed restrictions as shown in Section D of this Notice applies. (63)

* * BATHGATE CENTRAL - The Down home signal and associated  sign have been removed.
*

The Down line at the Newbridge end of the hand worked trailing crossover has been severed and slued across into the former Up line to meet the crossover in the facing direction.

The former Down line hand worked connection has been secured out of use for movements along the realigned Down line, pending removal.

A double-sided notice board and telephone with  sign has been provided on the left of drivers in the Down direction, 66 yards from the hand worked facing connection, worded as follows :-

Facing Newbridge - "STOP - END OF BLOCK SECTION. COMMENCEMENT OF YARD WORKING TELEPHONE FOR INSTRUCTIONS".

Facing Bathgate - "END OF YARD WORKING. COMMENCEMENT OF BLOCK SECTION". (63)

BETWEEN CRAIGENDORAN AND SPEANBRIDGE AND CRIANLARICH AND OBAN - The signed numbered shunt cards at crossing loops converted to RETB specification have been replaced by a "shunt token". The "shunt token" is approximately 6" x 8½" and clearly shows the name of the crossing loop and the single line which may be occupied towards the Loop clear marker board for shunting purposes.
SEE SECTION D OF THIS NOTICE (64)

**No.64**

WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 15 MARCH
to
FRIDAY 21 MARCH 1986
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

J M SUMMERS
REGIONAL OPERATIONS MANAGER

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 16 MARCH - BRAIDHURST - The 2 lever ground frame controlling movements between the Wagon Works and the Departure line will be removed and the associated points secured out of use pending removal. (2)

NEWBRIDGE JN - BATHGATE RESIGNALLING (INTERIM) - The work described and illustrated in the Special Notice entitled NEWBRIDGE JN - BATHGATE RESIGNALLING (INTERIM), dated March, 1986, will be introduced on Sunday 16 March, 1986. Stations and Depots with trainmen working through the area concerned not having received the Special Notice must advise the Regional Operations Manager, ScotRail House, Glasgow by telephone (041-2716/2603). (2)

MONDAY 17 MARCH - GAILES LC - The AHB installation will be recommissioned and the temporary arrangements withdrawn.

The crossing will be equipped with controls to avoid the necessity of appointing a crossing keeper to operate the crossing locally for wrong direction movements or during single line working. A speed restriction of 40 mph applies to all movements which pass over the crossing in the wrong direction.

The following signs will be provided :-


Up direction - a 40 mph speed restriction sign applicable to Up direction movements on the Down Main in the cess of the Down Main, on the right of drivers, 815 yards from the crossing.


Down direction - a 40 mph speed restriction sign applicable to Down direction movements on the Up Main in the cess of the Up Main, on the right of drivers, 842 yards from the crossing.

See Section D of this Notice. (2)

DETAILS OF WORK ALREADY CARRIED OUT

* *GAILES LC - The AHB installation has been temporarily put out of use and replaced by a
* full width barriers controlled by a Crossing Keeper. (64)

GARTCOSH JN - The Down Main Section signal has been provided with a  sign. (66)

CARMUIRS EAST JN - A  sign has been provided on the Up Main Home signal. (65)

CARDROSS L.C. - The existing Level Crossing Gates have been replaced by lifting barriers, operated by Station Staff from a Local Control Panel. (66)



No.65

WEEKLY OPERATING NOTICE

**CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 22 MARCH
to
FRIDAY 28 MARCH 1986
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 12 00 Friday advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise Post Office 041-332-9811, extension 3666.

GLASGOW

J M SUMMERS
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

NEWRIDGE JN - BATHGATE RESIGNALLING (INTERIM) - Refer Special Notice dated March, 1986.

DESCRIPTION OF SCHEME

Add:-

Bathgate Central signal box will be renamed Bathgate Yard and will work to Carmondean Jn box on the Single Freight line only. Bathgate Yard box will have no control over movements on the Single Passenger line between Bathgate station and Carmondean Jn.

RUNNING SIGNALS

Signal	Aspect	Route Indication where provided	Application To or Towards
CD583	Main	-	Notice board at Bathgate Yard (2)

DETAILS OF WORK ALREADY CARRIED OUT

GAILLES LC - The AHB installation has been recommissioned and the temporary arrangements withdrawn.

The crossing has been equipped with controls to avoid the necessity of appointing a crossing keeper to operate the crossing locally for wrong direction movements or during single line working. A speed restriction of 40 mph applies to all movements which pass over the crossing in the wrong direction.

The following signs have been provided :-


Up direction - a 40 mph speed restriction sign applicable to Up direction movements on the Down Main in the cess of the Down Main, on the right of drivers, 815 yards from the crossing.


Down direction - a 40 mph speed restriction sign applicable to Down direction movements on the Up Main in the cess of the Up Main, on the right of drivers, 842 yards from the crossing.

See Section D of this Notice.

(2)

BRAIDHURST - The 2 lever ground frame controlling movements between the Wagon Works and the Departure line has been removed and the associated points secured out of use pending removal. (2)

GARTCOSH JN - The Down Main Section signal has been provided with a  sign. (66)

* * CARMUIRS EAST JN - A  sign has been provided on the Up Main Home signal. (65)

*

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

NEWBRIDGE JN - BATHGATE RESIGNALLING (INTERIM) - The work described and illustrated in the Special Notice entitled NEWBRIDGE JN - BATHGATE RESIGNALLING (INTERIM), dated March, 1986, has been introduced. Stations and Depots with trainmen working through the area concerned not having received the Special Notice must advise the Regional Operations Manager, ScotRail House, Glasgow by telephone (041-2716/2603). (2)

CARDROSS L.C. - The existing Level Crossing Gates have been replaced by lifting barriers, operated by Station Staff from a Local Control Panel. (66)

CORROUR - Trap points have been provided at either end of the Loop Line in advance of the "Stop" boards and are ground frame controlled. (66)

* * SPEAN BRIDGE - All existing signals have been removed, with the exception of the
 * reflectorised distant boards.

The points at the connection single line to loop line at the North and South ends have been converted to be train operated.

Up trains run on the Up line.

Down trains run on the Down line.

The trailing connection, Up loop to RCE Siding is controlled by a three lever ground frame, released by Annett's Key, which is retained by the signalman.

Additional notice boards have been provided, on the left of drivers for the direction to which they apply, and positioned as follows:-

Yellow "proceed" light with Reflectorised "Points Set" sign
 Up direction - 50 yards from facing connection to the Up loop.
 Down direction - 50 yards from facing connection to the Down loop.

Reflectorised sign worded "Stop - Obtain Token and Permission to Proceed"
 Up direction - approaching the Up loop exit connection.
 - approaching the exit from the R.C.E. siding.
 Down direction - approaching the Down loop exit connection.

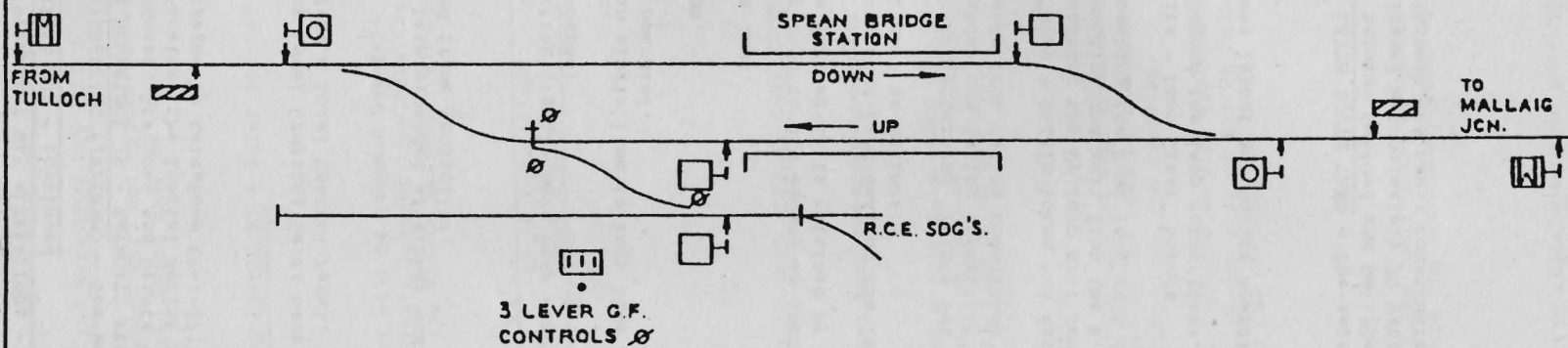
Reflectorised "Station Limits - Loop Clear" boards
 Positioned 300 yards beyond the loop connections.

A sketch of the permanent way layout and notice boards is shown on Page C3. (65)

* * BETWEEN PORTOBELLO AND LEITH SOUTH YARD - The section of the Portobello to Leith
 * South yard branch line between 0m660yd and 0m1190yd (between Baileyfield and Kings Rd) has been realigned approximately 30 yards to the west of its present location so as to run through the newly constructed overbridge. (65)

SPEAN BRIDGE


RATIONALISATION OF SIGNALLING



EC-100A

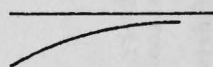
EXPLANATION OF SYMBOLS


 DISTANT BOARD

 YELLOW LIGHT WITH POINT SET SIGN.

 NOTICE BOARD WORDED "STOP. OBTAIN TOKEN AND PERMISSION TO PROCEED"

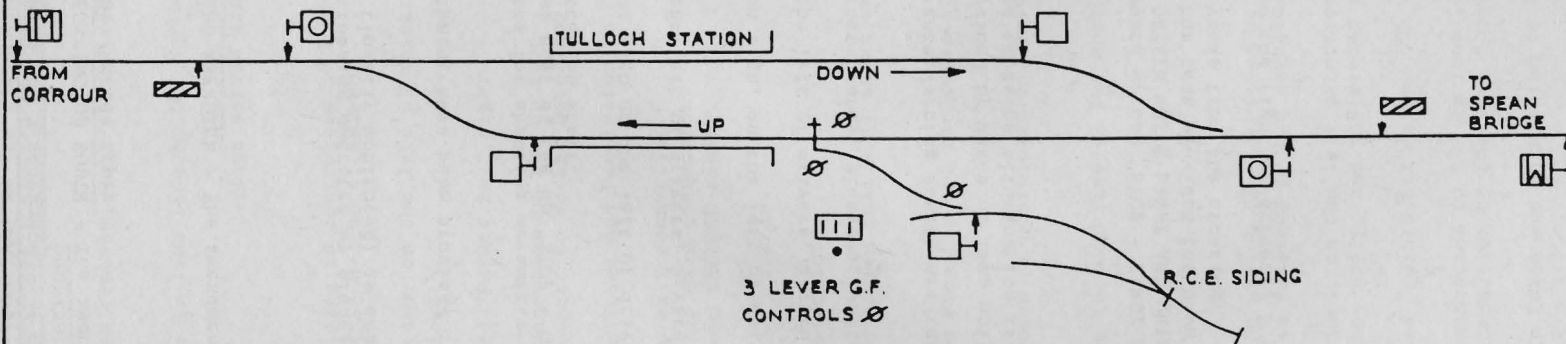
 LOOP CLEAR MARKER

 TRAIN OPERATED POINTS.

 HAND OPERATED POINTS.





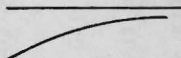
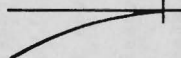
TULLOCH

RATIONALISATION OF SIGNALLING.

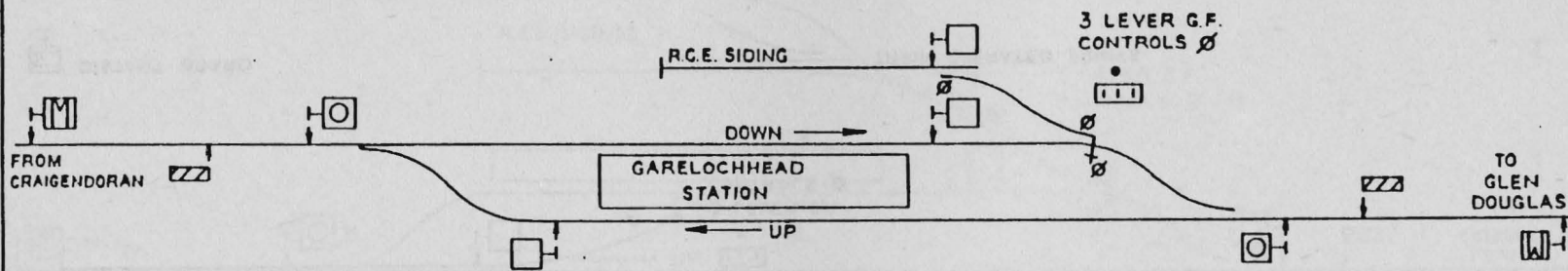


WON-C5

EXPLANATION OF SYMBOLS


- | | |
|--|--|
| <p> DISTANT BOARD</p> <p> YELLOW LIGHT WITH POINT SET SIGN.</p> <p> NOTICE BOARD WORDED "STOP. OBTAIN TOKEN AND PERMISSION TO PROCEED"</p> <p> LOOP CLEAR MARKER</p> | <p> TRAIN OPERATED POINTS.</p> <p> HAND OPERATED POINTS.</p> |
|--|--|

GARELOCHHEAD
RATIONALISATION OF SIGNALLING.




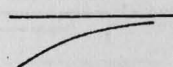
EXPLANATION OF SYMBOLS.

 DISTANT BOARD

 YELLOW LIGHT WITH POINT SET SIGN.

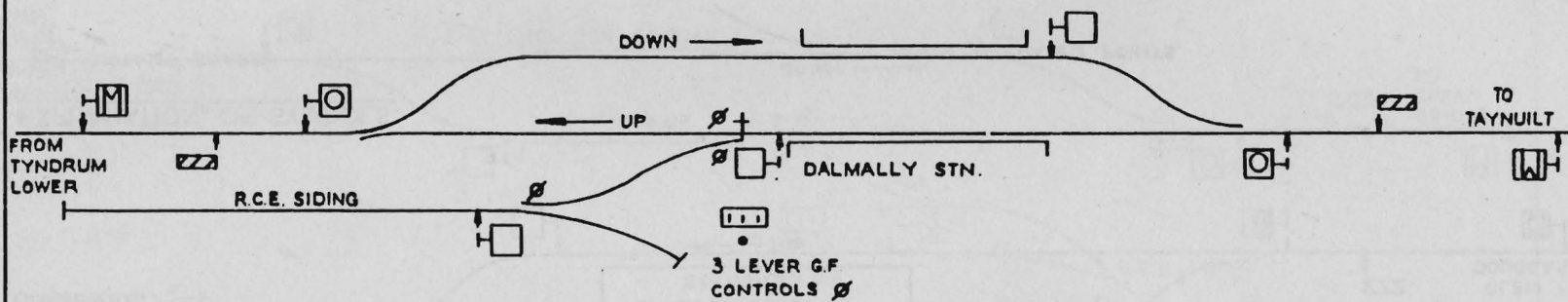
 NOTICE BOARD WORDED "STOP. OBTAIN TOKEN AND PERMISSION TO PROCEED"

 LOOP CLEAR MARKER.


 TRAIN OPERATED POINTS.


DALMALLY
RATIONALISATION OF SIGNALLING.

WON-67

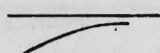


 DISTANT BOARD

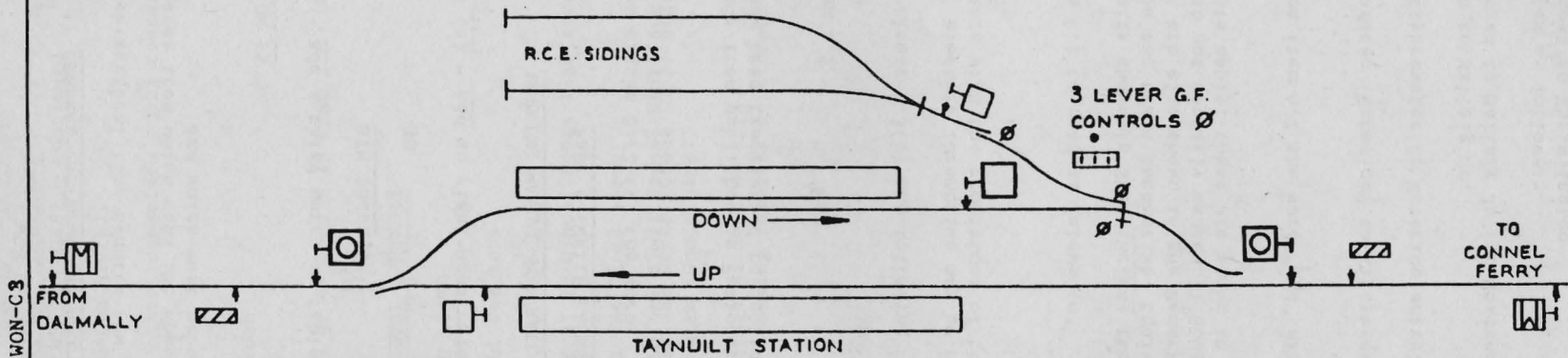
 YELLOW LIGHT WITH POINT SET SIGN.

 NOTICE BOARD WORDED "STOP. OBTAIN TOKEN AND PERMISSION TO PROCEED"

 LOOP CLEAR MARKER.


 TRAIN OPERATED POINTS.


TAYNUILT
RATIONALISATION OF SIGNALLING.





WON-C3

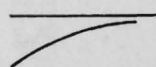
EXPLANATION OF SYMBOLS.


 DISTANT BOARD

 YELLOW LIGHT WITH
POINT SET SIGN

 NOTICE BOARD WORDED "STOP. OBTAIN
TOKEN AND PERMISSION TO PROCEED"

 LOOP CLEAR MARKER.

 TRAIN OPERATED POINTS.

 HAND OPERATED POINTS.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

NEWBRIDGE JN - BATHGATE RESIGNALLING (INTERIM) - The work described and illustrated in the Special Notice entitled NEWBRIDGE JN - BATHGATE RESIGNALLING (INTERIM), dated March, 1986, has been introduced. Stations and Depots with trainmen working through the area concerned not having received the Special Notice must advise the Regional Operations Manager, ScotRail House, Glasgow by telephone (041-2716/2603). (2)

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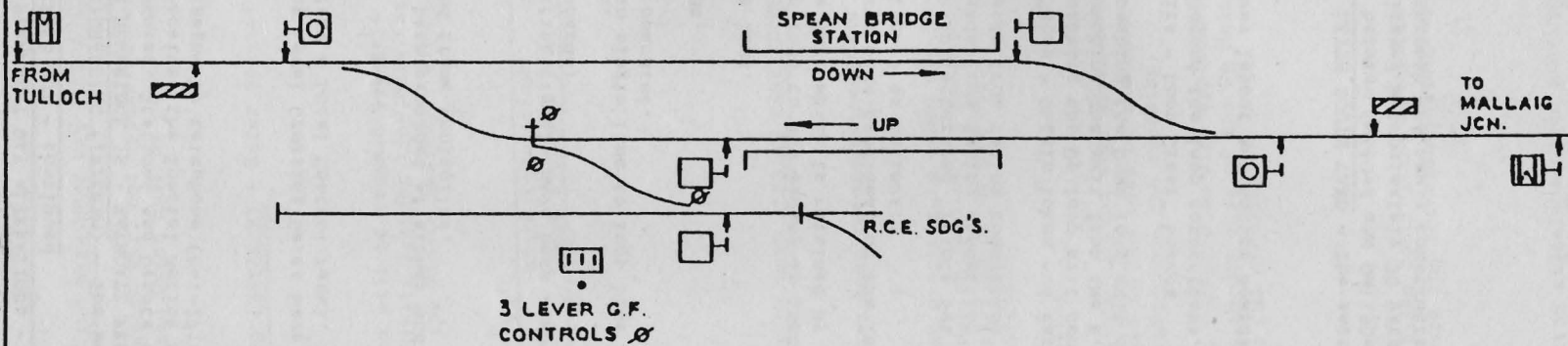
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SPEAN BRIDGE


RATIONALISATION OF SIGNALLING



EC-100A

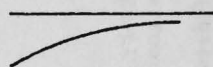
EXPLANATION OF SYMBOLS


 DISTANT BOARD

 YELLOW LIGHT WITH POINT SET SIGN.

 NOTICE BOARD WORDED "STOP. OBTAIN TOKEN AND PERMISSION TO PROCEED"

 LOOP CLEAR MARKER

 TRAIN OPERATED POINTS.

 HAND OPERATED POINTS.