



# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 29 MARCH

to

FRIDAY 4 APRIL 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.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

# SIGNALLING RECORD SOCIETY

# www.s-r-s.org.uk

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

CONNEL FERRY - The existing 2-lever ground frames have been replaced by 3-lever ground frames.

(3)

# DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 30 MARCH - BETWEEN DALRY AND KILWINNING JN - Dalgarven Down main intermediate block home signal, which also acts as Kilwinning Jn Down main distant, will be altered to be capable of displaying a vellow or green aspect only and redesignated Kilwinning Jn Down main distant signal. The sign will be removed.

Dalgarven Down main intermediate block distant signal will be removed.

Dalgarven Up main intermediate block home signal will be removed.

Dalgarven Up main intermediate block distant signal, which also acts as Kilwinning Jn Up main section signal, will be altered to be capable of displaying a red or green aspect only and be redesignated Kilwinning Jn Up main section signal.

SUNDAY 30 MARCH - BETWEEN KILWINNING JN AND BOGSIDE - Byrehill Jn box will be closed as a block post and the block section extended to be Kilwinning Jn to Bogside.

The following signalling and permanent way alterations will be carried out :-

Byrehill Jn - The main line trailing crossover will be disconnected and secured out of use pending removal. The Up main to branch connection will be disconnected and secured out of use. All signals, with the exception of the Down section signal will be removed.

The Down section signal, which also acts as Bogside Down distant signal, will be altered to be capable of displaying a yellow or green aspect only and redesignated Bogside Down distant signal.

The sign will be removed.

Kilwinning Jn - The Up main inner distant signal, located below Byrehill Jn former Up main section signal, will be removed.

SUNDAY 30 MARCH - DUBBS JN - The box will be closed as a block post and the section extended to be Kilwinning Jn to Stevenston No.1. All signals will be removed and all connections disconnected and secured out of use.

SUNDAY 30 MARCH - BO'NESS - The Down Passenger Loop will be disconnected and temporarily (4) secured out of use together with associated signalling.

TUESDAY 1 APRIL - IRVINE - The undernoted connections will be disconnected, secured normal and the associated signals removed :-

Main line trailing crossover Trailing connection Up main to Up sidings Connection between No.1 and No.2 Down sidings (for movements to/from No.1 Down siding)

An Operations Department Representative will be in attendance to hand operate the above points when necessary and drivers of trains requiring these points to be operated must work to his instructions.

WON-CO

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

THURSDAY 3 APRIL - KILWINNING Jn - The Up CE siding and associated 4 lever ground frame will be secured out of use.

FRIDAY 4 APRIL - BOGSIDE - Bogside box will be closed as a block post and the section extended to be Kilwinning Jn to Irvine.

All signals, with the exception of the Up distant signal, will be removed. The Up distant signal, which also acts as Irvine Up section signal, will be altered to display a red or green aspect only and redesignated Irvine Up section signal.

The main line trailing crossover will be disconnected and secured out of use pending removal.

The connection Up main to Snodgrass branch will be disconnected and secured out uf use.

#### DETAILS OF WORK ALREADY CARRIED OUT

GAILES 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. (1)

#### WON-C3

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued DEATILS 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).

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	
Add:-				
CD583	Main	1 1 1 1 1 A + 1 1 1 1 1 A A A A A A	Notice board at Bathgate Yard	(2)

- \* \*CARDROSS L.C. The existing Level Crossing Gates have been replaced by lifting \* barriers, operated by Station Staff from a Local Control Panel. (1)
- \* \*CORROUR Trap points have been provided at either end of the Loop Line in advance of \* the "Stop" boards and are ground frame controlled. (1)

#### WAGON RDC 921000 - OPERATION OF HANDBRAKE

The above wagon has been fitted with a ratchet hand lever brake and whenever the wagon has to be braked then the handbrake on both bogies must be applied. Each bogie is fitted with a lever on both sides of the bogie operating on a single shaft which means that the brake can be applied/released from either side of the wagon, release of the brake can be made from either side of the wagon irrespective of which side the brake was applied.

To apply the handbrake the lever is raised from the horizontal towards the vertical position until a slight restriction is felt in the movement, the lever is then ratcheted up and down until no further movement is possible (approximately 10/12 strokes) this indicates that the brake is now fully applied.

To release the handbrake the lever needs to be raised once to its highest point (almost vertical) and then release of the brake is fully automatic. Confirmation of the release can be varified by the slackness of the disc brake rigging.

(MPF/491/CA)(8/3/86)

### INTRODUCTION OF TRAIN STAFF AND TICKET REGULATIONS

The above regulations have come into effect between Carmondean Jn and Bathgate Yard (Goods Line). Issue of the necessary Train Signalling Regulations and Instructions to Trainmen has been restricted only to those staff working over this section of line.

(16/3/86)

## INSPECTION OF RAILWAY FENCE LINES

MONDAY 17 MARCH - WEDNESDAY 9 APRIL - Throughout this period, trainmen working over the undernoted lines may observe a low flying helicopter near the railway in connection with the above trial inspection.

Midcalder Jn to Holytown Jn Carstairs South Jn to Haymarket East Jn Edinburgh Waverley to Glasgow Queen St Dalmeny Jn to Kirkcaldy  $(11\frac{3}{4}MP \text{ to } 23MP)$  (82MP to 95MP)  $(32MP \text{ to } 36\frac{1}{2}MP)$ (8MP to 26MP)

(17/3/86)

# REFLECTORISED PSR SIGNS

Refer FON 58D, page 32. Add to list of lines where existing type of permanent speed restriction indicator signs are being replaced by road type indicators:-

Newbridge Jn to Bathgate Carmondean Jn to Bathgate Yard (Goods Line)

(15/3/86)

## CLASS 143 DIESEL MULTIPLE UNITS

Where Class 143 diesel units work over Track Circuit Block lines, the following must be specially noted by all concerned :-

- Rule Book, Section K If a train is brought to a stand owing to a signal being at danger, the driver must immediately telephone the signalman. Clause 3.2.1 is modified accordingly.
- Rule Book, Section M When a train is stopped on a running line and the provisions
  of this section apply, full detonator protection, as detailed in clause 2.1.2, must
  be carried out. (MR/TRN25)(15/3/86)





# WEEKLY OPERATING NOTICE

CONTAINING
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TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 19 APRIL to FRIDAY 25 APRIL 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.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

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

FINNIESTON WEST JN - The emergency trailing crossover has been secured out of use until further notice. (6)

#### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 20 APRIL - ARISAIG - An additional Notice Board will be provided on the left of drivers for the direction to which it applies and positioned as follows:-

Reflectorised "Station Limits - Loop Clear" board.

300 yards from the West End Loop connection.

(7)

#### DETAILS OF WORK ALREADY CARRIED OUT

KILWINNING RESIGNALLING - The work described and illustrated in the Special Notice entitled KILWINNING RESIGNALLING, dated April 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 (041-2603/2716).

Refer Special Notice dated April, 1986

# Page 5 - NOTE

Add:

The former Dalry Down section signal will be altered to be capable of displaying a red, yellow or green aspect, numbered PG213 and a sign provided.

The former Dalry Up section signal will be numbered PG214 and a sign provided. (6)

OBAN - The existing 2-lever Ground Frames controlling entry to the Oil Depot and the Loco Release Line/Sidings have been replaced by 3-lever Ground Frames. (5)

GLENFINNAN - 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 RCE Siding is controlled by a three lever ground frame, released by Annett's Key, which is retained by the signalman.

WON-C2

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

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 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.

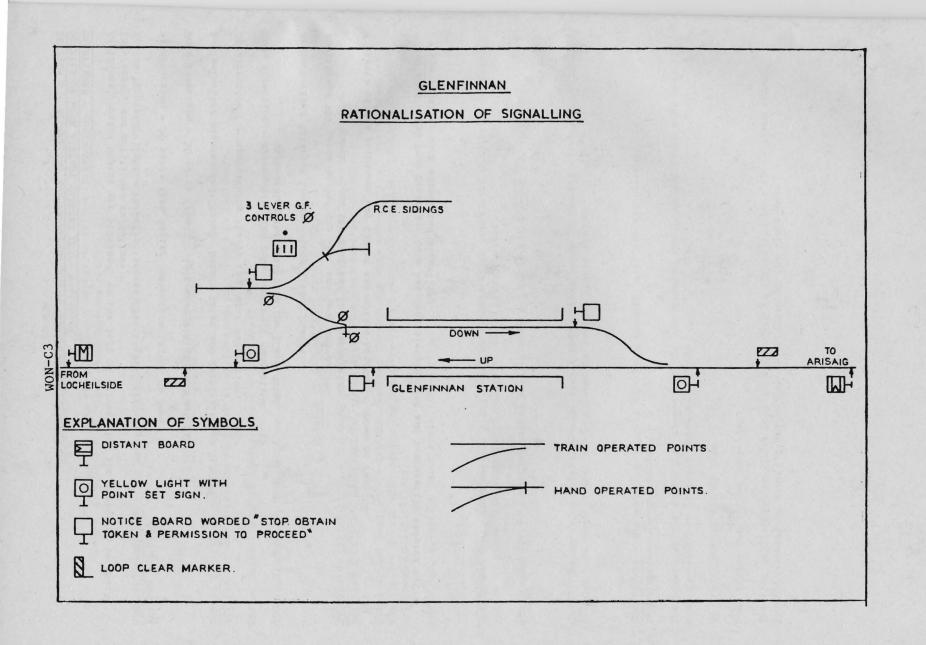
Down direction - approaching the Down loop exit connection approaching the exit from the RCE Siding.

Reflectorised "Station Limits - Loop Clear" boards.

Positioned 327 yards beyond the West end loop connection 377 yards beyond the East end loop connection.

A sketch of the permanent way layout and notice boards is shown on Page C3. (6)

\* \*BO'NESS - The Down Passenger Loop has been disconnected and temporarily secured out of \* use together with associated signalling. (4)



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANOUS INSTRUCTIONS - continued

UNTIL FURTHER NOTICE - STIRLING STATION - The North end of platform 6 and platform 5 which were temporarily out of use have been brought back into use.

The South end of platform 6 has been shortened temporarily by 355 feet and platform 8 is temporarily closed.

Trainmen in charge of passenger trains stopping at platform 6 must exercise care to ensure that when bringing their trains to a stand all passenger wehicles are stopped at the open section of the platform.

(MR/NOT3)(9/3/86)

#### 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 Corrour is concerned, train - operated points "Points Set" indicators and "Loop Clear" markers have <u>not</u> 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
Corrour
Tulloch
Spean Bridge
Dalmally
Taynuilt
Glenfinnan
Arisaig

Amended (20/4/86)

# WARFLAT WAGONS CONVEYING SAXON APC VEHICLES

A Warflat wagon may convey 2 Saxon APC vehicles, loaded centrally, which must be despatched under the "Load Examined Procedure". (MPF/492) (12/4/86)



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SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

to
FRIDAY 2 MAY 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.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

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

<u>UDDINGSTON</u> - The junction to and from the Holytown lines has been renewed to incorporate switch diamonds and extended 68 yards nearer to Uddingston Station. The Holytown lines have been slued to a new alignment nearer the Up cess side.

The catch points in the Up Main and Up Holytown lines, at Uddingston Jn, have been removed.

Ground position light signal M191, applying Up Main to Down Main, has been removed. (7)

# DETAILS OF WORK REFERRED TO IN SECTION B

NEWBRIDGE JN - BATHGATE RESIGNALLING (FINAL) - The work described and illustrated in the Special Notice dated April 1986 will NOT be introduced on Sunday 27 April 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).

BETWEEN NEWBRIDGE JN AND CAWBURN JN - SUNDAY 27 APRIL - Absolute Block Working on the Down line will be dispensed with and the Regulations for Train Signalling by the Track Circuit Block System will apply.

Signal EN575 will be provided with a sign.

## DETAILS OF WORK ALREADY CARRIED OUT

KILWINNING RESIGNALLING - The work described and illustrated in the Special Notice entitled KILWINNING RESIGNALLING, dated April 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 (041-2603/2716).

Refer Special Notice dated April, 1986

# Add:-

The former Dalry Down section signal will be altered to be capable of displaying a red, yellow or green aspect, numbered PG213 and a sign provided.

The former Dalry Up section signal will be numbered PG214 and a sign provided. (6)

\* \*OBAN - The existing 2-lever Ground Frames controlling entry to the Oil Depot and the \*Loco Release Line/Sidings have been replaced by 3-lever Ground Frames. (5)

GLENFINNAN - 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 RCE Siding is controlled by a three lever ground frame, released by Annett's Key, which is retained by the signalman.



# WEEKLY OPERATING NOTICE

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SIGNALLING AND PERMANENT WAY
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GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 3 MAY

to

FRIDAY 9 MAY 1986

inclusive

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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.

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J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

\* \*Indicates item which will not appear in future issues

\* and which must be noted

IRVINE - The attention of staff is drawn to the new design of Limit of shunt indicator.

(See Local Instructions for modification to Rule Book). (8)

PERTH NEW YARD (SOUTH END) - The North connection Down Main to Up Main (415 points) and Down Main to Reception Lines (416 points) have been secured out of use pending removal.

All relevant signals have been removed.

(8)

#### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 4 MAY - CARLISLE P.S.B. (EASTRIGG ) - Eastrigg Ground Frame at 109 miles 1650 yards, released by Carlisle P.S.B., will be repositioned on the opposite side of the DOWN AND UP Dumfries Line. (9)

NEWBRIDGE JN - BATHGATE RESIGNALLING (FINAL) - The work described and illustrated in the Special Notice dated April 1986 will come into operation on Sunday 4 May 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 (041-2603/2716)

<u>UDDINGSTON</u> - The junction to and from the Holytown lines has been renewed to incorporate switch diamonds and extended 68 yards nearer to Uddingston Station. The Holytown lines have been slued to a new alignment nearer the Up cess side.

The catch points in the Up Main and Up Holytown lines, at Uddingston Jn, have been removed.

Ground position light signal M191, applying Up Main to Down Main, has been removed. (7)

## DETAILS OF WORK ALREADY CARRIED OUT

\* \* KILWINNING RESIGNALLING - The work described and illustrated in the Special Notice \* entitled KILWINNING RESIGNALLING, dated April 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 (041-2603/2716).

Refer Special Notice dated April, 1986

# Page 5 - NOTE

Add:-

The former Dalry Down section signal will be altered to be capable of displaying a red, yellow or green aspect, numbered PG213 and a sign provided.

The former Dalry Up section signal will be numbered PG214 and a sign provided. (6)

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

\* \* GLENFINNAN - 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 RCE 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 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.

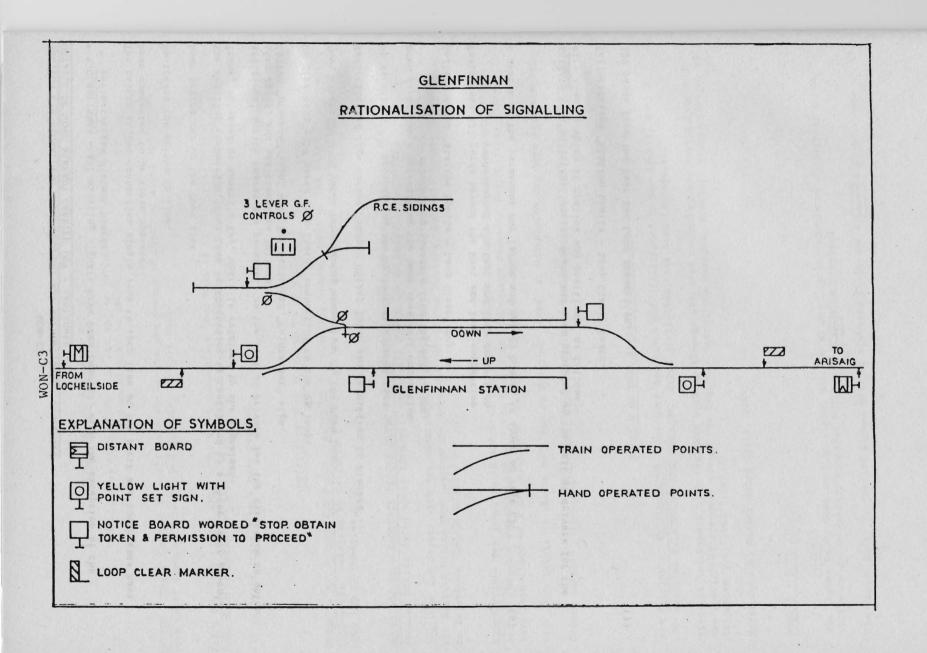
Positioned 327 yards beyond the West end loop connection 377 yards beyond the East end loop connection.

A sketch of the permanent way layout and notice boards is shown on Page C3. (6)

ARISAIG - An additional Notice Board has been provided on the left of drivers for the direction to which it applies and positioned as follows:-

Reflectorised "Station Limits - Loop Clear" board.

300 yards from the East End Loop connection. (7)







# WEEKLY OPERATING NOTICE

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SATURDAY 10 MAY

to

**FRIDAY 16 MAY 1986** 

inclusive

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J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

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# DETAILS OF WORK REFERRED TO IN SECTION B

Signal	Aspect	Route Indication where provided	Application To or Towards
Up Ayr			
PE169	Main		PG183
PG183	Main		PG191
PG191	Main		PG205
	Main	Position 4 Junction Indicator	PG203
PG196	Main	Position 4 Junction Indicator	PG190
PG205	Main		PK225
PK234	Main	Position 4 Junction Indicator	PG212
PK237	Main		PK245
Down Ayr			
PG190	Main		PE174
PG212	Main		PG198
	Main	Position 4 Junction Indicator	PG202
PE171	Main	Position 4 Junction Indicator	PG183
Brownhi l	1 UPL		
PG194	Main	Position 4 Junction Indicator	PG190
PG203	Main		PK225
Glengarn	ock UGL		
PG187	Main	X	PG191
Brownhil	1 DPL		
PG202	Main		PG190
Down Lar	gs		
PK232	Main	Position 4 Junction Indicator	PG212

The above routes will provide for bi-directional working between designated locations.

See Section D of this Notice. (10)

SUNDAY 11 MAY - BARASSIE - The signal box will be closed as a block post and the area controlled therefrom will now be controlled from Paisley Signalling Centre. All signals previously prefixed 'B' will now be prefixed 'PB'. (10)

- not effected till 25 MAY

SUNDAY 11 MAY - BETWEEN HUNTERSTON AND LARGS - Fairlie High signal box will be closed as a block post and the block section extended to apply Hunterston/Largs. The Down line, with the exception of a portion through Fairlie High tunnel, will be temporarily put out of use and the Up line will become a single line worked in both directions in accordance with the Tokenless Block System, but shunting keys will not be provided.

The following permanent way and signalling alterations will be carried out :-

<u>Hunterston</u> - The Down line on the Largs side of the main line facing crossover will be temporarily put out of use and all relative signals and routes disconnected.

The Down section signal will be removed and the Down home signal redesignated Down home/section signal and the main aspect, without junction indicator, will apply to the single line, all other applications unaltered.

Fairlie High - All signals will be removed.

The former main line crossover will be secured and padlocked for movements along the Single line, the key retained by an Operations Department Representative.

A 3-lever ground frame will be provided to operate the connection between the former Down line and Fairlie High sidings. The portion of the former Down line between the connection to Fairlie High sidings and Admiralty sidings will be retained. All trains to and from Fairlie High and Admiralty sidings must be accompanied by an Operations Department Representative. Trains may be shut in at either set of sidings.

Largs - The Down home 1 signal will be removed. The Down home 2 signals will be redesignated Down home signals and the associated sign removed. The Down distant and home signals will apply to the Single line.

SUNDAY 11 MAY - OXWELLMAINS - The previously laid in trailing connection from the Up Main to Torness Power Station will be brought into use, controlled by a local switch panel and released from Edinburgh SC.

A telephone with a plate will be provided at the points.

Signal ED468 will become a semi-automatic signal.

(10)

# DETAILS OF WORK ALREADY CARRIED OUT

\* \* <u>UDDINGSTON</u> - The junction to and from the Holytown lines has been renewed to \* incorporate switch diamonds and extended 68 yards nearer to Uddingston Station. The Holytown lines have been slued to a new alignment nearer the Up cess side.

The catch points in the Up Main and Up Holytown lines, at Uddingston Jn, have been removed.

Ground position light signal M191, applying Up Main to Down Main, has been removed. (7)

CARLISLE P.S.B. (EASTRIGG) - Eastrigg Ground Frame at 109 miles 1650 yards, released by Carlisle P.S.B., has been repositioned on the opposite side of the DOWN AND UP Dumfries Line.

(9)

IRVINE - The attention of staff is drawn to the new design of Limit of shunt indicator.

(See Local Instructions for modification to Rule Book).

PERTH NEW YARD (SOUTH END) - The North connection Down Main to Up Main (415 points) and Down Main to Reception Lines (416 points) have been secured out of use pending removal.

All relevant signals have been removed.

(8)

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

\* \* NEWBRIDGE JN - BATHGATE RESIGNALLING (FINAL) - The work described and illustrated in the Special Notice dated April 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 (041-2603/2716)

\* \*  $\frac{ARISAIC}{direction}$  - An additional Notice Board has been provided on the left of drivers for the

Reflectorised "Station Limits - Loop Clear" board.

300 yards from the East End Loop connection.

(7)

#### AYRSHIRE LINES

From 11 May - Bi-directional Signalling will be commissioned as under :-

Between Elderslie and Kilwinning - Up and Down Ayr Between Kilwinning and Bogside - Up Ayr

Staff who walk on the line between these locations are reminded that trains may approach from either direction. The provisions of the Rule Book, Section P, clause 1.1 must be specially noted in this respect.

(11/5/86)

\* \* MONDAY 12 MAY 00 00 - 05 30 - AYR AREA - All signal post telephones associated with signals prefixed PA and all other ground frame etc., telephones except PABX connected to ayr signal box, will be subject to periods of disconnection for essential engineering work. Where traffic requires to run during this period, special arrangements will be made and advised locally.

(MR/NOT3A)(12/5/86)

# CARDONALD JN TO SHIELDHALL (GOODS LINE)

UNTIL FURTHER NOTICE - Access to Shieldhall Yard is not available. All movements on the branch will be to/from Deanside Sidings. (10/5/86)

#### STIRLING STATION

UNTIL FURTHER NOTICE - The North end of platform 6 and platform 5 which were temporarily out of use have been brought back into use.

The South end of platform 6 has been shortened temporarily by 355 feet and platform 8 is temporarily closed.

Trainmen in charge of passenger trains stopping at platform 6 must exercise care to ensure that when bringing their trains to a stand all passenger vehicles are stopped at the open section of the platform.

(MR/NOT3)(9/3/86)

## FINNIESTON WEST JN

The emergency trailing crossover, previously secured out of use has been re-instated.
(20/4/86)

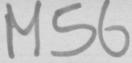
# WEST HIGHLAND AND OBAN LINES

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 Corrour is concerned, train - operated points "Points Set" indicators and "Loop Clear" markers have <u>not</u> 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.





# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 17 MAY

to

**FRIDAY 23 MAY 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-332-9811, extension 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

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

BARRY WEST LC - The level crossing gates have been removed pending the installation of manned barriers.

# DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 18 MAY - BETWEEN HOLM JN AND ARDROSSAN HARBOUR - Absolute Block Working will be withdrawn and all trains will run over the Up branch, which will be redesignated Up and Down branch single line, in accordance with the Regulations for One Train Working On Single Lines shown in Section 1 of the General Appendix.

The former Down branch will be secured out of use.

The following signalling and permanent way alterations will be carried out:-

#### Holm Jn

The facing connection to the Down branch will be secured for movements to and from the Up and Down branch single line.

The Down branch section and calling on signal will be removed.

## ARDROSSAN HARBOUR

The connection Down branch to Up branch will be secured for movements to and from the Up and Down branch single line.

The connections Up branch to Up loop, Up branch to North siding, Down branch to West Breakwater and Down branch to South siding will all be secured for movement to and from the Up and Down branch single line.

With the exception of those listed below all signals will be removed.

Ardrossan Harbour signal box will cease to exist as a block post but will be retained to control.

Princes Street and Harbour level crossings together with the existing Up home and section signals and Down distant, home 1, home 2 and home 3 signals which will apply to Down direction trains travelling over the Up and Down branch single line. (11)

SUNDAY 18 MAY - DALCHALM - The crossing will be commissioned as an Automatic Open Crossing (locally monitored) as described in section 7 of the General Appendix.

The following signs and equipment will also be provided:-

#### UP DIRECTION:

Advance Warning Board together with AWS equipment, situated 1150 yards from the crossing on left of Drivers.

A 25/50 mph Speed Restriction Board, on the left of Drivers, 560 yards from the crossing.

A White Light, situated on the left of Drivers, 5 yards from the crossing.

# DOWN DIRECTION:

Advance Warning Board, together with AWS equipment, 830 yards from the crossing, on the left of Drivers.

A 25/50 mph Speed Restriction Board, on the left of Drivers, 580 yards from the crossing.

A White Light, situated on the left of Drivers, 5 yards from the crossing.

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. (11)

# DETAILS OF WORK ALREADY CARRIED OUT

CARLISLE P.S.B. (EASTRIGG) - Eastrigg Ground Frame at 109 miles 1650 yards, released by Carlisle P.S.B., has been repositioned on the opposite side of the DOWN AND UP Dumfries Line.

BETWEEN ELDERSLIE AND BOGSIDE - The undernoted signal routes have been commissioned :-

Signal	Aspect	Route Indication where provided	Application To or Towards
Up Ayr			
PE169	Main		PG183
PG183	Main		PG191
PG191	Main		PG205
16171	Main	Position 4 Junction Indicator	PG203
PG196	Main	Position 4 Junction Indicator	PG190
PG205	Main	FOSILION 4 JUNELION INGICATOR	PK225
PK234	Main	Position 4 Junction Indicator	PG212
		Position 4 Junction Indicator	
PK237	Main		PK245
Down Ayr			
PG190	Main		PE174
PG212	Main		PG198
1 02 12	Main	Position 4 Junction Indicator	PG202
PE171	Main	Position 4 Junction Indicator	PG183
LEI/I	nain	rosition 4 Junetion indicator	10103
Brownhil	1 UPL		
PG194	Main	Position 4 Junction Indicator	PG190
PG203	Main		PK225
Glengarn	ock UGL		
PG187	Main	X	PG191
Brownhil	1 DPL		
PG202	Main		PG190
Down Lar	gs		
PK232	Main	Position 4 Junction Indicator	PG212

The above routes provide for reversible working between designated locations.

See Section D of this Notice. (10)

(8)

<sup>\* \*</sup> IRVINE - The attention of staff is drawn to the new design of Limit of shunt
\* indicator. (See Local Instructions for modification to Rule Book).

WON-C3

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

BETWEEN HUNTERSTON AND LARGS - Fairlie High signal box has been closed as a block post and the block section extended to apply Hunterston/Largs. The Down line, with the exception of a portion through Fairlie High tunnel, has been temporarily put out of use and the Up line has become a single line worked in both directions in accordance with the Tokenless Block System, but shunting keys have not been provided. Working of the Single line by Pilotman in accordance with the instructions on pages 1.24 to 1.28 of the General Appendix applies.

The following permanent way and signalling alterations have been carried out :-

<u>Hunterston</u> - The Down line on the Largs side of the main line facing crossover has been <u>temporarily</u> put out of use and all relative signals and routes disconnected.

The Down section signal has been removed and the Down home signal redesignated Down home/section signal.

Fairlie High - All signals have been removed.

The former main line crossover has been secured and padlocked for movements along the Single line, the key retained by the Pilotman.

A 3-lever ground frame has been provided to operate the connection between the former Down line and Fairlie High sidings. The portion of the former Down line between the connection to Fairlie High sidings and Admiralty sidings has been retained. All trains to and from Fairlie High and Admiralty sidings must be accompanied by the Pilotman. Trains may be shut in at either set of sidings.

Largs - The Down home 1 signal has been removed. The Down home 2 signals have been redesignated Down home signals and the associated sign removed. The Down distant and home signals apply to the Single line.

\* \* PERTH NEW YARD (SOUTH END) - The North connection Down Main to Up Main (415 points)

\* and Down Main to Reception Lines (416 points) have been secured out of use pending removal.

All relevant signals have been removed.

(8)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANOUS INSTRUCTIONS - continued

#### GLASGOW CENTRAL STATION

Platform 11A has been permanently shortened by 16 feet at the buffer stop end. (MR/NOT3A)(26/4/86)

#### AYRSHIRE LINES

Reversible Signalling has been commissioned as under :-

Between Elderslie and Kilwinning - Up and Down Ayr Between Kilwinning and Bogside - Up Ayr

Staff who work on the line between these locations are reminded that trains may approach from either direction. The provisions of the Rule Book, Section P, clause 1.1 must be specially noted in this respect.

Amended (17/5/86)

MONDAY 19 MAY 00 00 - 05 30 - AYR AREA - All signal post telephones associated with signals prefixed PA and all other ground frame etc., telephones except PABX connected to Ayr signal box, will be subject to periods of disconnection for essential engineering work. Where traffic requires to run during this period, special arrangements will be made and advised locally.

(MR/NOT3A)(19/5/86)

#### CARDONALD JN TO SHIELDHALL (GOODS LINE)

UNTIL FURTHER NOTICE - Access to Shieldhall Yard is not available. All movements on the branch will be to/from Deanside Sidings. (10/5/86)

#### STIRLING STATION

<u>UNTIL FURTHER NOTICE</u> - The North end of platform 6 and platform 5 which were temporarily out of use have been brought back into use.

The South end of platform 6 has been shortened temporarily by 355 feet and platform 8 is temporarily closed.

Trainmen in charge of passenger trains stopping at platform 6 must exercise care to ensure that when bringing their trains to a stand all passenger vehicles are stopped at the open section of the platform.

(MR/NOT3)(9/3/86)

## 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 Corrour is concerned, train - operated points "Points Set" indicators and "Loop Clear" markers have <u>not</u> 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.

WON-D37

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANOUS INSTRUCTIONS - continued WEST HIGHLAND AND OBAN LINES - continued

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
Corrour
Tulloch
Spean Bridge
Dalmally
Taynuilt
Glenfinnan
Arisaig

Amended (20/4/86)

#### LADYBANK STATION

The Down platform has been temporarily shortened by 60 yards at the Cupar end.

3 and 6 car stop markers will be respositioned accordingly.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

(MR/NOT3A)(3/5/86)

#### ELBOWEND JN TO CROMBIE RNAD (GOODS LINE)

The line between Elbowend Jn GF and Crombie RNAD has been secured out of use until further notice.

(MR/NOT3)(6/5/86)

## WARFLAT WAGONS CONVEYING SAXON APC VEHICLES

A Warflat wagon may convey 2 Saxon APC vehicles, loaded centrally, which must be despatched under the "Load Examined Procedure". (MPF/492) (12/4/86)

# RAIL TROLLEY

## 1. GENERAL

1.1 The following types of self propelled trolley are covered by these instructions:-

Plasser Rail Trolley (OBW 10), Geismar Tramm

- 1.2 The provision of Section "A" of the General Appendix, Part 4, apply together with the additional instructions contained herein.
- 1.3 The maximum permitted speed of the machine is as follows :-

Plasser Rail Trolley - 40mph, Geismar Tramm - 35mph.

- 1.4 The machine must not be relied upon to actuate track circuits.
- 1.5 The machine must not be driven from the crane cab unless working within an Absolute Possession.
- 1.6 Conventional buffers and drawgear are provided and in the event of failure, the machine may be assisted from either end by a locomotive only.
- 1.7 With the exception of the OBW 7 the Plasser Rail Trolley must not be used for hauling/propelling other vehicles. The Geismar Tramm must not be used to haul/propel any other vehicles.



# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 24 MAY to

**FRIDAY 30 MAY 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-332-9811, extension 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

\* \*Indicates item which will not appear in future issues

\* and which must be noted

 $\frac{\text{BETWEEN BERWICK AND RESTON}}{\text{between } 67\text{ml}520\text{yd} \text{ and } 69\text{mp}} \text{ has been increased to } \frac{90\text{mph}}{95\text{mph}} \text{ on the Down line}$ 

The permanent speed restriction of 80mph on the Down line between 69mp and 69m1450yd has been increased to 90mph.

A new permanent speed restriction of 85mph on the Up and Down lines between 69m1450yd and 53m750yd has become operational.

(See Section D of this notice).

#### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 25 MAY - BARASSIE - The signal box will be closed as a block post and the area controlled therefrom will now be controlled from Paisley Signalling Centre. All signals previously prefixed "B" will now be prefixed "PB". (12)

SUNDAY 25 MAY - BARRY WEST - Electrically operated lifting barriers will be provided.

(12)

# DETAILS OF WORK ALREADY CARRIED OUT

\* \* CARLISLE P.S.B. (EASTRIGG) - Eastrigg Ground Frame at 109 miles 1650 yards, released \* by Carlisle P.S.B., has been repositioned on the opposite side of the DOWN AND UP Dumfries Line. (9)

BETWEEN ELDERSLIE AND BOGSIDE - The undernoted signal routes have been commissioned :-

Signal	Aspect	Route Indication where provided	Application To or Towards
Up Ayr			
PE 169	Main		PG183
PG183	Main		PG191
PG191	Main		PG205
	Main	Position 4 Junction Indicator	PG203
PG196	Main	Position 4 Junction Indicator	PG190
PG205	Main	-	PK225
PK234	Main	Position 4 Junction Indicator	PG212
PK237	Main	-	PK245
TREST			
Down Ayr			
PG190	Main		PE174
PG212	Main		PG198
10212	Main	Position 4 Junction Indicator	PG202
PE171	Main	Position 4 Junction Indicator	PG183
FEI/I	riaili	rosition 4 Junetion Indicator	10103
Brownhil:	1 IIDI		
PG194	Main	Position 4 Junction Indicator	PG190
PG203	Main	-	PK225
10203	Harn		TREES
Glengarn	ock IIGI.		
PG187	Main	X	PG191
10107			10171
Brownhil	1 DPI.		
PG202	Main		PG190
10202	rialli		16190
Down Lar	OS		
PK232	Main	Position 4 Junction Indicator	PG212
LKZJZ	rialii	rosicion 4 Junetion indicator	10212

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

BETWEEN HUNTERSTON AND LARGS - Fairlie High signal box has been closed as a block post and the block section extended to apply Hunterston/Largs. The Down line, with the exception of a portion through Fairlie High tunnel, has been temporarily put out of use and the Up line has become a single line worked in both directions in accordance with the Tokenless Block System, but shunting keys have not been provided. Working of the Single line by Pilotman in accordance with the instructions on pages 1.24 to 1.28 of the General Appendix applies.

The following permanent way and signalling alterations have been carried out :-

Hunterston - The Down line on the Largs side of the main line facing crossover has been temporarily put out of use and all relative signals and routes disconnected.

The Down section signal has been removed and the Down home signal redesignated Down home/section signal.

Fairlie High - All signals have been removed.

The former main line crossover has been secured and padlocked for movements along the Single line, the key retained by the Pilotman.

A 3-lever ground frame has been provided to operate the connection between the former Down line and Fairlie High sidings. The portion of the former Down line between the connection to Fairlie High sidings and Admiralty sidings has been retained. All trains to and from Fairlie High and Admiralty sidings must be accompanied by the Pilotman. Trains may be shut in at either set of sidings.

Largs - The Down home 1 signal has been removed. The Down home 2 signals have been redesignated Down home signals and the associated sign removed. The Down distant and home signals apply to the Single line. (10)

BETWEEN HOLM JN AND ARDROSSAN HARBOUR - Absolute Block Working has been withdrawn and all trains run over the Up branch, which has been redesignated Up and Down branch single line, in accordance with the Regulations for One Train Working On Single Lines shown in Section 1 of the General Appendix.

Train staff custodian is the signalman at Holm Jn.

The former Down branch has been secured out of use.

The following signalling and permanent way alterations have been carried out:-

#### Holm Jn

The facing connection to the Down branch has been secured for movements to and from the Up and Down branch single line.

The Down branch section and calling on signal have been removed.

## ARDROSSAN HARBOUR

The connection Down branch to Up branch has been secured for movements to and from the Up and Down branch single line.

The connections Up branch to Up loop, Up branch to North siding, Down branch to West Breakwater and Down branch to South siding have all been secured for movement to and from the Up and Down branch single line.

With the exception of those listed below all signals have been removed.

Ardrossan Harbour signal box has ceased to exist as a block post but is retained to control Princes Street and Harbour level crossings together with the existing Up home and section signals and Down distant, home 1, home 2 and home 3 signals which apply to Down direction trains travelling over the Up and Down branch single line. (11)

BARRY WEST LC - The level crossing gates have been removed pending the installation of manned barriers. (10)

#### WON-C3

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

<u>DALCHALM</u> - The crossing has been commissioned as an Automatic Open Crossing (locally monitored) as described in section 7 of the General Appendix.

The following signs and equipment have also been provided:-

#### UP DIRECTION:

Advance Warning Board together with AWS equipment, situated 1150 yards from the crossing on left of Drivers.

A 25/50 mph Speed Restriction Board, on the left of Drivers, 560 yards from the crossing.

A White Light, situated on the left of Drivers, 5 yards from the crossing.

#### DOWN DIRECTION:

Advance Warning Board, together with AWS equipment, 830 yards from the crossing, on the left of Drivers.

A 25/50 mph Speed Restriction Board, on the left of Drivers, 580 yards from the crossing.

A White Light, situated on the left of Drivers, 5 yards from the crossing.

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.

(11)



M56

No. 10

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

to FRIDAY 6 JUNE 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-332-9811, extension 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

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

# DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 1 JUNE - AYR - The signal box will be closed as a block post and the area controlled therefrom will now be controlled from Paisley Signalling Centre. All signals previously prefixed 'A' will now be prefixed 'PA'.

Belmont LC (CCTV) will be controlled from Ayr Relay Room until further notice. (13)

SUNDAY 1 JUNE - BARRY WEST - Electrically operated lifting barriers will be provided. (13)

SUNDAY 1 JUNE - KIRKTON - The crossing will be commissioned as an Automatic Open Crossing (locally monitored) as described in Section 7 of the General Appendix.

The following signs and equipment will also be provided :-

#### Up Direction

Advance Warning Board, together with AWS equipment, situated 1240 yards from the crossing, on the left of Drivers.

A 30/55 mph Speed Restriction Board, on the left of Drivers, 650 yards from the Crossing.

A white light, situated on the left of Drivers, 5 yards from the crossing.

## Down Direction

Advance Warning Board, together with AWS equipment, situated 1135 yards from the crossing, on the left of Drivers.

A 30/55 mph Speed Restriction Board, on the left of Drivers, 650 yards from the crossing.

A white light, situated on the left of Drivers, 5 yards from the crossing.

Crossing illumination will be provided by means of lamp units, situated on the same post as the Drivers' white lights. The crossing illumination will be operated automatically day and night. (13)

# DETAILS OF WORK ALREADY CARRIED OUT

\* \* BETWEEN ELDERSLIE AND BOGSIDE - The undernoted signal routes have been commissioned :-

Signal	Aspect	Route Indication where provided	Application To or Towards
Up Ayr			
PE169	Main	OF THE SECOND STATE STATE OF THE SECOND STATE	PG183
PG183	Main		PG191
PG191	Main		PG205
	Main	Position 4 Junction Indicator	PG203
PG196	Main	Position 4 Junction Indicator	PG190
PG205	Main		PK225
PK234	Main	Position 4 Junction Indicator	PG212
PK237	Main	-	PK245
Down Ayr			
PG190	Main		PE174
PG212	Main		PG198
	Main	Position 4 Junction Indicator	PG202
PE171	Main	Position 4 Junction Indicator	PG183
Brownhil	l UPL		
PG194	Main	Position 4 Junction Indicator	PG190
PG203	Main		PK225
Glengarn	ock UGL		
PG187	Main	х .	PG191
Brownhil:	L DPL		
PG202	Main	- voil elgost damed a	PG190
Down Lar	28		
PK232	Main	Position 4 Junction Indicator	PG212

The above routes provide for reversible working between designated locations.

See Section D of this Notice. (10)

BARASSIE - The signal box has been closed as a block post and the area controlled therefrom is now controlled from Paisley Signalling Centre. All signals previously prefixed "B" are now prefixed "PB". (12)

\* \* BETWEEN HUNTERSTON AND LARGS - Fairlie High signal box has been closed as a block post and the block section extended to apply Hunterston/Largs. The Down line, with the exception of a portion through Fairlie High tunnel, has been temporarily put out of use and the Up line has become a single line worked in both directions in accordance with the Tokenless Block System, but shunting keys have not been provided. Working of the Single line by Pilotman in accordance with the instructions on pages 1.24 to 1.28 of the General Appendix applies.

The following permanent way and signalling alterations have been carried out :-

<u>Hunterston</u> - The Down line on the Largs side of the main line facing crossover has been temporarily put out of use and all relative signals and routes disconnected.

The Down section signal has been removed and the Down home signal redesignated Down home/section signal.

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

#### \* BETWEEN HUNTERSTON AND LARGS - continued

Fairlie High - All signals have been removed.

The former main line crossover has been secured and padlocked for movements along the Single line, the key retained by the Pilotman.

A 3-lever ground frame has been provided to operate the connection between the former Down line and Fairlie High sidings. The portion of the former Down line between the connection to Fairlie High sidings and Admiralty sidings has been retained. All trains to and from Fairlie High and Admiralty sidings must be accompanied by the Pilotman. Trains may be shut in at either set of sidings.

Largs - The Down home 1 signal has been removed. The Down home 2 signals have been redesignated Down home signals and the associated sign removed. The Down distant and home signals apply to the Single line.

BETWEEN HOLM JN AND ARDROSSAN HARBOUR - Absolute Block Working has been withdrawn and all trains run over the Up branch, which has been redesignated Up and Down branch single line, in accordance with the Regulations for One Train Working On Single Lines shown in Section 1 of the General Appendix.

Train staff custodian is the signalman at Holm Jn.

The former Down branch has been secured out of use.

The following signalling and permanent way alterations have been carried out:-

#### Holm Jn

The facing connection to the Down branch has been secured for movements to and from the Up and Down branch single line.

The Down branch section and calling on signal have been removed.

#### ARDROSSAN HARBOUR

The connection Down branch to Up branch has been secured for movements to and from the Up and Down branch single line.

The connections Up branch to Up loop, Up branch to North siding, Down branch to West Breakwater and Down branch to South siding have all been secured for movement to and from the Up and Down branch single line.

With the exception of those listed below all signals have been removed.

Ardrossan Harbour signal box has ceased to exist as a block post but is retained to control Princes Street and Harbour level crossings together with the existing Up home and section signals and Down distant, home 1, home 2 and home 3 signals which apply to Down direction trains travelling over the Up and Down branch single line. (11)

BETWEEN BERWICK AND RESTON - The permanent speed restriction of 90mph on the Down line between 67m1520yd and 69mp has been increased to 95mph.

The permanent speed restriction of 80mph on the Down line between 69mp and 69m1450yd has been increased to 90mph.

A new permanent speed restriction of 85mph on the Up and Down lines between 69m1450yd and 53m750yd has become operational.

(See Section D of this notice).





## WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 7 JUNE to FRIDAY 13 JUNE 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-332-9811, extension 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

\* \*Indicates item which will not appear in future issues

\* and which must be noted

SHIELDS JN/TERMINUS (UP THROUGH LINE) - The trapping protection end of the connection from the Up Clydesdale Line to the Up Through Siding has been disconnected, clamped, scotched and padlocked out of use pending removal.

Signal G704 has been moved 122 yards further from the junction with the Up Clydesdale Line, and fitted with AWS.

Ground position light signal G516 reading back along the Up Goods Loop has been repositioned on the right hand side of the driver.

Signal G547 reading from the Up Main to the Up Goods Loop has been lowered with the red aspect 11'0" above rail level, and fitted with a No.1 junction route indicator

Signal G537 in the Up Goods Loop has been fitted with AWS.

The Up Through Siding and Up Goods Loop have been re-designated Up Through Terminus. (13)

 $\frac{\text{BARONY JN}}{\text{Auchinleck}}$  - The box has been closed as a block post and the section extended to the Auchinleck to Mauchline.

All signals, with the exception of the Down distant signal have been disconnected and signal arms removed. The Down distant signal, which also acts as Auchinleck Down section signal, has been altered to be capable of exhibiting a read or green aspect only and redesignated Auchinleck Down section signal. All connections have been disconnected and secured out of use pending removal. (13)

BRORA \_ The Down Loop "Stop Board", (small pattern) has been replaced by a "Stop Board" of the large pattern. (13)

#### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 8 JUNE - BETWEEN HUNTERSTON AND FAIRLIE HIGH - The existing Up and Down single line will be secured out of use and the Down line which was previously secured out of use will be brought back into use as the Up and Down single line.

Working by pilotman will be retained between Hunterston and Largs.

The subsiduary signal No.53 will be repositioned on the right of drivers adjacent to Up home signal No.23 and will be provided with a fixed red main aspect, application will be towards signal 27.

The crossover at Fairlie High will be disconnected and secured out of use pending removal.

The admiralty siding will become ground frame controlled and padlocked normal.

A sketch of the layout is shown on pages C4 and C5. (14)

#### DETAILS OF WORK ALREADY CARRIED OUT

BARASSIE - The signal box has been closed as a block post and the area controlled therefrom is now controlled from Paisley Signalling Centre. All signals previously prefixed "B" are now prefixed "PB".

(12)

 $\frac{AYR}{now}$  - The signal box has been closed as a block post and the area controlled therefrom is  $\frac{AYR}{now}$  controlled from Paisley Signalling Centre. All signals previously prefixed 'A' are now prefixed 'PA'.

Belmont LC (CCTV) is controlled from Ayr Relay Room until further notice.

(13)

\* \* BETWEEN HOLM JN AND ARDROSSAN HARBOUR - Absolute Block Working has been withdrawn and 
\* all trains run over the Up branch, which has been redesignated Up and Down branch 
single line, in accordance with the Regulations for One Train Working On Single Lines 
shown in Section 1 of the General Appendix.

Train staff custodian is the signalman at Holm Jn.

The former Down branch has been secured out of use.

The following signalling and permanent way alterations have been carried out:-

#### Holm Jn

The facing connection to the Down branch has been secured for movements to and from the Up and Down branch single line.

The Down branch section and calling on signal have been removed.

#### ARDROSSAN HARBOUR

The connection Down branch to Up branch has been secured for movements to and from the Up and Down branch single line.

The connections Up branch to Up loop, Up branch to North siding, Down branch to West Breakwater and Down branch to South siding have all been secured for movement to and from the Up and Down branch single line.

With the exception of those listed below all signals have been removed.

Ardrossan Harbour signal box has ceased to exist as a block post but is retained to control Princes Street and Harbour level crossings together with the existing Up home and section signals and Down distant, home 1, home 2 and home 3 signals which apply to Down direction trains travelling over the Up and Down branch single line. (11)

\* \* BETWEEN BERWICK AND RESTON - The permanent speed restriction of 90mph on the Down line \* between 67ml520yd and 69mp has been increased to 95mph.

The permanent speed restriction of 80mph on the Down line between 69mp and 69m1450yd has been increased to 90mph.

A new permanent speed restriction of  $\underline{85mph}$  on the Up and Down lines between  $\underline{69m1450yd}$  and  $\underline{53m750yd}$  has become operational.

(See Section D of this notice).

(11)

BARRY WEST - Electrifically operated lifting barriers have been provided.

(13)

KIRKTON - The crossing has been commissioned as an Automatic Open Crossing (locally monitored) as described in Section 7 of the General Appendix.

The following signs and equipment have also been provided :-

#### Up Direction

Advance Warning Board, together with AWS equipment, situated 1240 yards from the crossing, on the left of Drivers.

A 30/55 mph Speed Restriction Board, on the left of Drivers, 650 yards from the Crossing.

A white light, situated on the left of Drivers, 5 yards from the crossing.

#### Down Direction

Advance Warning Board, together with AWS equipment, situated 1135 yards from the crossing, on the left of Drivers.

A 30/55 mph Speed Restriction Board, on the left of Drivers, 650 yards from the crossing.

A white light, situated on the left of Drivers, 5 yards from the crossing.

Crossing illumination is provided by means of lamp units, situated on the same post as the Drivers' white lights. The crossing illumination are operated automatically day and night.

\* \* DALCHALM - The crossing has been commissioned as an Automatic Open Crossing (locally \* monitored) as described in section 7 of the General Appendix.

The following signs and equipment have also been provided:-

#### UP DIRECTION:

Advance Warning Board together with AWS equipment, situated 1150 yards from the crossing on left of Drivers.

A 25/50 mph Speed Restriction Board, on the left of Drivers, 560 yards from the crossing.

A White Light, situated on the left of Drivers, 5 yards from the crossing.

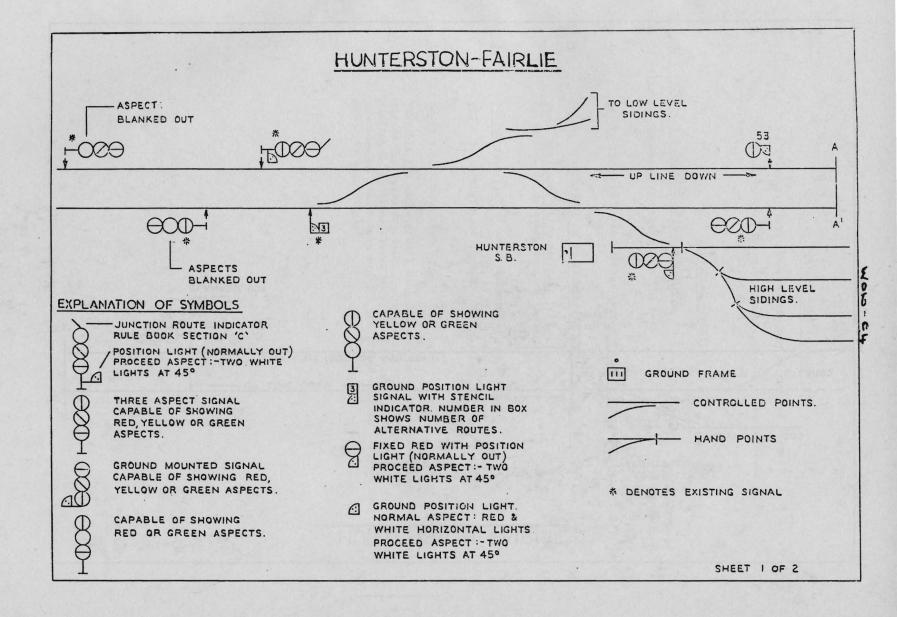
#### DOWN DIRECTION:

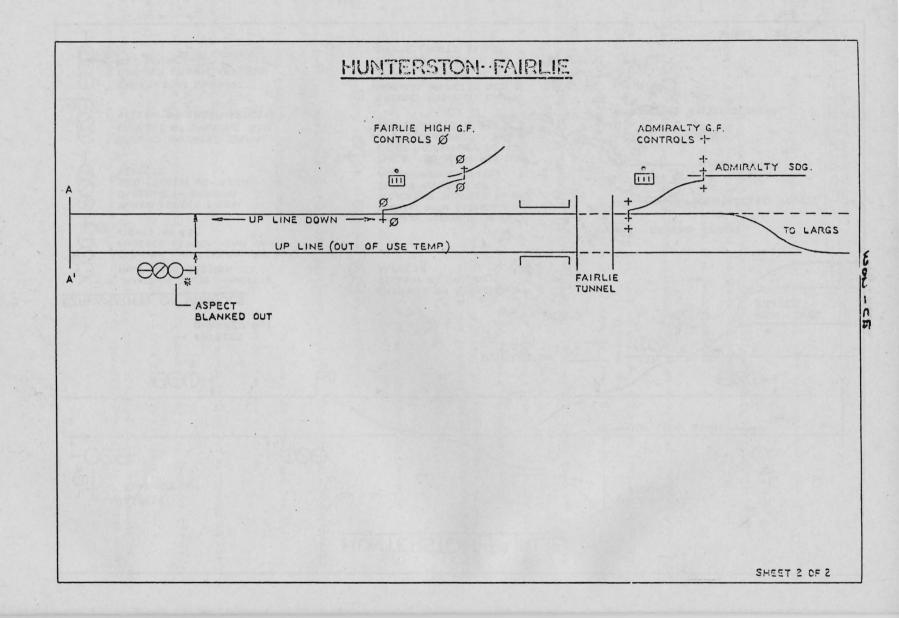
Advance Warning Board, together with AWS equipment, 830 yards from the crossing, on the left of Drivers.

A 25/50 mph Speed Restriction Board, on the left of Drivers, 580 yards from the crossing.

A White Light, situated on the left of Drivers, 5 yards from the crossing.

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. (11)







## WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 14 JUNE to FRIDAY 20 JUNE 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-332-9811, extension 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

#### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 15 JUNE - OXWELLMAINS - The previously laid in-trailing connection from the Up Main to Torness Power Station will be brought into use, controlled by a local switch panel and released from Edinburgh SC. Trap points are provided at the exit from Torness Power Station.

A telephone with  $\boxtimes$  sign will be provided at the points.

Signal ED.468 at present an automatic signal will become a semi-automatic signal. (15)

#### DETAILS OF WORK ALREADY CARRIED OUT

SHIELDS JN/TERMINUS (UP THROUGH LINE) - The trapping protection end of the connection from the Up Clydesdale Line to the Up Through Siding has been disconnected, clamped, scotched and padlocked out of use pending removal.

Signal G704 has been moved 122 yards further from the junction with the Up Clydesdale Line, and fitted with AWS.

Ground position light signal G516 reading back along the Up Goods Loop has been repositioned on the right hand side of the driver.

Signal G547 reading from the Up Main to the Up Goods Loop has been lowered with the red aspect 11'0" above rail level, and fitted with a No.1 junction route indicator

Signal G537 in the Up Goods Loop has been fitted with AWS.

The Up Through Siding and Up Goods Loop have been re-designated Up Through Terminus. (13)

 $\overline{\text{BARONY JN}}$  - The box has been closed as a block post and the section extended to be  $\overline{\text{Auchinlec}}$ k to Mauchline.

All signals, with the exception of the Down distant signal have been disconnected and signal arms removed. The Down distant signal, which also acts as Auchinleck Down section signal, has been altered to be capable of exhibiting a red or green aspect only and redesignated Auchinleck Down section signal. All connections have been disconnected and secured out of use pending removal.

\* \* BARASSIE - The signal box has been closed as a block post and the area controlled 
\* therefrom is now controlled from Paisley Signalling Centre. All signals previously 
prefixed "B" are now prefixed "PB". (12)

AYR - The signal box has been closed as a block post and the area controlled therefrom is now controlled from Paisley Signalling Centre. All signals previously prefixed 'A' are now prefixed 'PA'.

Belmont LC (CCTV) is controlled from Ayr Relay Room until further notice. (13)

BETWEEN HUNTERSTON AND FAIRLIE HIGH - The existing Up and Down single line has been secured out of use and the Down line which was previously secured out of use has been brought back into use as the Up and Down single line.

Working by pilotman has been retained between Hunterston and Largs.

Ground position light signal No.53 has been repositioned on the right of drivers adjacent to Up home signal No.23 and has been provided with a fixed red main aspect, application is towards signal 27.

The crossover at Fairlie High has been disconnected and secured out of use pending removal.

The Admiralty siding has become ground frame controlled and padlocked normal, the keys retained by the Pilotman.

A sketch of the layout is shown on pages C3 and C4.

(14)

BARRY WEST - Electrically operated lifting barriers have been provided.

(13)

KIRKTON - The crossing has been commissioned as an Automatic Open Crossing (locally monitored) as described in Section 7 of the General Appendix.

The following signs and equipment have also been provided :-

#### Up Direction

Advance Warning Board, together with AWS equipment, situated 1240 yards from the crossing, on the left of Drivers.

A 30/55 mph Speed Restriction Board, on the left of Drivers, 650 yards from the Crossing.

A white light, situated on the left of Drivers, 5 yards from the crossing.

#### Down Direction

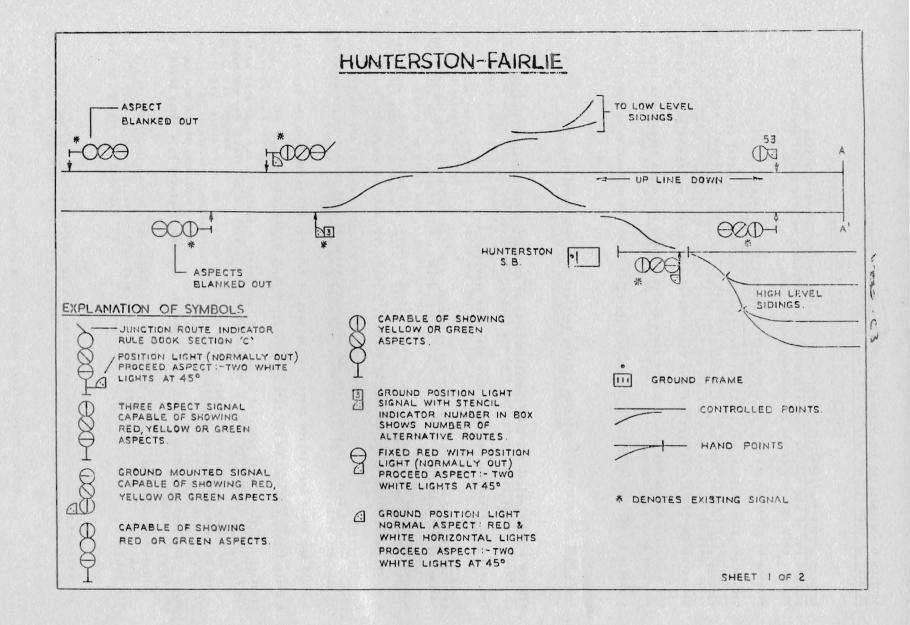
Advance Warning Board, together with AWS equipment, situated 1135 yards from the crossing, on the left of Drivers.

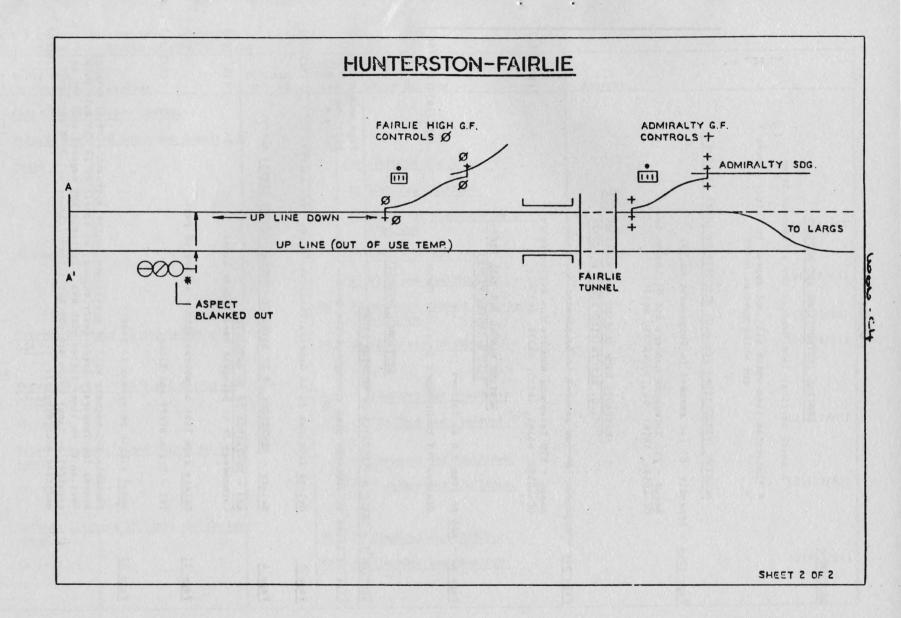
A 30/55 mph Speed Restriction Board, on the left of Drivers, 650 yards from the crossing.

A white light, situated on the left of Drivers, 5 yards from the crossing.

Crossing illumination is provided by means of lamp units, situated on the same post as the Drivers' white lights. The crossing illumination are operated automatically day and night.

BRORA The Down Loop "Stop Board", (small pattern) has been replaced by a "Stop Board" of the large pattern. (13)





All Staff Engaged in Shunting

Operations are Reminded that they

Must NOT Remain Between Vehicles

During "Easing Up" Movements as it

is a Highly Dangerous Practice.

In Recent Shunting Accidents of all

Types OVER HALF of Staff who Were

Injured Disobeyed the Instructions

for "Easing Up" Procedures.





## WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 21 JUNE

to

FRIDAY 27 JUNE 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-332-9811, extension 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

\* \*Indicates item which will not appear in future issues

\* and which must be noted

#### DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 21 JUNE - COWLAIRS - The branch goods trailing crossover, at the West Jn, will be secured out of use pending removal and the associated signals removed.

MONDAY 23 JUNE - BETWEEN COWLAIRS AND QUEEN STREET HIGH LEVEL - The existing signalling will be disposed with and temporary arrangements, as outlined on the sketch on page 3 of this notice will be introduced.

The Up and Down lines will become single lines, each of which will be worked in accordance with the General Appendix instructions "Working of Single Lines by Pilotman." An ODR will be in attendance to operate to crossovers (217, 224) at Cowlairs West Jn. All other main line connections will be secured out of use for movements on the single lines, to and from platforms 2 and 7 at Queen Street High Level Station, as appropriate.

#### DETAILS OF WORK ALREADY CARRIED OUT

\* \*SHIELDS JN/TERMINUS (UP THROUGH LINE) - The trapping protection end of the connection 
\* from the Up Clydesdale Line to the Up Through Siding has been disconnected, clamped, 
scotched and padlocked out of use pending removal.

Signal G704 has been moved 122 yards further from the junction with the Up Clydesdale Line, and fitted with AWS.

Ground position light signal G516 reading back along the Up Goods Loop has been repositioned on the right hand side of the driver.

Signal G547 reading from the Up Main to the Up Goods Loop has been lowered with the red aspect 11'0" above rail level, and fitted with a No.1 junction route indicator

Signal G537 in the Up Goods Loop has been fitted with AWS.

The Up Through Siding and Up Goods Loop have been re-designated Up Through Terminus. (13)

\* \* BARONY JN - The box has been closed as a block post and the section extended to be \* Auchinleck to Mauchline.

All signals, with the exception of the Down distant signal have been disconnected and signal arms removed. The Down distant signal, which also acts as Auchinleck Down section signal, has been altered to be capable of exhibiting a red or green aspect only and redesignated Auchinleck Down section signal. All connections have been disconnected and secured out of use pending removal. (13)

\* \* AYR - The signal box has been closed as a block post and the area controlled therefrom

\* is now controlled from Paisley Signalling Centre. All signals previously prefixed 'A'

are now prefixed 'PA'.

Belmont LC (CCTV) is controlled from Ayr Relay Room until further notice. (13)

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

BETWEEN HUNTERSTON AND FAIRLIE HIGH - The existing Up and Down single line has been secured out of use and the Down line which was previously secured out of use has been brought back into use as the Up and Down single line.

Working by pilotman has been retained between Hunterston and Largs.

Ground position light signal No.53 has been repositioned on the right of drivers adjacent to Up home signal No.23 and has been provided with a fixed red main aspect, application is towards signal 27.

The crossover at Fairlie High has been disconnected and secured out of use pending removal.

The Admiralty siding has become ground frame controlled and padlocked normal, the keys retained by the Pilotman.

A sketch of the layout is shown on pages C4 and C5.

(14)

OXWELLMAINS - The previously laid in-trailing connection from the Up Main to Torness Power Station has been brought into use, controlled by a local switch panel and released from Edinburgh SC. Trap points are provided at the exit from Torness Power Station.

A telephone with X sign has been provided at the points.

Signal ED.468 formerly an automatic signal has become a semi-automatic signal. (15)

\* \* BARRY WEST - Electrically operated lifting barriers have been provided. (13)

\* \* <u>KIRKTON</u> - The crossing has been commissioned as an Automatic Open Crossing (locally \* monitored) as described in Section 7 of the General Appendix.

The following signs and equipment have also been provided :-

#### Up Direction

Advance Warning Board, together with AWS equipment, situated 1240 yards from the crossing, on the left of Drivers.

A 30/55 mph Speed Restriction Board, on the left of Drivers, 650 yards from the Crossing.

A white light, situated on the left of Drivers, 5 yards from the crossing.

#### Down Direction

Advance Warning Board, together with AWS equipment, situated 1135 yards from the crossing, on the left of Drivers.

A 30/55 mph Speed Restriction Board, on the left of Drivers, 650 yards from the crossing.

A white light, situated on the left of Drivers, 5 yards from the crossing.

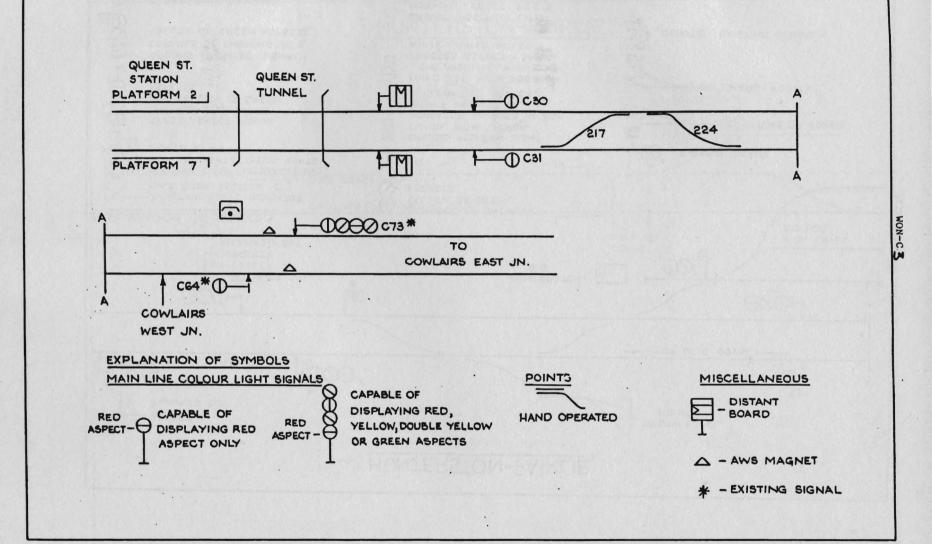
Crossing illumination is provided by means of lamp units, situated on the same post as the Drivers' white lights. The crossing illumination are operated automatically day and night.

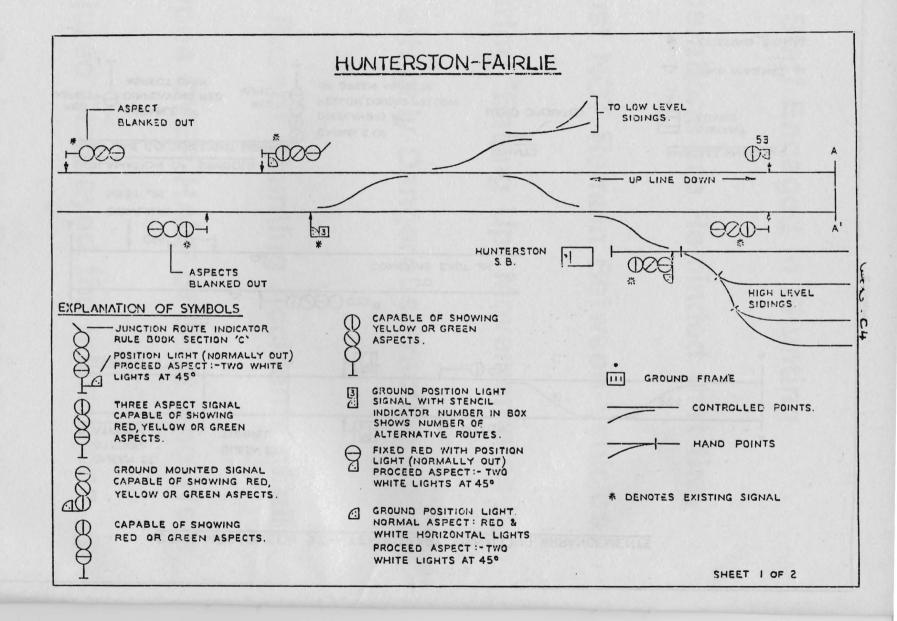
(13)

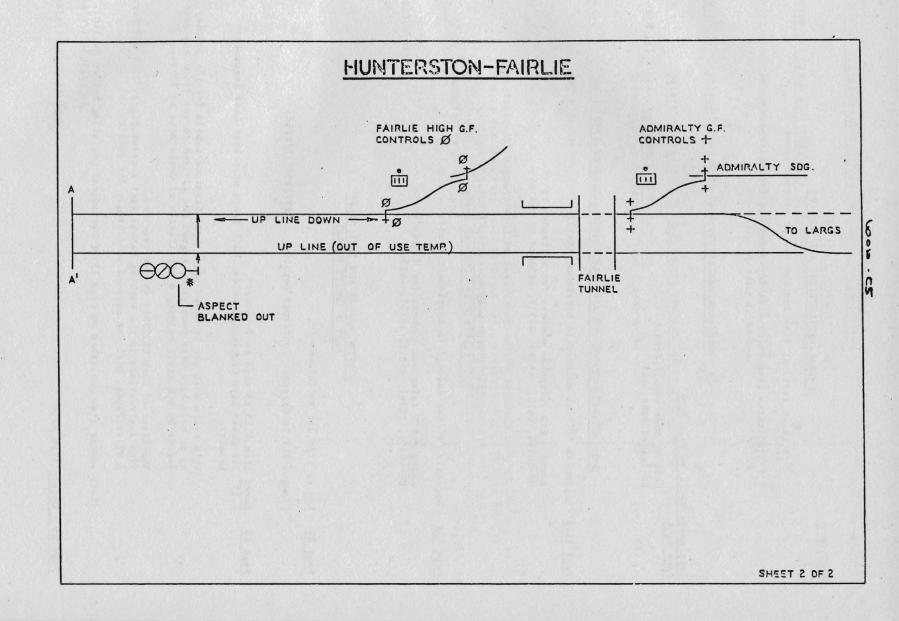
\* \* BRORA - The Down Loop "Stop Board", (small pattern) has been replaced by a "Stop \* Board" of the large pattern.

(13)

### COWLAIRS/QUEEN ST .- TEMPORARY SIGNALLING ARRANGEMENTS.







SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 68

<u>Calton North</u> and <u>South tunnels - Down line Marker lights</u>

Final Paragraph

(30/11/85)

Page 72

#### 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:-

- Not more than two rail vehicles may be moved at any one time.
- 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 walking 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 72

#### MONKTONHALL COLLIERY

Loading of merry-go-round coal trains for Cockenkzie Power Station

Paragraph 1

Delete:or the NCB shunt spur, ....."

#### Page 73

Paragraph 5 Amend lst 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)

Page 76

#### 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 84

#### 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)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANOUS INSTRUCTIONS - continued

#### RULE BOOK, SECTION U (FORMERLY SECTION T, PART V) - OPERATIVE FROM 7 JUNE

The introduction of Directional Indications, referred to in clauses 1.1.2, 1.1.3 (b), 1.5, 4.2.2 and page U.14 of this section has been postponed until Friday, 18 July.

(MR/NOT3A)(7/6/86)

RULE BOOK, SECTION T, PART III - PROTECTION OF ENGINEERING WORK WHEN THE ENGINEER TAKES "ABSOLUTE POSSESSION" OF THE LINE - SUPPLEMENT NO.12 COMMENCING 7/6/86)

Will all staff please note that the armbands for Engineering Supervisors referred to in Section T Part III of the Rule Book will NOT be available for use until further notice.

Section T Part III clause 9.4.3 and 9.11.1 of the Rule Book are modified accordingly.

MR/RB/TIII (7/6/86)

#### STIRLING STATION

UNTIL FURTHER NOTICE - Platform 7 has been temporarily put out of use.

(MR/NOT3A)(1/6/86)

#### LADYBANK STATION

- \* \* The Down platform which was temporarily shortened by 60 yards at the Cupar end has been reinstated to its former length.
- 3 and 6 car stop markers have been repositioned accordingly. (Amended)(MR/NOT3A)(15/6/86)

#### DUNFERMLINE STATION

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

(MR/NOT3A)(19/5/86)



# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 28 JUNE to FRIDAY 4 JULY 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-332-9811, extension 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

\* \*Indicates item which will not appear in future issues

\* and which must be noted

DUMFRIES STATION - The Dock platforms and associated connections have been secured out of use pending removal. All associated signals/signal routes have been removed.

The connections Up Main to Down Main and Centre Road to Down Main at the North end of the station have been secured out of use and position light signals at the North end of the Up platform and Centre Road fixed at danger. (16)

PAISLEY (ARKLESTON JN) - The existing Down Main L.O.S. has been replaced by a new L.O.S. incorporating two red lights horizontally displayed and repositioned 200 yards nearer Paisley. (16)

#### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 29 JUNE - GATEHEAD - The gate box will be closed and all associated signals removed.

An Automatic half-barrier (AHB) as described in Section 7 of the General Appendix will be commissioned. (17)

COWLAIRS RE-SIGNALLING - The signalling and permanent way arrangements described and illustrated in the Special Notice entitled COWLAIRS RE-SIGNALLING, dated November, 1985 which was previously issued, will be introduced on Monday 30 June. (17)

#### DETAILS OF WORK ALREADY CARRIED OUT

\* \* BETWEEN HUNTERSTON AND FAIRLIE HIGH - The existing Up and Down single line has been secured out of use and the Down line which was previously secured out of use has been brought back into use as the Up and Down single line.

Working by pilotman has been retained between Hunterston and Largs.

Ground position light signal No.53 has been repositioned on the right of drivers adjacent to Up home signal No.23 and has been provided with a fixed red main aspect, application is towards signal 27.

The crossover at Fairlie High has been disconnected and secured out of use pending removal.

The Admiralty siding has become ground frame controlled and padlocked normal, the keys retained by the Pilotman.

A sketch of the layout is shown on pages C2 and C3. (14)

COWLAIRS - The branch goods trailing crossover, at the West Jn, has been secured out of use pending removal and the associated signals removed.

OXWELLMAINS - The previously laid in-trailing connection from the Up Main to Torness Power Station has been brought into use, controlled by a local switch panel and released from Edinburgh SC. Trap points are provided at the exit from Torness Power Station.

A telephone with Sign has been provided at the points.

Signal ED.468 formerly an automatic signal has become a semi-automatic signal. (15)



# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

## SATURDAY 5 JULY to FRIDAY 11 JULY 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-332-9811, extension 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

\* \*Indicates item which will not appear in future issues

\* and which must be noted

SATURDAY 28 JUNE - CLYDEBANK DOCK JN - The trailing crossover will no longer be available for electric trains.

(17)

#### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 6 JULY - BETWEEN HUNTERSTON AND FAIRLIE HIGH - The existing Up and Down single line will be secured out of use and the Up line, previously secured out of use, will be brought back into use as the Up and Down Single line.

Working by pilotman will be retained between Hunterston and Largs.

A sketch of the permanent way and signalling arrangements is shown on pages C2 and C3.

#### DETAILS OF WORK ALREADY CARRIED OUT

DUMFRIES STATION - The Dock platforms and associated connections have been secured out of use pending removal. All associated signals/signal routes have been removed.

The connections Up Main to Down Main and Centre Road to Down Main at the North end of the station have been secured out of use and position light signals at the North end of the Up platform and Centre Road fixed at danger. (16)

GATEHEAD - The gate box has been closed and all associated signals removed.

An Automatic half-barrier (AHB) as described in Section 7 of the General Appendix has been commissioned. (17)

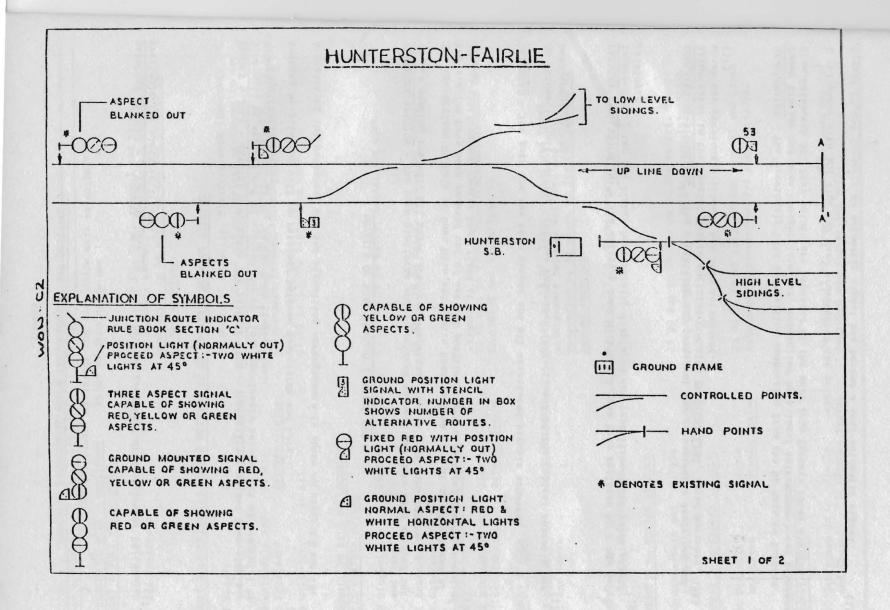
PAISLEY (ARKLESTON JN) - The existing Down Main L.O.S. has been replaced by a new L.O.S. incorporating two red lights horizontally displayed and repositioned 200 yards nearer Paisley. (16)

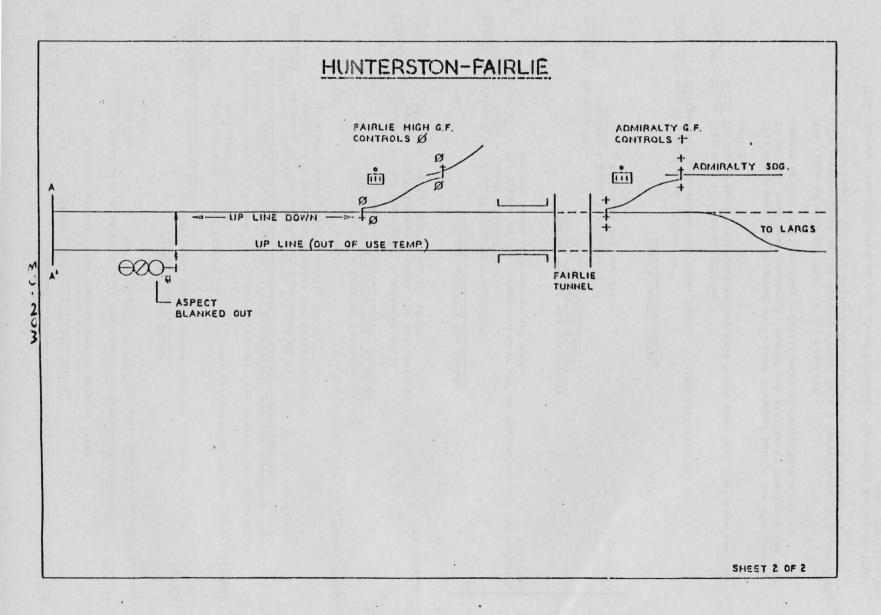
COWLAIRS RE-SIGNALLING - The signalling and permanent way arrangements described and illustrated in the Special Notice entitled COWLAIRS RE-SIGNALLING, dated November, 1985 which was previously issued, has been introduced.
(17)

OXWELLMAINS - The previously laid in-trailing connection from the Up Main to Torness Power Station has been brought into use, controlled by a local switch panel and released from Edinburgh SC. Trap points are provided at the exit from Torness Power Station.

A telephone with 🛛 sign has been provided at the points.

Signal ED.468 formerly an automatic signal has become a semi-automatic signal. (15)





WON-D27

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued
Page 64

Add :-

#### TORNESS SIDINGS

The siding connection is controlled from a switch panel located in a cabinet adjacent to the points. The panel is electrically released from Edinburgh SC.

To operate the siding connection, trainman must first communicate with the signalman thereafter open the door of the switch panel cabinet by means of the plunger provided. When the signalman gives permission for the panel to be operated, the 'F' indication above No.2 switch will become illuminated and No.2 switch must be turned to the right hand position. When this has been done, the 'F' indication will be extinguished and replaced by the illumination of the 'ACC' indication. Thereafter, No.1 switch must be turned to the right hand position to operate the points.

The illuminated 'R' indicates that the points are correctly set.

After the train movement is completed, the switches must be restored to the left hand position, the signalman advised when this has been done and the cabinet door closed.

(13/6/86)

Pane 84

#### THORNTON YARD

Departing trains - West End

Amend references in first and second paragraphs to "Area Freight Assistant" to read Person in charge of yard. (5/7/86)

Pages 91/92

#### INVERNESS

Delete: - Welsh's Bridge - Temporary Fuelling facilities and relative entry.

(21/6/86)

Harbour Branch

Amend reference in second paragraph to "harbour railman" to read " Leading Railman (Shunter)" . (21/6/86)

# INVERNESS TO WICK DINGWALL TO KYLE OF LOCHALSH GEORGEMAS JN TO THURSO

Add as first sentence :

Automatic Warning System - Referring to the General Appendix, page 12.5, clause 4.3, Cancelling Indicators are not provided. (5/7/86)

Page 93 - Crossing Loop Points

Add as last sentence:The fouling point at crossing loop points is indicated by an orange marker, placed between the loop lines, at ground level.

(5/7/86)

Page 94

#### DINGWALL

Amend: - Authority for Up trains to proceed to read: -

Authority for Down trains to proceed

(21/6/86)



# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 12 JULY

to

FRIDAY 18 JULY 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-332-9811, extension 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

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

KYLE OF LOCHALSH - The Down Siding has been redesignated Down Platform. The East Sidings have been reinstated and are controlled by a 3 lever ground frame.

The operation of the ground frame is as follows:-

Lever 1 : F.P.L.

Lever 2 : Control (number 1 Annets Lock, key released from number 1 ground frame, points lever reverse (number 3 lever).

Lever 3 : Points.

A large stop board 'STOP FIRST OBTAIN TOKEN AND PERMISSION TO PROCEED' applying to the Up and Down Platform has been provided between those lines.

A small board 'STOP FIRST OBTAIN TOKEN AND PERMISSION TO PROCEED' has been provided on the right hand side of the drivers at the trap points at the East Sidings. (18)

#### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 13 JULY - BETWEEN HUNTERSTON AND FAIRLIE - The existing Up and Down single line will be severed at a point immediately on the box side of Hunterston Up distant and slued over into the alignment of the former Down line which will become the Up and Down single line between that point and Hunterston box.

The Up home and Up section signals will be removed.

The connection Down main to Low Level sidings will be secured for movements along the Down main.

The connection from the former Up main to the High Level sidings will be secured for movements to and from the High Level sidings.

The main line facing and trailing crossovers will be hand operated with an Operations Department Representative in attendance and drivers of trains requiring these points to be operated must work to his instructions.

Working by pilotman will be retained between Hunterston and Largs.

A sketch of the permanent way and signalling arrangements is shown on Page C3 and C4.

SUNDAY 13 JULY - STANLEY - The 2 aspect Down distant signal capable of displaying a yellow or green aspect, will be repositioned 175 yards farther from the signal box, yellow aspect 11 feet above rail level.

#### DETAILS OF WORK ALREADY CARRIED OUT

\* \* DUMFRIES STATION - The Dock platforms and associated connections have been secured \* out of use pending removal. All associated signals/signal routes have been removed.

The connections Up Main to Down Main and Centre Road to Down Main at the North end of the station have been secured out of use and position light signals at the North end of the Up platform and Centre Road fixed at danger. (16)

WON- C2

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

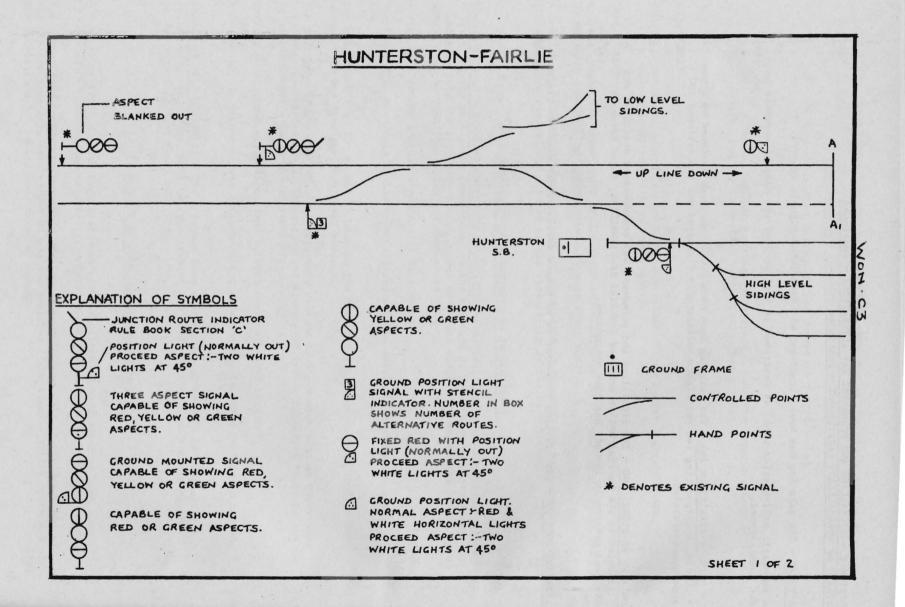
GATEHEAD - The gate box has been closed and all associated signals removed.

An Automatic half-barrier (AHB) as described in Section 7 of the General Appendix has been commissioned.

\* \* PAISLEY (ARKLESTON JN) - The existing Down Main L.O.S. has been replaced by a new \* L.O.S. incorporating two red lights horizontally displayed and repositioned 200 yards nearer Paisley. (16)

COWLAIRS RE-SIGNALLING - The signalling and permanent way arrangements described and illustrated in the Special Notice entitled COWLAIRS RE-SIGNALLING, dated November, 1985 which was previously issued, has been introduced. (17)

CLYDEBANK DOCK JN - The trailing crossover is no longer available for electric trains.
(17)





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## WARNING



# A.C. ELECTRIFICATION

### ENERGISATION OF OVERHEAD LINE EQUIPMENT

THE OVERHEAD LINE EQUIPMENT detailed below, will be made ALIVE on and from 00 01 Monday 14 July, 1986 at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

OVERHEAD LINE EQUIPMENT

Location

Lines affected

At or between

Paisley TSC and 7 miles 1730yds (Between Paisley & Elderslie) Down and Up Ayr

Existing live equipment at structure Nos.LA/00/04 and LA/00/05 to LA/01/19 and LA/01/20.

IT IS EMPHASIZED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE. (MR/EL/14/E/1/86)



# No.17/18

# 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 19 JULY

to

### FRIDAY 1 AUGUST 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-332-9811, extension 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

COWLAIRS - The stencil route indicator associated with signal Cl, located at Springburn station on the Up Passenger line has been removed. (19)

MILLERHILL MARSHALLING YARD - The East Departure line has been realigned to a position 5 yards to the south of the previous alignment. The exit signal M44 remains in its previous location with application unchanged.

The No.3 Up loop has been severed immediately to the south of the North end Chargeman's Bothy, and the connection to the Up Yard removed and replaced by plain rail leading to the yard.

An additional loop, F4, has been provided on the East side of F5, with a 'Stop, Await Instructions' board at the North end on the right of Drivers. The 'Stop, Await Instructions' board applicable to F5 has been relocated 50 yards to the South of its previous location, on the left of Drivers. (19)

MARKINCH - The connections from the Down main line to the Co-Op siding and from the Up main line to the Up siding have been removed. (20)

#### DETAILS OF WORK REFERRED TO IN SECTION B

HUNTERSTON RESIGNALLING - The work described and illustrateed in the Special Notice entitled HUNTERSTON RESIGNALLING dated July 1986 will be introduced on Sunday 20 July.

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). (20)

#### DETAILS OF WORK ALREADY CARRIED OUT

\* \*GATEHEAD - The gate box has been closed and all associated signals removed.

An Automatic half-barrier (AHB) as described in Section 7 of the General Appendix has been commissioned. (17)

\* \*BETWEEN HUNTERSTON AND FAIRLIE - The existing Up and Down single line has been severed \* at a point immediately on the box side of Hunterston Up distant and slued over into the alignment of the former Down line which has become the Up and Down single line between that point and Hunterston box.

The Up home and Up section signals have been removed.

The connection Down main to Low Level sidings has been secured for movements along the Down main.

The connection from the former Up main to the High Level sidings has been secured for movements to and from the High Level sidings.

# SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued DETAILS OF WORK ALREADY CARRIED OUT - continued \* \*BETWEEN HUNTERSTON AND FAIRLIE - continued

The main line facing and trailing crossovers are hand operated with an Operations Department Representative in attendance and drivers of trains requiring these points to be operated must work to his instructions.

Working by pilotman is retained between Hunterston and Largs.

A sketch of the permanent way and signalling arrangements is shown on Page C3 and C4.

(NOTE - This arrangement will be superseded on Sunday 20 July by the work described above under HUNTERSTON RESIGNALLING). (17)

- \* \*COWLAIRS RE-SIGNALLING The signalling and permanent way arrangements described and \* illustrated in the Special Notice entitled COWLAIRS RE-SIGNALLING, dated November, 1985 which was previously issued, have been introduced. (17)
- \* \*CLYDEBANK DOCK JN The trailing crossover is no longer available for electric \* trains. (17)

STANLEY JN - The 2 aspect Down distant signal capable of displaying a yellow or green aspect, has been repositioned 175 yards farther from the signal box, yellow aspect 11 feet above rail level. (19)

\* \*KYLE OF LOCHALSH - The Down Siding has been redesignated Down Platform. The East \* Sidings have been reinstated and are controlled by a 3 lever ground frame.

The operation of the ground frame is as follows:-

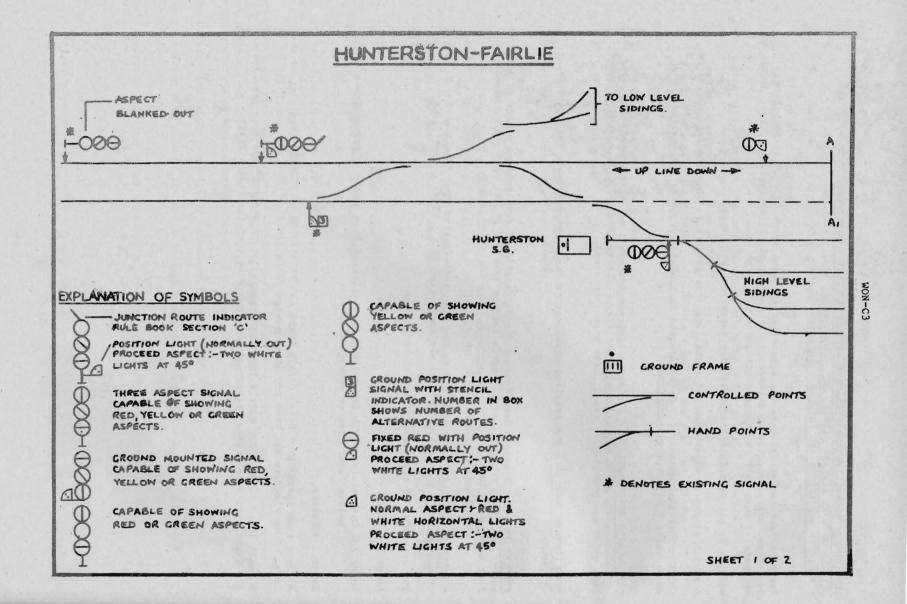
Lever 1 : F.P.L.

Lever 2 : Control (number 1 Annets Lock, key released from number 1 ground frame, points lever reverse (number 3 lever).

Lever 3 : Points.

A large stop board 'STOP FIRST OBTAIN TOKEN AND PERMISSION TO PROCEED' applying to the Up and Down Platform has been provided between those lines.

A small board 'STOP FIRST OBTAIN TOKEN AND PERMISSION TO PROCEED' has been provided on the right hand side of the drivers at the trap points at the East Sidings. (18)



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANEOUS INSTRUCTIONS - continued

## POLMADIE D.H.S.

UNTIL FURTHER NOTICE - No.9 Down holding siding has been blocked to all trains, with the exception of trains working under the instructions of the engineer, in accordance with the Rule Book, Section T, Part 111A (MR/NOT 3A) (4/7/86)

## DUNFERMLINE STATION

UNTIL FURTHER NOTICE - The Down platform has been temporarily shortened by 70 yards at the Townhill end and a temporarary stop marker erected.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (MR/NOT3A)(19/5/86)

## PORTOBELLO FREIGHTLINER DEPOT

Refer PON No.11D, page 50.

The item under this heading no longer applies.

## ELBOWEND JN TO CROMBIE RNAD (GOODS LINE)

Refer PON No.11D, page 50.

The item under this heading no longer applies.

(5/7/86)

## COMMONWEALTH GAMES 1986

For the duration of the above event, Thursday 24 July to Saturday 2 August a shuttle service will operate between Edinburgh Waverley and the new station at Meadowbank, on the Down Abbeyhill line, adjacent to Meadowbank stadium. This will be worked by a pilotman from Lochend Jn in accordance with the Rule Book, Section N.

A rehearsal for the opening ceremony will be held on Sunday 20 July and, on this date and on Thursday 24 July only, between 21 00 and 23 00, a permissive working arrangement will apply on the Abbeyhill line between Craigentinny and Meadowbank for ECS trains.

(MR/AM/ED)(20/7/86)

## MOVEMENT OF LIQUID OXYGEN (UN1073) BY SPEEDLINK SERVICES

Tank wagons (loaded or discharged) of Liquid Oxygen (UN1073) should be separated by a minimum distance of 18 metres from wagons containing:-

Class 1 - Explosives

Class 2 (a) - Flammable Gases

Class 2 (c) - Toxic Gases

Class 3 (A) - Highly Flammable Liquids

Class 3 (B) - Flammable Liquids

Class 4 (b) - Spontaneously Combustible Substances

TOPS files and procedures will be amended to take account of the change commencing 20 July 1986. (MPF/493) (14/7/86)



No.19

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 2 AUGUST

to

# FRIDAY 8 AUGUST 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-332-9811, extension 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \*Indicates item which will not appear in future issues

\* and which must be noted

DUMFRIES STATION - The existing Down main to Maxwelltown branch connection has been removed, the Down main line, between the signal box and the Down section signal, has been severed and slued across to a new alignment further from the Up main line, utilising a portion of the Maxwelltown branch formation. A new connection, previously laid in and secured out of use for movements to an from the Maxwelltown branch, has been brought into use, designated Down main to Maxwelltown branch.

Application of No.52 elevated position light shunting signal, controlling movements Maxwelltown branch to Down main and previously repositioned 36 yards further from the box, remains unaltered. No.58 ground position light shunting signal, controlling movements back along the Down main line, has been repositioned to be on the cess side of the realigned Down main line, application unaltered.

The Ground Frame at the South end of Platform No.3 and the connections Up main to Down main and Up main to Centre road at the South end of the station, together with the Centre road, have been secured out of use pending removal, and all associated signals and signal routes have been disconnected. (21)

 $\overline{\text{DUNBAR}}$  - Two double-sided "OFF" indicators have been provided applying to the Down and  $\overline{\text{Up}}$  Loop at Dunbar Station, one 43 yards from the Berwick end of the platform and suspended from the station canopy and the other 87 yards from the Edinburgh end of the platform and post mounted.

Mounted above these "OFF" indicators are "N" and "S" indicators applying as follows:-

"N" - Proceed aspect on ED497 signal.

"S" - Proceed aspect on ED494 signal.

(22)

COWDENBEATH - The existing illuminated Limit of Shunt board, situated at the Lochgelly end of the Up platform, has been replaced by a reflectorised Limit of Shunt board at the same location.

(22)

## DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 3 AUGUST - CARLISLE P.S.B. - The Down Through Goods and Up Through Goods lines between Bog Junction and Rome Street Junction, will be renamed Down Goods Arrival and Up Goods Departure respectively.

The Position 1 Route Indicator on Signal CE.414, (Down Through Goods at Oml392yds) will be recovered.

A new Position 4 Route Indicator will be provided, and apply to movements to the Down Goods Arrival Line.

The Position 1 Route Indicator on Signal CE.415, (Down Newcastle Goods at Om357yds) will be recovered. A new Position 4 Route Indicator will be provided, and apply to movements to the Down Goods Arrival Line.

The Position 2 Route Indicator on Signal CE.419, (Down M&C Goods at Om571yds) will be recovered.

Signal CE.422, (Down Goods Arrival at lm320yds), previously temporarily disconnected, will be brought back into use, but the GREEN and YELLOW aspect will be blanked out and the stencil indicator recovered.

The Subsidiary signal will now apply to movements to the Metal Box Company Siding.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued DETAILS OF WORK REFERRED TO IN SECTION B - continued SUNDAY 3 AUGUST - CARLISLE P.S.B. - continued

The facing points (720) at Rome Street Junction, previously secured for movements along the former Up Through Goods will be converted to Spring Operated Points, and the Down Goods Arrival Line will be sleud into the Spring Points.

The Metal Box Company Ground Frame, electrically released from Carlisle PSB will be recovered, and the trap points operated from the Ground Frame in the private siding (2b) will be replaced by plain line.

The points operated from the Ground Frame on the former Up Through Goods (2a), previously secured for movements to/from the private siding will be replace by plain line.

SUNDAY 3 AUGUST - DUMFRIES - The existing Up main line at a point between signal No.46 and Dumfries signal box will be severed and slued across to a new alignment nearer the Down main line.

Signal No.51 will be moved to the new Up cess application and distance from the signal box unaltered. (22)

SUNDAY 3 AUGUST - HOLM JN - The signal box will be closed as a Block Post and the Block Section extended to be Stevenston No.2 to Hunterston. All signals will be removed and all connections disconnected and secured out of use for the Main lines.

SUNDAY 3 AUGUST - CADDER (WEST END) - The trap points at the West End of the Down goods loop will be removed. A new connection from the Down departure to the Down goods loop will be brought into use, together with a set of trap points situated at the exit from the Down departure line.

A new 3 aspect colour light signal, capable of displaying a red, yellow or green aspect, will be provided on the Down goods loop 676 yards from signal C92, on the left of drivers, red aspect 11 feet above rail level applying to signal C92. The new signal will be plated C98.

A new colour light signal capable of displaying a yellow aspect only, will be provided on the Down goods loop adjacent to signal C96, 494 yards from signal C98, on the left of drivers, yellow aspect 12 feet above rail level, applying to signal C98.

The existing ground position light signals C97 (1) and C97 (2) will be removed.

A new ground position light signal C97, will be provided on the left of drivers at the exit from the Down departure line, applying towards signal C92.

Stabling of vehicles or vehicles attach to a locomotive which is unmanned or an empty multiple unit train which is unmanned will be prohibited on the Down goods loop. (22)

SUNDAY 3 AUGUST - MILLERHILL MARSHALLING YARD - A new crossover will be installed connecting No.2 departure line and the C&W Workshops. This will be secured out of use until further notice. (21)

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

## DETAILS OF WORK ALREADY CARRIED OUT

HUNTERSTON RESIGNALLING - The work described and illustrateed in the Special Notice entitled HUNTERSTON RESIGNALLING dated July 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 2603/2716). (20)

- \* \*COWLAIRS The stencil route indicator associated with signal Cl, located at
  \* Springburn station on the Up Passenger line has been removed. (19)
- \* \*MILLERHILL MARSHALLING YARD The East Departure line has been realigned to a

  \* position 5 yards to the south of the previous alignment. The exit signal M44 remains
  in its previous location with application unchanged.

The No.3 Up loop has been severed immediately to the south of the North end Chargeman's Bothy, and the connection to the Up Yard removed and replaced by plain rail leading to the yard.

An additional loop, F4, has been provided on the East side of F5, with a 'Stop, Await Instructions' board at the North end on the right of Drivers. The 'Stop, Await Instructions' board applicable to F5 has been relocated 50 yards to the South of its previous location, on the left of Drivers. (19)

 $\frac{\text{MARKINCH}}{\text{main line}}$  - The connections from the Down main line to the Co-Op siding and from the Up main line to the Up siding have been removed. (20)

\* \*STANLEY JN - The 2 aspect Down distant signal, capable of displaying a yellow or \* green aspect, has been repositioned 175 yards farther from the signal box, yellow aspect 11 feet above rail level. (19)



No.20

# WEEKLY OPERATING NOTICE

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND PERMANENT WAY

ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 9 AUGUST

to

FRIDAY 15 AUGUST 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-332-9811, extension 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \*Indicates item which will not appear in future issues

\* and which must be noted

MOTHERWELL DEPOT FUELLING ROAD - The existing arrival line has been re-designated departure line. The existing departure line has been re-designated arrival line.

The test magnet previously in rear of signal M377 has been removed and a new test magnet has been provided in rear of signal M375.

DUNDEE CENTRAL JN - Ground position light signal D931 situated on the Up Fife line, applying towards the station area, has sen mountel on a post with the aspects 4 feet above rail level. (22)

## DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 10 AUGUST - STEVENSTON NO.1 - The Down Goods loop exit connection will be temporarily secured out of use and the associated signals disconnected.

The Down section signal, which also acts as Stevenston No.2 Down distant, will be altered to be capable of displaying a red or yellow aspect only, subsidiary route unaffected.

The Up outer distant signal will be removed.

SUNDAY 10 AUGUST - STEVENSTON NO.2 - The signal box will be elimated as a block post and the block section extended to be Stevenston No.1 to Hunterston.

The level crossing will be manually operated for a temporary period with Operating Department Representatives in attendance.

The Down home 1, Down section and Up home signals will be removed.

The former Down home 2, Up section and associated distant signals will be retained to protect the level crossing.

SUNDAY 10 AUGUST - BETWEEN CADDER (EAST END) AND CADDER (WEST END) - The Down Goods loop will be redesignated Down slow line.

The trap points at the East end of the Down Slow line will be removed.

A new trap point connection between the Down Slow line and Down arrival line will be brought into use.

The stencil route indication 'G' on signal CR227 applying to the former Down Goods loop will be removed.

A position 1 junction indicator will be provided at signal CR227 which, when exhibited together with a main aspect, will apply towards signal C98.

The stencil route indicator associated with signal CR225 will be altered to display the following indications:-

- A towards Down arrival
- S towards Down slow
- M towards Down main

A permanent speed restriction of 30mph will apply entering, over and leaving the Nown slow line. See Section D of this notice.

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

## DETAILS OF WORK ALREADY CARRIED OUT

CARLISLE P.S.B. - The Down Through Goods and Up Through Goods lines between Bog Junction and Rome Street Junction, have been renamed Down Goods Arrival and Up Goods Departure respectively.

The Position 1 Route Indicator on Signal CE.414, (Down Through Goods at Oml392yds) has been recovered.

A new Position 4 Route Indicator has been provided, and applies to movements to the Down Goods Arrival Line.

The Position 1 Route Indicator on Signal CE.415, (Down Newcastle Goods at Om357yds) has been recovered. A new Position 4 Route Indicator has been provided, and applies to movements to the Down Goods Arrival Line.

The Position 2 Route Indicator on Signal CE.419, (Down M&C Goods at Om571yds) has been recovered.

Signal CE.422, (Down Goods Arrival at 1m320yds), previously temporarily disconnected, has been brought back into use. but the GREEN and YELLOW aspect have been blanked out and the stencil indicator recovered.

The Subsidiary signal now applies to movements to the Metal Box Company Siding.

The facing points (720) at Rome Street Junction, previously secured for movements along the former Up Through Goods have been converted to Spring Operated Points, and the Down Goods Arrival Line has been slued into the Spring Points.

The Metal Box Company Ground Frame, electrically released from Carlisle PSB has been recovered, and the trap points operated from the Ground Frame in the private siding (2b) have been replaced by plain line.

The points operated from the Ground Frame on the former Up Through Goods (2a), previously secured for movements to/from the private siding have been replaced by plain line. (22)

DUMFRIES STATION - The existing Down main to Maxwelltown branch connection has been removed, the Down main line, between the signal box and the Down section signal, has been severed and slued across to a new alignment further from the Up main line, utilising a portion of the Maxwelltown branch formation. A new connection, previously laid in and secured out of use for movements to an from the Maxwelltown branch, has been brought into use, designated Down main to Maxwelltown branch.

Application of No.52 elevated position light shunting signal, controlling movements Maxwelltown branch to Down main and previously repositioned 36 yards further from the box, remains unaltered. No.58 ground position light shunting signal, controlling movements back along the Down main line, has been repositioned to be on the cess side of the realigned Down main line, application unaltered.

The Ground Frame at the South end of Platform No.3 and the connections Up main to Down main and Up main to Centre road at the South end of the station, together with the Centre road, have been secured out of use pending removal, and all associated signals and signal routes have been disconnected. (21)

DUMFRIES - The existing Up main line at a point between signal No.46 and Dumfries signal box has been severed and slued across to a new alignment nearer the Down main line.

Signal No.51 has been moved to the new Up cess application and distance from the signal box unaltered. (22)

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

\* \* HUNTERSTON RESIGNALLING - The work described and illustrateed in the Special Notice entitled HUNTERSTON RESIGNALLING dated July 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 2603/2716). (20)

HOLM JN - The signal box has been closed as a Block Post and the Block Section extended to be Stevenston No.2 to Hunterston. All signals have been removed and all connections disconnected and secured out of use for the Main lines. (22)

CADDER (WEST END) - The trap points at the West End of the Down goods loop have been removed. A new connection from the Down departure to the Down goods loop has been brought into use, together with a set of trap points situated at the exit from the Down departure line.

A new 3 aspect colour light signal, capable of displaying a red, yellow or green aspect, has been provided on the Down goods loop 676 yards from signal C92, on the left of drivers, red aspect 11 feet above rail level applying to signal C92. The new signal has been plated C98.

A new colour light signal capable of displaying a yellow aspect only, has been provided on the Down goods loop adjacent to signal C96, 494 yards from signal C98, on the left of drivers, yellow aspect 12 feet above rail level, applying to signal C98.

The existing ground position light signals C97 (1) and C97 (2) have been removed.

A new ground position light signal C97, has been provided on the left of drivers at the exit from the Down departure line, applying towards signal C92.

Stabling of vehicles or vehicles attached to a locomotive which is unmanned or an empty multiple unit train which is unmanned is prohibited on the Down goods loop. (22)

DUNBAR - Two double-sided "OFF" indicators have been provided applying to the Down and Up Loop at Dunbar Station, one 43 yards from the Berwick end of the platform and suspended from the station canopy and the other 87 yards from the Edinburgh end of the platform and post mounted.

Mounted above these "OFF" indicators are "N" and "S" indicators applying as follows:-

"N" - Proceed aspect on ED497 signal.

"S" - Proceed aspect on ED494 signal. (22)

MILLERHILL MARSHALLING YARD - A new crossover has been installed connecting No.2 departure line and the C&W Workshops. This has been secured out of use until further notice. (21)

\* \* MARKINCH - The connections from the Down main line to the Co-Op siding and from the \* Up main line to the Up siding have been removed. (20)

COWDENBEATH - The existing illuminated Limit of Shunt board, situated at the Lochgelly end of the Up platform, has been replaced by a reflectorised Limit of Shunt board at the same location. (22)



No.21

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

to FRIDAY 22 AUGUST 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

## SIGNALLING RECORD SOCIETY

## www.s-r-s.org.uk

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## WARNING



# A.C. ELECTRIFICATION

## ENERGISATION OF OVERHEAD LINE EQUIPMENT

THE OVERHEAD LINE EQUIPMENT detailed below, has been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

OVERHEAD LINE EQUIPMENT

Location

Elderslie)

Lines affected At or between

Paisley TSC and 7 miles 1730yds (Between Paisley &

Down and Up Ayr Existing live equipment at structure Nos.LA/00/04 and LA/00/05 to LA/01/19 and LA/01/20.

IT IS EMPHASIZED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO (MR/EL/14/E/1/86)AN ELECTRIFIED LINE.

# PROTECTION OF ENGINEERING WORK WHEN THE ENGINEER TAKES "ABSOLUTE POSSESSION" OF THE LINE SUPPLEMENT NO.12 - COMMENCING 7/6/86

Will all staff please note that the armbands for Engineering Supervisors referred to in Section T, part III of the Rule Book ARE now available for use.

Section T, Part III, clauses 9.4.3 and 9.11.1 of the Rule Book therefore apply as published. (MR/RB/TIII) Amended (19/7/86)

## SECTION A

## TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified)

Warning Boards and indicators provided unless otherwise shown.

f Indicates that the Warning Boards and Indicators will be moved as the work progresses.

Where two speeds are shown for restriction eg 20 The Rule Book, Section U, Clause 1.2 applies.

	-				Mil	eage		Restri-	
		Line	8		At or	betwe	en	ction	
Loc	tion	affec	ted	M	<u> Yd</u>	М	Yd	mph	Remarks
CAI	RLISLE TO GLASGOW C	ENTRAL							
1	Kirtlebridge GF and Lockerbie	Down	-	19	200	19	1140	. <del>20</del> . 40	Trackwork. (86/20)
2	Abington and Symington GF	Down	-	61	440	62	000	<del>20</del> 40	Trackwork. (86/21) Begins 16 00 Sun 17 Aug.
3	Abington and Symington GF	Down	-	60	1340	61	900	<u>20</u> 40	Trackwork. (86/20) Finishes 16 00 Sun 17 Au
4	Motherwell	Down	<b>-</b>	89	700	89	1300	40	Condition of track. (86/12)
5	Motherwell	-	Up	89	1300	89	400	40	Condition of track. (86/12)

Note: - Warning Board situated at Signal No.G833 on Down Fast line applies only to trains travelling towards temporary speed restrictions on the Down Clydesdale line (100m1200yd and 101m44yd).

Note:- Warning Board situated at Signal No.G831 on Down Slow line applies only to trains travelling towards temporary speed restrictions on the Down Clydesdale line (100m1200yd and 101m44yd).

6	Polmadie and Larkfield Jn	Down Up Clyde Clyd sdale sdal	e	100 1500	20	Trackwork.	(86/20)
7	Polmadie and Larkfield Jn	Down - Clyde sdale	100 1500	101 44	20	Condition of	track. (86/20)

Note: - Warning Board situated at Signal No. G742 on Up Clydesdale line applies only to trains travelling towards temporary speed restrictions on the Down Clydesdale line (100m1200yd and 101m44yd).

Note: - Warning Board (with no magnet) situated at 101m840yd on Up Fast line applies only to trains travelling towards temporary speed restrictions on the Down Clydesdale line (100m1200yd and 101m44yd).

Note: - Warning Board (with no magnet) situated at 101m840yd on Up Slow line applies only to trains travelling towards temporary speed restrictions on the Down Clydesdale line (100m1200yd and 101m44yd).

					Mi	leage		Restri-	•	
Loc	ation	Line affec		M	At or Yd	betwo	en Yd	ction mph	Remarks	
								<del></del> _		
<u>LAN</u> 8	ARK TO LANARK JN  Lanark and  Lanark Jn	Sing	le	2	22	1	1738	20	Condition of	track. (86/21)
	Banaik Su								Begins 15 00	
MID	MIDCALDER JN TO HOLYTOWN JN									
8A	Hartwood and Bellside GF	Down	-	6	980	6	985	40	Condition of	track. (86/4)
LAW	LAW JN TO UDDINGSTON JN									
9	Uddingston Jn	-	Up	M: 0	INUS 70	0	400	20	Condition of	track. (86/20)
RUT	HERGLEN CENTRAL JN 1	O FINN	IESTON							
10	Anderston Tunnel and Bridgeton	-	Up	1	1230	1	880	20	Condition of	track. (85/34)
RUT	HERGLEN WEST JN TO F	UTHERG	LEN NO	RTH .	JN (WE	EST C	JRVE)			
Not	e:- Warning Board si	tusted	at Si	onal	No G	329 01	West	Curve an	unlies only to	traine
	travelling towar (100ml320yd and	ds tem	porary							
	<u></u>		<u>yu).</u>							
LAR	KFIELD JN TO SHIELDS	<u> </u>								
11	Terminus Jn and Shields Jn	Down	-	101	1140	101	1320	20	Condition of	(86/63)
12	Shields Jn and Terminus Jn	-	Up	101	1650	101	1390	10	Trackwork. Finishes 17 (	(86/62) 00 Sun 17 Aug.
GRE	TNA JN TO EGLINTON S	TREET .	JN (VI	A KI	LMARNO	OCK)				
_			,				000	20	04:5:6	*== -1:
13	Dumfries South	Down	-	92	1100	92	920	$\frac{20}{40}$	Condition of	(85/50)
14	Dumfries South	-	Up	92	920	92	1100	40	Condition of	track. (85/43)
15	Dumfries Station	Down	-	91	1400	91	440	20	Trackwork.	(86/19)
16	Dumfries Station	-	Up	91	440	91	1400	20	Trackwork.	(86/19)
17	Auckinleck and Bank Jn	-	Up	47	1000	48	150	20	Trackwork.	(86/17/18)
MUI	MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)									
18	Pollokshields East and Crosshill	-	Outer	0	880	0	1550	20	Trackwork	(86/14)
19	Crosshill and Pollokshields East	Inner	-	0	1550	0	880	20	Trackwork.	(86/17/18)

	<del>_</del>					leage		Restri-		· · · · · ·
Loc	ation	Line		M		betw M		ction mph	Remarks	
	DGE STREET JN TO ST	ANDAFD	,		_			- · · · - · · · · · · · · · · · · · · ·		·
DKI	DGE SIREEI SR 10 SI	CAN ICAL I	•							
20	Lochwinnoch and Johnstone	•	Uр	. 10	1320	10	700	20	Trackwork.	(86/20)
21	Lochwinnoch and Johnstone	-	Uр	15	1190	15	600	20 40	Trackwork	(86/20)
22	Lochwinnoch and Glengarnock	Down	Up	18	750	18	790	10	Condition of UB	No.43. (86/19)
23	Kilwinning Jn and Dalry	-	Up	25	1375	25	820	<u>20</u> 40	Trackwork.	(86/19)
24	Byrehill Jn and Irvine	Down	-	28	284	28	744	20	Trackwork.	(86/14)
PAI	SLEY TO GOUROCK									•
25	ROF Sidings GF and No.1 Tunnel	Down		113	600	113	800	20	Trackwork.	(86/20)
26	Wemyss Bay Jn and Ladyburn	Down	-	121	700	121	1610	20	Trackwork.	(86/12)
KIL	WINNING JN TO LARGS									
27	Holm Jn	Down	-	30	920	30	1540	20	Trackwork.	(86/19)
WHI	FFLET NORTH JN TO RU	THERGL	EN EA	AST JN						
28	Langloan Jn and Ca <del>rmy</del> le Jn	Down	-	2	1300	2	1230	20	Condition of tra	ick. (86/10)
EDI	NBURGH WAVERLEY TO G	LASGOW	QUEE	EN STRE	ET (	VIA FA	LKIRK	HIGH)		
29	Greenhill Upper Jn and Croy	Down	-	16	400	15	1280	<u>20</u> 40	Trackwork. Finishes 24 00 S	(86/19) Sat 16 Aug.
30	Greenhill Upper Jn and Croy	Down	-	15	1620	15	741	<del>20</del> 40	Trackwork. Begins 00 00 Sur	(86/21) 17 Aug.
31	Croy and Greenhill Upper Jn	-	Up	13	487	13	1344	<u>20</u> 40	Trackwork.	(86/20)
NEW	BRIDGE JN TO BATHGAT	<u>E</u>								
32	Newbridge Jn and Cawburn Jn	Down	-	33	1060	<b>≠</b> 32	1320	20	Trackwork.	(86/17/18)
CRA	IGENDORAN JN TO FORT	WILLL	<u>AM</u>							
33	Garelochhead and Glen Douglas	Sing	le	12	400	12	500	10	Condition of bri (UB No.34).	dge (86/12)
34	Rannoch and Corrour	Sing	le	70	1474	71	997	20	Trackwork.	(86/9)
35	Tulloch and Roy Bridge Halt	Sing	le	84	440	84	880	20	Condition of tra	ck. (86/15)

	Line	_	4	At or	OC LW(	したい	ction	
tion	affec	ted	M	ΔĄ	M	Υd	mph	Remarks
EDMOUTH TO EDINBURGH	WAVER	LEY						
D			50	1 220			20	March 1 (0/101)
Berwick-upon-Tweed	_	υp	30	1320	זנ	440	40	Trackwork. (86/21) Begins 16 00 Sun 17 Aug.
Longniddry and	Down	Ūο	10	990	10	900	20	Construction work.
Prestonpans		•	_				40	(86/21)
								Begins 09 30 Sun 17 Aug.
Monktonhall Jn and Portobello	Down	Up	4	1100	4	1010	20	Trackwork. (86/20) Finishes 16 00 Sun 17 Au
ERHILL TO PORTOBELL	o (GOO	DS LI	NE)					
Millerhill and	Down	Uр	4	1280	. 4	1100	20	Condition of Track.
Niddrie South Jn		- P	·		·			(85/22)
ARKET WEST JN TO AB	ERDEEN							
Caminadial 4 and	Da:-	_	4.0	440	4.3	220	20	Trackwork. (86/20)
Springfield and Cupar	POMU	_	42	900	43	440	<del>20</del> 40	II BURWOIK. (00/20)
•				•				
•	-	ŪΡ	43	220	42	660	20	Trackwork. Applies 08 00 to 16 00
opiiugiiei								Sun 17 Aug.
lauraneekisk and	_	II n	210	550	210	110	40	Trackwork.
		υþ	210	))0	210	110	40	Applies 22 00 Sat 16 to
								24 00 Sun 17 Aug.
Craigo and	Down	-	210	110	210	550	20	Trackwork. (86/20)
Laurencekirk								Begins 22 00 Sat 16 Aug.
BANK JN TO HILTON J	<u>N</u>							
Ladybank Jn and	Sing	le	5	1680	6	00	20	Trackwork. (86/8)
Clatchard Craig				•				
South GF								
H TO INVERNESS								
	Sing	le	9	1370	10	930	20	Trackwork. (86/17/1
Murthly LC								Finishes 10 00 Fri 22 Au
	Sing	le	73	390	73	990	20	Trackwork. (86/21)
Kincraig Loop							40	Begins 10 00 Fri 22 Aug.
Culloden Moor	Down	-	113	1260	114	420	40	Trackwork.
and Millburn Jn								Applies 21 00 Sat 16 to 18 00 Sun 17 Aug.
	-	Up	114	420	113	1260	<u>20</u>	Trackwork. (86/17/1 Finishes 10 00 Fri 22 Au
Cullogen Moor							40	FIRES IN ON FET 22 AU
H TO DUNDEE CENTRAL								
		1	20	600	10	1704	15	Trackwork.
Perth and	Sing	TE	20	000	47	1704		Applies 22 30 Sat 16 to
	Reston GSP and Berwick-upon-Tweed Longniddry and Prestonpans  Monktonhall Jn and Portobello  ERHILL TO PORTOBELL  Millerhill and Niddrie South Jn  MARKET WEST JN TO AB  Springfield and Cupar  Cupar and Springfield  Laurencekirk and Craigo  Craigo and Laurencekirk  BANK JN TO HILTON J  Ladybank Jn and Clatchard Craig South GF  THE TO INVERNESS  Stanley Jn and Murthly LC  Kingussie LC and Kincraig Loop  Culloden Moor and Millburn Jn  Millburn Jn and Culloden Moor	Reston GSP and Berwick-upon-Tweed  Longniddry and Down Prestonpans  Monktonhall Jn Down and Portobello  ERHILL TO PORTOBELLO (GOO  Millerhill and Down Niddrie South Jn  MARKET WEST JN TO ABERDEEN  Springfield and Down Cupar  Cupar and Springfield  Laurencekirk and Craigo  Craigo and Down Laurencekirk  BANK JN TO HILTON JN  Ladybank Jn and Sing Clatchard Craig South GF  THO INVERNESS  Stanley Jn and Sing Murthly LC  Kingussie LC and Sing Kincraig Loop  Culloden Moor Down and Millburn Jn  Millburn Jn and  Millburn Jn and	Berwick-upon-Tweed  Longniddry and Down Up Prestonpans  Monktonhall Jn Down Up and Portobello  ERHILL TO PORTOBELLO (GOODS LI  Millerhill and Down Up Niddrie South Jn  MARKET WEST JN TO ABERDEEN  Springfield and Down - Cupar  Cupar and - Up Springfield  Laurencekirk and - Up Craigo  Craigo and Down - Laurencekirk  BANK JN TO HILTON JN  Ladybank Jn and Single Clatchard Craig South GF  HE TO INVERNESS  Stanley Jn and Single Kingussie LC and Single Kingussie LC and Single Kingussie LC and Millburn Jn  Millburn Jn and Up  Millburn Jn and Up	Reston GSP and - Up 50 Berwick-upon-Tweed  Longniddry and Down Up 10 Prestonpans  Monktonhall Jn Down Up 4 and Portobello  ERHILL TO PORTOBELLO (GOODS LINE)  Millerhill and Down Up 4 Niddrie South Jn  MARKET WEST JN TO ABERDEEN  Springfield and Down - 42 Cupar  Cupar and - Up 43 Springfield  Laurencekirk and - Up 210 Craigo  Craigo and Down - 210 Laurencekirk  BANK JN TO HILTON JN  Ladybank Jn and Single 5 Clatcherd Craig South GF  H TO INVERNESS  Stanley Jn and Single 9 Murthly LC  Kingussie LC and Single 73 Kincraig Loop  Culloden Moor Down - 113  Millburn Jn and - Up 114 Culloden Moor	Reston GSP and - Up 50 1320 Berwick-upon-Tweed  Longniddry and Down Up 10 990 Prestonpans  Monktonhall Jn Down Up 4 1100 and Portobello  ERHILL TO FORTOBELLO (GOODS LINE)  Millerhill and Down Up 4 1280 Niddrie South Jn  GARKET WEST JN TO ABERDEEN  Springfield and Down - 42 660 Cupar  Cupar and - Up 43 220  Springfield  Laurencekirk and - Up 210 550  Craigo and Down - 210 110 Laurencekirk  BANK JN TO HILTON JN  Ladybank Jn and Single 5 1680 Clatchard Craig South GF  THE TO INVERNESS  Stanley Jn and Single 9 1370  Murthly LC  Kingussie LC and Single 73 390  Culloden Moor Down - 113 1260  Millburn Jn and - Up 114 420  Culloden Moor Down - 114 420	Reston GSP and Berwick-upon-Tweed  Longniddry and Down Up 10 990 10 Prestonpans  Monktonhall Jn Down Up 4 1100 4 and Portobello  ERHILL TO PORTOBELLO (GOODS LINE)  Millerhill and Down Up 4 1280 4 Niddrie South Jn  GARKET WEST JN TO ABERDEEN  Springfield and Down - 42 660 43 Cupar  Cupar and - Up 43 220 42 Springfield  Laurencekirk and - Up 210 550 210 Craigo  Craigo and Down - 210 110 210 Laurencekirk  CHANK JN TO HILTON JN  Ladybank Jn and Single 5 1680 6 Clatchard Craig South GF  H TO INVERNESS  Stanley Jn and Single 9 1370 10 Murthly LC  Kingussie LC and Single 73 390 73 Kincraig Loop  Culloden Moor Down - 113 1260 114  Millburn Jn and Culloden Moor	Reston GSP and Berwick-upon-Tweed  Longniddry and Down Up 10 990 10 900 Prestonpans  Monktonhall Jn Down Up 4 1100 4 1010 and Portobello (GOODS LINE)  Millerhill and Down Up 4 1280 4 1100 Mildrie South Jn (ARKET WEST JN TO ABERDEEN  Springfield and Down - 42 660 43 220 Cupar Cupar and - Up 43 220 42 660 Springfield  Laurencekirk and - Up 210 550 210 110 Craigo  Craigo and Down - 210 110 210 550 Laurencekirk  BANK JN TO HILTON JN  Ladybank Jn and Clatchard Craig South GF  H TO INVERNESS  Stanley Jn and Single 9 1370 10 930 Murthly LC  Kingussie LC and Single 73 390 73 990 Culloden Moor Down - 113 1260 114 420 Millburn Jn and Culloden Moor  Millburn Jn and - Up 114 420 113 1260	Reston GSF and   - Up   50 1320   51 440   20

WON-A5

				Mi	leage		Restri-		
		Lines		At or between			ction		
Loc	ation	affected	<u> </u>	Υd	<u> </u>	Υd	<u>mph</u>	Remarks	
ABE	RDEEN TO INVERNESS								
50	Keith and Rosarie LC	Single	28	1649	<b>≠</b> 28	320	<del>20</del> 40	Trackwork.	(86/15)
51	Roserie LC and Elgin	Single	27	198	26	1078	<u>20</u> 40	Condition of	track. (85/33)
INV	ERNESS TO WICK								
52	Dalchalm (AOCL) and Helmsdale	Single	95	1480	96	440	20	Trackwork.	(86/20)
DIN	GWALL TO KYLE OF LOO	CHALSH							
53	Achterneed (AOCL) and Garve	Single	5	870	6	130	20	Trackwork.	(86/19)

## TEMPORARY ENGINEERING WORKS

At	or between	Lines affected	Remarks
	LISLE TO GLASGOW IL FURTHER NOTICE		•
54	Shieldmuir Jn and Motherwell	Ali	00 00 to 05 00 daily. Signalling work.
55	Glasgow Central	A11 .	00 00 to 06 00 daily. Signalling work.
SAT	URDAY 16 AUGUST		
56	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 50 to 05 10. Overhead line work. Trains diverted via Wishaw Central. Isolation of electrical sections MC1(f) and MC2(a).
57	Glasgow Central	Line W BLOCKED	QO 30 to 05 30. Track renewal at Points No.323B. No access to platforms Nos. 1 and 2.
sun	DAY 17 AUGUST	•	
58	Upperby Bridge Jn and Floriston LC	•	07 00 to 12 30. In connection with engineering work. Isolation of electrical sections EU5 to 8 (complete).
59	Carlisle South Jn	All	07 30 to 16 00. Signalling work.  Points and signals disconnected.
60	Carlisle South Jn and Carlisle North Jn	Up/Down Platform No.1, Sidings 'A' Nos. 1 and 2 and Carriage Sidings BLOCKED	04 00 to 14 00. Bridgework (No.252). Trains to be replatformed as necessary. Isolation of electrical sections EU6(b).
61	Caldew Jn and Kingmoor	Down and Up Goods BLOCKED Down and Up Goods Between Trains	06 00 to 16 00 ) Bridgework (No.3A) and ) signalling work. Points and 16 00 to 17 00 ) signals disconnected. Trains ) to travel over Main line. ECS trains to/from Kingmoor TMD to travel over Main lines and Kingmoor (reverse).
62	Floriston LC and Kirtlebridge GF	All BLOCKED (to electric trains)	07 00 to 16 45. In connection with engineering work (Scottish Region). <u>Isolation of electrical</u> sections EU3 and 4 (complete).
63	Gretna Jn and Quintinshill	Down and Up BLOCKED	07 10 to 16 15. Bridgework (UB No.23) and signalling work (Gretna Jn, LM Region).  Isolation of electrical sections EU3 and 4.
64	Kirtlebridge GF and Quintinshill	Up BLOCKED Down BLOCKED	03 15 to 17 00 ) Signalling work (Cove LC) and 07 15 to 16 15 ) bridgework (UB No.53).  Isolation of electrical sections EU1 and 2 07 15 to 16 15.
65	Kirtlebridge GF and Lockerbie	Down and Up BLOCKED	07 20 to 16 45. Track renewal and track maintenance. Isolation of electrical sections EU1 and 2 and EM1 and 2.

SECTION B - TEMPORARY ENGINEERING WORKS - continued
At or between Lines affected Remarks

Α.	or permeen	Fines affected	Remarks
	LISLE TO GLASGOW DAY 17 AUGUST - c	CENTRAL - continued ontinued	•
66	Lockerbie and Wamphray GF	Down and Up BLOCKED	07 25 to 16 00. Track renewal and overhead linework. Isolation of electrical sections EM3 and 4.
67	Beattock North and Wamphray GF	Up BLOCKED	02 45 to 12 15. Rail grinding.
68	Summit and Beattock North	Up BLOCKED Down BLOCKED	02 45 to 16 30 ) Rail grinding. 07 40 to 16 30 )
69	Beattock	A11	08 00 to 17 00. Signalling work.
70	Summit and Abington	Down and Up BLOCKED	07 50 to 16 .30. Track renewal.
71	Abington and Symington GF	Down and Up BLOCKED	08 00 to 16 15. Track renewal and track maintenance. <u>Isolation of electrical sections</u> <u>LC1 and 2.</u>
72	Lanark Jn and Law Jn	Down and Up BLOCKED	08 00 to 16 00. Track renewal and track maintenance.
73	Logans Road LC and Uddingston Jn	Down BLOCKED Up BLOCKED	00 40 to 17 15 ) Track maintenance and bridgework 00 40 to 16 00 ) (Via No.24). Trains diverted ) via R&C Lines 00 40 to 08 00.
74	Uddingston Jn and Newton East Jn	Down and Up BLOCKED	00 15 to 08 00. Overhead line work and track maintenance. Trains diverted via R&C lines. Isolation of electrical sections MN1 and 2.
75	Newton West Jn and Rutherglen East Jn	Down and Up Main and Down Loop BLOCKED	00 15 to 08 00. Overhead line work, loading rails and track renewal. Trains diverted via R&C lines. Isolation of electrical sections EN1 and 2.
76	Rutherglen East Jn and Eglinton Street Jn		00 15 to 07 30. Overhead line work. <u>Isolation</u> of electrical sections EN3 and 4.
77	_	Down Fast BLOCKED Up Fast BLOCKED	08 00 to 18 00 ) Track renewal and overhead 08 00 to 15 30 ) line work. <u>Isolation of electrical sections ENI(c) 08 00 to 15 30</u> , EN2(b to h) 08 00 to 18 00.
78	Polmadie	A11	08 00 to 17 00. Signalling work.
79	Glasgow Central	All	08 00 to 17 00. Signalling work.
80	Glasgow Central	No.7 Carriage Sidings/Line 2 BLOCKED	08 00 to 18 00. Track renewal at Points No.353B. No access to Platform No.11a.
81	Glasgow Central	No.1 Down Line/ Line X BLOCKED	08 00 to 18 00. Track renewal at Points No.331A.
82	Glasgow Central	Top Platform No.11 BLOCKED	08 00 to 20 30. Stationwork. <u>Isolation of electrical sections EG5(b).</u>

SECTION B -	TEMPORARY	ENGINEERING	WORKS	- continued	
At or between	en	Lines affect	ed	Remarks	

CARLISL	Ė.	ΓO	GLAS	COM	CENTRAL	-	continued
SUNDAY	17	Αl	JGUST	-	continued	i	

83 Glasgow Central Engine Siding, Nos.5 and 6 lines, No.7 Carriage

Siding BLOCKED Platform No.11a BLOCKED (to electric trains) 04 00 to 24 00. Painting Gantries B, E and D. Isolation of electrical sections EG4(f)

00 00 Sun to 05 00 Mon ) Track renewal and track

EG5(d, e, g and f).

## SUNDAY 17 and MONDAY 18 AUGUST

Polmadie and Eglinton Street Jn

Down Fast and Down and Up Clydesdale BLOCKED Down Holding Sidings BLOCKED (to electric trains) Up Fast BLOCKED Up Fast Between trains

00 00 to 23 00 Sun

maintenance at Points ) Nos.926A and B. 00 00 Sun to 05 00 Mon ) OB99, 04 02 Kilmarnock to Polmadie diverted via Glasgow Central. ) Access to Down Holding 23 00 Sun to 05 00 Mon ) Sidings via East End ) only (Diesel hauled) ) Isolation of electrical

> ) sections ENI(a and b) ) and EN2 (b to h).

MONDAY 18 AUGUST

Wamphray and Beattock South Down BLOCKED

06 30 to 09 30. Overhead line work. Isolation (to electric trains) of electrical sections LM4 and EM4.

Summit and Beattock North Up BLOCKED

BLOCKED (to

electric trains)

02 30 to 05 45. Speno grinding.

87 Newton West Jn and Rutherglen West Jn

Down and Up Main/ Fast and Down Slow BLOCKED Up Slow BLOCKED (to electric trains) 00 00 to 05 05. Overhead line work. Electric hauled trains diverted via Cathcart Circle (Queens Park). Isolation of electrical sections EN1, 2, 3 and 4.

## MONDAY 18 and TUESDAY 19 AUGUST

88 Symington GF and Carstairs South Jn

Down BLOCKED

07 35 to 10 30 daily. Track maintenance. Possession to be given up for the passage of 1226, 06 08 Lancaster to Oban.

## MONDAY 18 to FRIDAY 22 AUGUST

89 Gretna Jn and Kirtlebridge GF Down BLOCKED

06 00 to 09 00 daily. Loading material. Possession to be given up for the passage of 1226, 06 08 Lanacaster to Oban.

90 Kirtlebridge GF and Lockerbie

Down BLOCKED

06 15 to 09 15 daily. Track maintenance and loading material. Possession to be given up for the passage of 1226 06 08 Lancaster to Oban (Tuesday only).

#### TUESDAY 19 AUGUST

91 Lockerbie and Wamphray GF

Down BLOCKED

06 30 to 09 30. Track renewal. Possession to be given up for the passage of 1226, 06 08 Lanacaster to Oban.

92 Carstairs South Up BLOCKED Jn and

02 15 to 05 10. Track maintenance.

Symington GF

			WON-B4
	TION B - TEMPORAR	Y ENGINEERING WORKS - Lines affected	continued Remarks
CAR	LISLE TO GLASGOW	CENTRAL - continued	
	SDAY 19 AUGUST -		
93	Shieldmuir and Law Jn	Up BLOCKED	00 50 to 05 30. Track renewal. Trains diverted via Wishaw Central.
TUE	SDAY 19 and WEDNE	SDAY 20 AUGUST	
94	Lockerbie and Kirtlebridge GF	Up BLOCKED	02 55 to 05 50 daily. Track maintenance and track renewal.
95	Glasgow Central	No.4 line BLOCKED	00 30 to 05 30. Track renewal at Points No.380A. Possession to be given up for the passage of 1804 23 45 Manchester Victoria To Glasgow Central.
TUE	SDAY 19 to THURSD	AY 21 AUGUST	
96	Symington GF and Abington	Up BLOCKED	02 20 to 05 15 daily. Track maintenance.
97	Rutherglen East Jn and Eglinton Street Jn	All Between Trains	00 00 to 05 30 daily. Loading material.
TUE	SDAY 19 to FRIDAY	22 AUGUST	
98	Summit and Beattock North	Up BLOCKED	02 35 to 05 45 daily. Rail grinding.
99	Rutherglen East Jn and Elginton Street Jn	All Between Trains	00 00 to 05 30 daily. Loading material.
WED	NESDAY 20 AUGUST	•	
100	Abington and Symington GF	Down BLOCKED	07 20 to 10 15. Track maintenance.
101	Uddingston Jn and Logans Road LC	Up BLOCKED	00 30 to 05 30, Track renewal. Trains diverted via Bellshill.
102	Eglinton Street Jn and Glasgow Central		00 10 to 02 15. Overhead line work. <u>Isolation</u> of electrical sections EG1 to 6.
WED	NESDAY 20 to FRID	AY 22 AUGUST	
103	Wamphray GF and Beattock South	Down BLOCKED (to electric trains)	06 30 to 09 30 daily. Overhead line work. Isolation of electrical sections LM4 and EM4.
THU	RSDAY 21 AUGUST		
104	Quintinshill and Gretna Jn	Up BLOCKED	03 05 to 06 00. Track renewal.
105	Wamphray GF and Lockerbie	Up BLOCKED	02 45 to 05 45. Track renewal.

SECTION B - TEMPORAR	Y ENGINEERING WORKS -	continued
At or between	Lines affected	Remarks

CARLISLE	TO	GLAC	OW	CENT	[RAI	լ -	continued
THURSDAY	21	and	FRI	DAY	22	AUC	UST

00 30 to 05 30 daily. Track renewal at Points 106 Glasgow Central No.3 Line BLOCKED

No.380B. Possession to be given up for the passage of 1804 23 45 Manchester Victoria to

Glasgow Central.

FRIDAY 22 AUGUST

. 4

07 20 to 10 15. Track maintenance. Down BLOCKED 107 Abington and Symington GF

## CARSTAIRS SOUTH JN TO HAYMARKET EAST JN

UNTIL FURTHER NOTICE

108 Slateford Jn Down Between Trains 07 00 to 16 00 daily. Construction work.

and Haymarket Mechanical equipment in use. East Jn

SUNDAY 17 AUGUST

08 30 to 16 00. Loading material 109 Auchengray LC Down and Up

and Midcalder Jn BLOCKED between 85 and 86mp.

LANARK TO LANARK JN SUNDAY 17 AUGUST

110 Lanark and 00 00 to 18 00. Earthwork and bridgework Single BLOCKED

Lanark Jn (OB No.3). Isolation of electrical sections MC3

and 4.

MIDCALDER TO HOLYTOWN JN SUNDAY 17 AUGUST

111 Bellside GF and Up BLOCKED

00 30 to 16 00. Track maintenance. Benhar Jn Down Between Trains

LAW JN TO UDDINGSTON JN UNTIL FURTHER NOTICE

112 Wishaw Central 00 00 to 05 00 daily. Signalling work. A11

and Wishaw Central Jn

SUNDAY 17 AUGUST

113 Holytown Jn 08 00 to 17 00. Signalling work. All

Down and Up BLOCKED 00 15 to 08 30. Track maintenance. 114 Uddingston Jn Trains diverted via R&C Lines.

WISHAW CENTRAL JN TO SHIELDMUIR JN UNTIL FURTHER NOTICE

115 Wishaw Central All 00 00 to 08 00 daily. Signalling work. Jn and

Shieldmuir Jn

MOTHERWELL TO NEWTON EAST JN (VIA HAMILTON)

UNTIL FURTHER NOTICE

116 Motherwell and Down Between Trains 05 00 to 17 00. Earthwork. Hamilton Central

SECTION	R	_	TEMPORARY	ENGINEERING	WORKS -	continued
SECTION	0	_	1 T. TIP WINAIN 1	ENGINEERING	#C/LL3 -	Continued

Lines affected Remarks At or between

MOTHERWELL TO NEWTON EAST JN (VIA HAMILTON) - continued

SUNDAY 17 AUGUST

Down and Up 00 00 to 08 00. Track renewal, bridgework 117 Motherwell and (OB's Nos.19 and 51) and retaining wall work. Newton East Jn BLOCKED

TUESDAY 19 to FRIDAY 22 AUGUST

00 30 to 05 30 daily. Track renewal. 118 Motherwell and Down and Up Newton East Jn BLOCKED

NEWTON WEST JN TO CATHCART WEST JN SUNDAY 17 and MONDAY 18 AUGUST

119 Cathcart East Down and Up BLOCKED 00 00 Sun to 05 00 Mon. Track renewal. Jn and Cathcart Isolation of electrical sections EW3 and 4. West Jn

LARKFIELD JN TO SHIELDS JN SUNDAY 17 AUGUST

08 00 to 18 00. Track renewal and overhead 120 Larkfield Jn Down and Up and Shields Jn BLOCKED line work. Isolation of electrical sections EB1(j), EB2(a) and EN2(e and f).

GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK) SATURDAY 16 and SUNDAY 17 AUGUST

120A Auchinleck and Down and Up 23 20 Sat to 09 10 Sun. Drainage. BLOCKED Mauchline

SUNDAY 17 AUGUST

121 Gretna Jn Down and Up Single 00 50 to 11 15 ) Demolition work (Annan Station) BLOCKED ) and signalling work (Gretna Jn) and Annan 11 15 to 16 00 ) (LM Region). All Between Trains

122 Annan and Down and Up 00 50 to 11 00. Undertrack excavation (SSEB). BLOCKED Dumfries South

00 30 to 13 45 ) Track renewal and track 123 Dumfries South Down BLOCKED

and Holywood LC Up BLOCKED 00 30 to 10 00 ) maintenance.

124 New Cumnock Down and Up 00 00 to 10 15. Track renewal and track and Auchinleck BLOCKED maintenance.

MONDAY 18 to THURSDAY 21 AUGUST

23 45 Mon to Wed to 05 20 Tue to Thu)Track 125 Muirhouse South Up BLOCKED Jn and Barrhead Down BLOCKED 00 15 to 06 15 Tue to Thu )maintenance.

MONDAY 18 to FRIDAY 22 AUGUST

19 50 Mon to Thu to 02 15 Tue to Fri. Bridgework 126 Hurlford and Down BLOCKED

Kilmarnock (UB No.112).

TUESDAY 19 AUGUST

126A Muirhouse Down and Up 00 00 to 05 30. Overhead line work. Isolation of BLOCKED (to Central Jn and

electrical sections EW1 to 6.

Eglinton Street electric trains) Jn

WON-B7

SECTION B - TEMPORA	ARY ENGINEERING WORKS	- continued	
At or between	Lines affected	Remarks	

## GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK) - continued

FRIDAY 22 AUGUST

127 Auchinleck and

Up BLOCKED

00 50 to 07 00. Track maintenance.

New Cumnock

128 Hurlford and Kilmarnock

Down BLOCKED

19 50 to 24 00 (Cont'd in WON 22). Bridgework

(UB No.112).

EAST KILBRIDE TO BUSBY JN UNTIL FURTHER NOTICE

129 East Kilbride and Busby

Down and Up Between Trains

07 00 to 18 00 daily. Earthwork. Crane and

mechanical equipment in use. Begins 07 00 Sat 16 Aug.

SUNDAY 17 AUGUST

130 East Kilbride and Busby

Down and Up/Single

06 00 to 21 00. Earthwork.

BLOCKED

KILMARNOCK TO BARASSIE UNTIL FURTHER NOTICE

131 Kilmarnock and Gatehead LC

Single

08 00 to 18 00 daily. Bridgework (OB No.4B).

132 NOT USED

MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART)(CATHCART CIRCLE) SUNDAY 17 AUGUST

133 Muirhouse North Inner and Outer Jn and Cathcart BLOCKED

North Jn (Via

Queens Park)

00 00 to 08 00. Platform work (Mount Florida) and bridgework (Stations FB's Nos.5A and 5B).

Isolation of electrical sections EWl and 2.

134 NOT USED.

SUNDAY 17 and MONDAY 18 AUGUST

135 Muirhouse

Inner and Outer BLOCKED

00 00 Sun to 05 00 Mon. Track renewal. Isolation of electrical sections EW3 and 4.

ł

Central Jn and Cathcart North Jn (via

Maxwell Park)

TUESDAY 19 AUGUST

136 Muirhouse Central Jn and

Park)

Inner and Outer

00 00 to 05 30. Platform work (Mount Florida) and overhead line work. Isolation of electrical

sections EW1 to 6.

Muirhouse North

Jn (via Maxwell

BLOCKED

WEDNESDAY 20 to FRIDAY 22 AUGUST

137 Cathcart North

Jn and

Inner and Outer BLOCKED

00 00 to 05 30 daily. Platform work (Mount Florida).

Muirhouse North Jn (via Queens

Park)

SECTION B -	- TEMPORARY	ENGINEERING	WORKS	-	continued

		I ENGINEERING WORKS -	continued
At	or between	Lines affected	Remarks
	DGE STREET JN TO		
138	Bridge Street Jn	Branches Nos.1 and 2	08 00 to 16 00 daily. Work on lineside wall.
139	Bridge Street Jn and Cardonald	A11	00 00 to 06 00 daily. Signalling work.
140	Elderslie and Lochwinnoch	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.28A and FB No.18).
141	Lochwinnoch and Glengarnock	Down and Up Between Trains	08 30 to 18 00 daily. Bridgework (OB No.33 and FB No.34).
142	Glengarnock	Down and Up	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
143	Glengarnock and Kilwinning Jn	Down and Up	08 00 to 18 00 daily. Bridgework (OB No.49) and station work (Dalry and Kilwinning).
144	Bogside and . Irvine	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (UB No.21). Crane and mechanical equipment in use.
145	Irvine	Down and Up Between Trains	08 00 to 17 00 daily. Platform work.
146	Barassie and Prestwick	Down and Up Between Trains	08 00 to 16 00 daily. Bridgework (FB No.4).
147	Prestwick	Down and Up Between Trains	08 00 to 18 00 daily. Stationwork.
148	Newton Jn and Ayr	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.50). Crane and mechanical equipment in use.
149	Ayr	All Between Trains	08 00 to 16 00 daily. Platform work.
SATI	URDAY 16 AUGUST		
150	Paisley Gilmour Street	Down and Up BLOCKED	00 30 to 05 10. Station work. Isolation of electrical sections EB1(a and b), EB2(1 and m) and EB3 and 4.
151	Paisley and Johnstone	Down and Up BLOCKED	00 30 to 05 30. Engineering work.
152	Johnstone and Lochwinnoch	Down and Up BLOCKED	00 00 to 05 35. Engineering work.
153	Lochwinnoch and Glengarnock	Down and Up BLOCKED	00 25 to 05 45. Engineering work.
154	Glengarnock and Kilwinning Jn	Down and Up BLOCKED	00 05 to 05 45. Engineering work.
155	Kilwinning Jn and Irvine	Down and Up BLOCKED	00 10 to 05 45. Engineering work.
156 -	Irvine and Barassie	Down and Up BLOCKED	00 10 to 05 45. Engineering work.

		•	WON-B9			
_		RY ENGINEERING WORKS -				
A	t or between	Lines affected	Remarks			
	BRIDGE STREET JN TO STRANRAER - continued SATURDAY 16 AUGUST - continued					
1.	57 Newton Jn and Barassie	Up BLOCKED Down Between Trains	00 30 to 05 30. Engineering work. Possession to be given up for the passage of 1M17 01 30 Stranraer to Blackpool.			
	58 Ayr and Newton Jn	Up BLOCKED Down Between Trains	00 30 to 05 30. Engineering work. Possession to be given up for the passage of 1M17 01 30 Stranraer to Blackpool.			
<u>s</u>	UNDAY 17 AUGUST					
1	59 Cardonald Jn and Shields Jn	Up BLOCKED Down BLOCKED	00 30 to 09 00 ) Track renewal and track 00 30 to 07 00 ) maintenance.			
1	60 Paisley Gilmour St	Down and Up BLOCKED	00 30 to 07 00. Stationwork. Isolation of electrical sections EB1, 2, 3 and 4 and EK1.			
1	61 Paisley and Elderslie	Down and Up BLOCKED	00 00 to 09 45. Engineering work.			
1	62 Lochwinnoch and Elderslie	Up BLOCKED Down BLOCKED Down Between Trains	00 00 to 20 00 ) Engineering work. <u>Up trains</u> 00 00 to 10 00 ) <u>to run over Down line 10 00</u> to 10 00 to 20 00 ) <u>20 00</u> .			
1	63 Lochwinnoch and Glengarnock	Down and Up BLOCKED Down and Up Between Trains	00 15 to 09 45 ) Engineering work. ) 09 45 to 20 00 )			
1	64 Glengarnock and Kilwinning Jn	Down and Up BLOCKED	00 15 to 09 45. Engineering work.			
1	65 Kilwinning Jn and Irvine	Down and Up BLOCKED	00 00 to 09 45. Engineering work.			
1	66 Irvine and Barassie	Down and Up BLOCKED	00 00 to 09 45. Engineering work.			
1	67 Barassie and Newton Jn	Down and Up BLOCKED	00 10 to 09 30. Engineering work. Possession to given up for passage of 1806, 20 38 Euston to Strangaer over Down line.			
1	68 Newton Jn and Ayr	Down and Up BLOCKED	00 10 to 09 30. Engineering work. Possession to be given up for passage of 1806, 20 38 Euston to Strangar over Down line.			
1	69 Girvan and Pinwherry	Single BLOCKED	00 00 to 10 00. Bridgework (UB No.22). Possession to be given up for passage of 1S06, 20 30 Euston to Stranraer.			
. <u>н</u>	MONDAY 18 to WEDNESDAY 20 AUGUST					
1	70 Newton Jn and Ayr Harbour	All BLOCKED	08 30 to 15 30 daily. Track maintenance (switches and crossings).			
Ţ	UESDAY 19 AUGUST					
1	71 Bridge Street Jn and Shields Jn	Down and Up BLOCKED	00 30 to 05 00. Loading rails. Possession to be given up for the passage of 5L04 01 25 Corkerhill to Glasgow Central. Isolation of electrical sections EB1 and EB2 (b and c)			

CECTION B - TEMPODAD	RY ENGINEERING WORKS -	WON-B10		
At or between	Lines affected	Remarks		
TUESDAY 19 and WEDNE	STRANRAER - continued SDAY 20 AUGUST			
172 Ayr and Barassie	Up BLOCKED Down Between Trains	00 30 to 05 30 daily. Engineering work.		
TUESDAY 19 to FRIDAY	22 AUGUST			
173 Arkleston Jn and Elderslie	Down and Up BLOCKED	00 30 to 05 15 daily. Station work (Paisley Gilmour St) and overhead line work. Isolation of electrical sections EB1 (a and b), EB2 (1 and m)		
		and EB3 and 4.		
174 Elderslie and Johnstone	Down and Up BLOCKED	00 00 to 05 35 daily. Engineering work.		
175 Johnstone and Lochwinnoch	Down and Up BLOCKED	00 00 to 05 35 daily. Engineering work.		
176 Lochwinnoch and Glengarnock	Down and Up BLOCKED	00 30 to 05 30 daily. Engineering work.		
177 Glengarnock and Kilwinning Jn	Down and Up BLOCKED	00 30 to 05 45 daily. Engineering work.		
178 Kilwinning Jn and Irvine	Down and Up BLOCKED	00 00 to 05 45 daily. Engineering work.		
179 Irvine and Barassie	Down and Up BLOCKED	00 00 to 05 30 daily. Engineering work.		
WEDNESDAY 20 AUGUST				
180 Cardonald and Arkleston Jn	Down and Up BLOCKED	00 30 to 05 00. Loading material. Isolation of electrical sections EB1 (a to g) and EB2 (g to m).		
THURSDAY 21 and FRID	AY 22 AUGUST			
181 Barassie Jn and Newton Jn	Down BLOCKED	00 15 to 04 00 daily. Track maintenance. Single line working over Up line.		
SMITHY LYE TO CITY UNION LINE (THROUGH SIDING) (GOODS LINE) SUNDAY 17 AUGUST				
182 Smithy Lye and Jn with Up City Union Line	Single BLOCKED	16 30 to 17 30. Track maintenance.		
SHIELDS JN TO CORKER SUNDAY 17 AUGUST	HILL CSMD (GOODS LINE	<u>)</u>		
183 Shields Jn	Down and Up BLOCKED Down and Up Between Trains	00 45 to 07 15 ) Track maintenance at points 07 15 to 16 00 ) Nos.474, 475A and B, 476B and ) 477A and B.		

183 Shields Jn	Down and Up BLOCKED	00 45 to 07 15 ) Track maintenance at points
	Down and Up	07 15 to 16 00 ) Nos.474, 475A and B, 476B and
	Between Trains	) 477A and B.

## PAISLEY TO GOUROCK SATURDAY 16 AUGUST

184 Paisley Gilmour Down and Up BLOCKED 00 30 to 05 30. Station work. <u>Isolation of electrical sections EB1(a and b), EB2(1 and m) and EB3 and 4.</u>

## WON-B11

	Y ENGINEERING WORKS -	Remarks
At or between	Lines affected	Kemat Ks
PAISLEY TO GOUROCK - SUNDAY 17 AUGUST	continued	
185 Paisley Gilmour St	Down and Up BLOCKED	00 30 to 07 00. Station work.  Isolation of electrical sections EB1,2,3 and 4 and EK1.
186 Bishopton and Langbank	Down and Up BLOCKED	00 45 to 07 00. Slip treatment, track maintenance and track renewal. <u>Isolation of electrical</u> sections GB3 and 4, 00 45 to 07 00.
187 Langbank and Wemyss Bay Jn	Down and Up BLOCKED	00 45 to 07 30. Earthwork. <u>Isolation of</u> electrical sections GB3 and 4.
188 Wemyss Bay Jn and Gourock	Down and Up	08 00 to 17 00. Signalling work.
189 Wewyss Bay Jn and Greenock Central	Down and Up BLOCKED	01 00 to 07 00. Track renewal. <u>Isolation of</u> electrical sections GBl to 4 and GWl.
190 Greenock Central and Gourock	Down and Up BLOCKED	01 00 to 07 30. Earthwork.
191 Gourock	Platform No.3 BLOCKED	01 00 to 07 30. Station work. No EMUs on Platform No.3.
TUESDAY 19 to FRIDAY	22 AUGUST	
192 Paisley Gilmour Street and Bishopton	Down and Up BLOCKED	00 30 to 05 30 daily. Overhead line work and station work (Paisley Gilmour Street). Isolation of electrical sections EB3 and 4.
193 Gourock	Platform No.3 BLOCKED	00 30 to 05 30 daily. Station work. No EMU's on Platform No.3.
WEMYSS BAY JN TO WEM SATURDAY 16 AUGUST	TYSS BAY	
194 Wemyss Bay Jn and Wemyss Bay	Single BLOCKED	00 00 to 06 00. Overhead line work.  Isolation of electrical sections GW1.
SUNDAY 17 AUGUST		
195 Wemyss Bay Jn and Wemyss Bay	Single BLOCKED	00 30 to 08 30. Track renewal.
195A Wemyss Bay	Single	08 00 to 17 00. Signalling work.
CONTAINERBASE JN TO	GREENOCK CPA TERMINAL	(GOODS LINE)
MONDAY 18 to WEDNESD		
196 Containerbase Jn and Containerbase Gate	Single BLOCKED	00 00 to 24 00 daily. Tunnel work (Union St).
KILWINNING JN TO LAR UNTIL FURTHER NOTICE		
197 Stevenston No.2 and Holm Jn	Down and Up	08 00 to 18 00 daily. Bridgework (OB's Nos.7B, 8 and 12) and station work (Saltcoats).
198 Holm Jn and Hunterston	Down and Up	07 30 to 18 00 daily. Bridgework (OB No.18) and platform work (West Kilbride).

		·	WON-B12
		Y ENGINEERING WORKS -	
At	or between	Lines affected	Remarks
	WINNING JN TO LAR URDAY 16 AUGUST	GS - continued	÷
199	Kilwinning Jn and Stevenston No.2	Down and Up BLOCKED	00 30 to 05 45. Engineering work.
200	Stevenston No.2 and Holm Jn	Down and Up BLOCKED	00 30 to 05 30. Engineering work.
201	Holm Jn and Hunterston	Down and Up BLOCKED	00 30 to 05 30. Engineering work.
202	Hunterston and Largs	Single BLOCKED	00 45 to 06 00. Engineering work.
SUN	DAY 17 AUGUST		
203	Hunterston and Largs	Single BLOCKED	00 40 to 10 00. Engineering work.
	DAY 17 and MONDAY Kilwinning Jn and Hunterston	18 AUGUST Down and Up BLOCKED	00 30 Sun to 05 30 Mon. Signalling work, track renewal and track maintenance. Glasgow Central/Largs and Glasgow Central/Ardrossan Hbr services terminate and start Kilwinning.
THE	SDAY 19 to FRIDAY	22 AUGUST	
•	Kilwinning Jn and Stevenston No.2	Down and Up	00 30 to 05 45 daily. Engineering work.
206	Stevenston No.2 and Holm Jn	Down and Up BLOCKED	00 30 to 05 30 daily. Engineering work.
207	Holm Jn and Hunterston	Down and Up BLOCKED	00 30 to 05 30 daily. Engineering work.
208	Hunterston and Largs	Single BLOCKED	00 45 to 06 00 daily. Engineering work.
	HERWELL TO PERTH URDAY 16 AUGUST		
209	Motherwell and Mossend North Jn	Down BLOCKED	00 30 to 02 45. Overhead line work.  Isolation of electrical sections ML2(a and b).
210	Mossend Yard	Up Sidings and Up Reception Lines BLOCKED (to electric trains)	13 30 to 22 30. Overhead line work.  Isolation of electrical section ML1(g).
	DAY 17 AUGUST Mossend	A11	08 00 to 17 00. Signalling work.
212	Mossend Yard	Down and Up Main, Down and Up Reception and Up Yard BLOCKED (to electric trains)	07 00 to 17 00, Overhead line work. Isolation of electrical sections ML1 (F, G, L and M) and ML2 (C, D and J to O).
213	Burnhouse and Whifflet North Jn	Down and Up BLOCKED	08 30 to 18 00. Track renewal.

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SECT	ION B - TEMPORAR	Y ENGINEERING WORKS -	
At o	r between	Lines affected	Remarks
	ERWELL TO PERTH -		
	Coatbridge Jn and Gartsherrie South Jn	Down and Up Main BLOCKED	08 00 to 18 00. Track renewal.
	Greenfoot LC and Garnqueen North Jn	Up BLOCKED Down Between Trains	01 15 to 08 00. Track renewal. Possession to be given up for passage of 1T72 23 30 Inverness to Glagow Queen St. Crane and mechanical equipment in use.
215A	Larbert North	Up Loop BLOCKED Up Main Between Trains	07 0.0 to 17 00. Drainage. Crane and mechanical equipment in use.
	Plean Jn and Stirling Middle	Down BLOCKED	00 15 to 16 45. Bridgework (OB No.21) and track maintenance. Single line working over Up line.
•	Stirling Middle and Stirling North	Down Main BLOCKED	04 00 to 16 00. Signalling work and platform work (Stirling) Trains to run over Down S and D Line.
	Stirling North and Dunblane	Down and Up Between Trains	00 30 to 16 00. Loading material and signalling work.
	Blackford LC and Auchterarder	Down and Up Between Trains	08 00 to 17 00. Track renewal between 133m616yd and 137m902yd.
220	Perth	A11	07 30 to 17 00. Signalling work.
221	DAY 19 to FRIDAY Motherwell and Mossend North Jn	22 AUGUST Down BLOCKED	00 30 to 02 45 daily. Overhead line work.  Isolation of electrical sections ML2(a and b).
	Larbert North and Stirling Middle	Down BLOCKED	00 30 to 03 30 daily. Track maintenance. Single line working over Up line.
<u>UNTI</u> 223	FLET NORTH JN TO L FURTHER NOTICE Carmyle Jn and Rutherglen East Jn	RUTHERGLEN EAST JN  Down and Up  Between Trains	08 00 to 20 00 daily. Bridgework (UB's Nos.4 and 5). Crane and mechanical equipment in use.
SUND 224	SHERRIE SOUTH JN DAY 17 AUGUST Gartcosh Jn and Sighthill Jn	TO SIGHTHILL JN  Down and Up BLOCKED	00 15 to 08 00. Bridgework (OB No.68B) and track renewal. Possession to be given up for the passage of 1T72 23 30 Inverness to Glasgow Queen Street over Down line.
	BURGH WAVERLEY TO	O GLASGOW QUEEN STREE	T (VIA FALKIRK HIGH)
	Haymarket West Jn and Newbridge Jn	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.3A) and construction work. Mechanical equipment in use.

07 30 to 16 30. Retaining wall work.

07 30 to 16 30. Retaining wall work.

226 Newbridge Jn and Winchburgh Jn

227 Winchburgh Jn and Linlithgow

Down and Up

Between Trains

Down and Up Between Trains

SECTION B - TEMPORARY ENGINEERING WORKS - continued			
At or between	Lines affected	Remarks	
EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued SATURDAY 16 and SUNDAY 17 AUGUST			
228 Cadder	A11	00 00 Sat to 20 00 Sun. Signalling work.	
SUNDAY 17 AUGUST 229 Princes Street Gardens and Haymarket	Down and Up South BLOCKED	09 40 to 16 00. Drainage between Om1030yd and 1m310yd. South trains to run over North lines.	
230 Haymarket East Jn and Haymarket West Jn	A11	07 30 to 16 30. Signalling work.	
231 Polmont Jn and Greenhill Upper Jn	Down and Up BLOCKED	01 00 to 18 00. Track maintenance and tunnel work (Falkirk High).	
232 Greenhill Upper Jn and Cadder	Down and Up BLOCKED	00 00 to 16 00. Track renewal and track maintenance. Trains diverted via Cumbernauld 06 00 to 16 00. Possession to be given up for passage of 1255 00 30 Edinburgh Wav to Glasgow Queen St over Down line.	
233 Cadder West and Cowlairs East Jn	Down and Up BLOCKED	00 00 to 16 00. Retaining wall work. Trains diverted via Cumbernauld 06 00 to 16 00.  Possession to be given up for passage of 1255 00 30 Edinburgh Wav to Glasgow Queen St over Down line.	
233A Cowlairs West Jn and Queen Street HL	Down BLOCKED Up Between Trains	00 15 to 07 00. Tunnel work.	
TUESDAY 19 to THURSDAY 21 AUGUST			
234 Haymarket West Jn and Newbridge Jn TUESDAY 19 to FRIDAY	Down and Up Between Trains 22 AUGUST	00 00 to 06 00 daily. Track maintenance between 38ml300yd and 44ml610yd.	
235 Greenhill Upper Jn and Gartshore	Down and Up BLOCKED	00 00 to 05 00 daily. Track renewal and track maintenance. Possession to be given up for the passage of 1255, 00 30 Edinburgh Waverley to Glasgow Queen Street over Down Line.	
236 Gartshore and Cadder	Down and Up BLOCKED	00 00 to 05 00 daily. Unloading rails.  Possession to be given up for the passage of 1255, 00 30 Edinburgh Waverley to Glasgow Queen Street over Down Line.	
FRIDAY 22 AUGUST 237 Queen Street HL and Cowlairs West Jn	Up BLOCKED	00 30 to 04 00. Tunnel work (Queen St HL).	
POLMONT JN TO LARBERT JN SUNDAY 17 AUGUST			
238 Polmont Jn and Grangemouth Jn	Down and Up Main and Up Loop BLOCKED	00 30 to 07 30. Drainage.	
239 Grangemouth Jn and Swing Bridge East LC		00 30 to 07 30. Track renewal.	

		WON-B15	
	Y ENGINEERING WORKS - Lines affected	continued Remarks	
At or between		Remarks	
SUNDAY 17 AUGUST			
240 Sighthill Jn and Bellgrove	Down and Up BLOCKED (to electric trains) Down and Up BLOCKED		
NEWBRIDGE JN TO BATHGATE TUESDAY 19 to FRIDAY 22 AUGUST			
241 Cawburn Jn and Carmondean	Single BLOCKED	20 30 Tue to Thu to 05 30 Wed to Fri. Track renewal between 31m1310yd and 28m1150yd.	
AIRDRIE TO HELENSBURGH UNTIL FURTHER NOTICE			
242 Airdie and Coatdyke	Down Between Trains	08 30 to 16 00 daily. Earthwork. Begins 08 30 Sat 16 Aug.	
243 Bowling LC and Kilpatrick	Up Between Trains	08 30 to 16 00 daily. Earthwork.	
SATURDAY 16 AUGUST 244 Airdrie and Sunnyside Jn	Down and Up BLOCKED	00 10 to 04 40. Overhead line work. <u>Isolation</u> of electrical sections PA3 and 4.	
245 Sunnyside Jn and Shettleston	Down and Up BLOCKED	00 00 to 05 00. Overhead line work. <u>Isolation</u> of electrical sections PA1 and 2.	
SUNDAY 17 AUGUST 246 Heatheryknowe and Shettleston	Down and Up BLOCKED	00 15 to 07 30. Track renewal.	
247 Bridgeton Central Jn and Finnieston GF	Down and Up BLOCKED	00 15 to 07 30. Tunnel work (Finnieston and Charing Cross) and track renewal. Isolation of electrical sections PF1 and 2, PB1 and 2 and PS1 and 2.	
248 Knightswood South Jn and Knightswood North Jn	Down and Up BLOCKED	00 15 to 07 30. Retaining wall work. Isolation of electrical sections DM1 and 2 and DF3 and 4.	
249 Westerton and Singer	Down and Up BLOCKED	00 00 to 08 00. Track renewal.	
250 Bowling LC and Dumbarton East	Down and Up BLOCKED	00 15 to 07 00. Station work (Dumbarton East).  Isolation of electrical sections DF1 to 8, DM1 and 2 and PR1 and 2.	
TUESDAY 19 to FRIDAY 251 Airdrie and Sunnyside Jn	22 AUGUST Down and Up BLOCKED	00 15 to 04 40 daily. Overhead line work.  Isolation of electrical sections PA3 and 4.	

## DALREOCH JN TO BALLOCH SUNDAY 17 AUGUST

252 Sunnyside Jn

253 Singer and

Shettleston

Dalmuir Park

254 Dalreoch Jn and Single BLOCKED 00 00 to 07-45. Track maintenance. Balloch LC

loading rails. Isolation of electrical sections

Down and Up BLOCKED 00 15 to 05 00 daily. Overhead line work and

Down and Up BLOCKED 00 15 to 05 30 daily. Track maintenance.

PAl and 2.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between Lines affected Remarks

HIGH STREET JN TO SHIELDS JN SUNDAY 17 AUGUST

255 High Street Jn Down and Up BLOCKED 09 00 to 16 00. Track maintenance. and Shields Jn

HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK) SUNDAY 17 AUGUST

256 Clydebank Dock A11

08 00 to 18 00. Signalling work.

TUESDAY 19 to FRIDAY 22 AUGUST

257 Clydebank Dock Down and Up BLOCKED 00 15 to 05 30 daily. Tunnel work (Dalmuir TT). Jn and Dalmuir

Park

Jn

COWLAIRS WEST JN TO KNIGHTSWOOD NORTH JN SUNDAY 17 AUGUST

258 Cowlairs West

Down and Up BLOCKED 08 00 to 17 00. Bridgework (FB No.6). Possession

Jn and to be given up for passage of 1499 08 50

Knightswood Edinburgh to Oban over Down line and 1T80 12 25

North Jn Oban to Glasgow Queen St over Up line.

CRAIGENDORAN JN TO FORT WILLIAM SATURDAY 16 and SUNDAY 17 AUGUST

259 Garelochhead Single BLOCKED and Glen Douglas

21 30 Sat to 14 00 Sun. Bridgework (OB No.27A). Possession to be given up for the passage of

1499 08 50 Edinburgh to Oban.

SUNDAY 17 AUGUST

259A Craigendoran Single BLOCKED and Garelochhead

06 00 to 14 00. Bridgework (OB No.21C). Possession to be given up for the passage of

1Y99 08 50 Edinburgh to Oban.

260 Spean Bridge

and Mallaig Jn Between Trains

Single

07 30 to 17 00. Track renewal.

CRIANLARICH TO OBAN

SATURDAY 16 and SUNDAY 17 AUGUST

260A Taynuilt and Single BLOCKED

Oban

21 40 Sat to 08 00 Sun. Track maintenance.

SUNDAY 17 AUGUST

261 Taynuilt and Dalmally

Single Between Trains 08 00 to 17 00. Track renewal.

MONDAY 18 and TUESDAY 19 AUGUST

261A Taynuilt and Single BLOCKED 21 40 Mon to 07 45 Tue. Track maintenance.

Oban

TUESDAY 19 and WEDNESDAY 20 AUGUST

262 Dalmally and Single BLOCKED 21 30 Tue to 08 00 Wed. Track maintenance.

Taynuilt

WEDNESDAY 20 and THURSDAY 21 AUGUST

262A Crianlarich and Single BLOCKED 21 30 Wed to 07 40 Thu. Track maintenance. Dalmally

SEC	TION B - TEMPOKAR	T ENGINEERING WORKS -	continuea
At	or between	Lines_affected	Remarks
	EDMOUTH TO EDINBU		
263	Beal and Tweedmouth	A11	08 00 to 16 00 daily. Signalling work between 58ml140yd and 65ml720yd.
264	Berwick-upon- Tweed and Reston GSP	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (UB No.159).
265	Reston GSP and Grantshouse	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.128 and 134) and (UB No.136).
266	Innerwick GSP and Oxwellmains	Down and Up Between Trains	07 00 to 18 00 daily. Earthworks and track maintenance between 33ml10yd and 33mp.
267	Dunbar and Stenton GSP	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.73). Mechanical equipment in use.
268	Stenton GSP and Drem	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB's Nos.62 69 and 65B). Crane and mechanical equipment in use.
269	Longniddry and Prestonpans	Down and Up Between Trains	08 00 to 18 00 daily. Earthwork and bridgework (OB No.40AA).
270	Monktonhall Jn and Portobello	Down and Up Between Trains	07 00 to 19 00 daily. Bridgework (OB No.16). Mechanical equipment in use.
271	Portobello and Craigentinny	Down and Up Between Trains	07 00 to 19 00 daily. Bridgework (UB No.13). Mechanical equipment in use.
SATI	URDAY 16 and SUND	AY 17 AUGUST	
272	Reston GSP and Berwick-Upon- Tweed	Up BLOCKED Down BLOCKED Down Between Trains	23 45 Sat to 16 00 Sun ) Drainage, track 23 30 Sat to 09 45 Sun ) reballasting and track 09 45 to 16 00 Sun ) maintenance and bridgework OB Nos.153 and 159 between 50ml320yd and 47ml320yd. Single line working over Down line 09 45 to 16 00
273	Reston GSP and Grantshouse	Down and Up BLOCKED	23 45 Sat to 09 30 Sun. Bridgework (OB Nos.136 and 128).
274	Dunbar and Stenton GSP	Down and Up BLOCKED Down and Up Between Trains	23 30 Sat to 09 30 Sun ) Track renewal and 09 30 to 12 00 Sun ) track maintenance between 29m300yd and 24m920yd.
275	Stenton GSP and Drem	Down and Up BLOCKED	23 30 Sat to 09 30 Sun. Bridgework (OB Nos.64 and 69) and drainage between 21m510yd and 21m390yd.
276	Drem and Prestonpans	Down and Up BLOCKED	23 30 Sat to 09 30 Sun. Bridgework (OB No.40AA) track renewal, slip treatment, construction work and unloading material between 17ml320yd and 9m880yd.
277	Monktonhall Jn and Portobello	Down and Up BLOCKED	23 40 Sat to 09 30 Sun. Bridgework (OB Nos.16 and 17).
278 —	Craigentinny and Abbeyhill Jn	Down and Up BLOCKED	23 40 Sat to 09 15 Sun. Tunnel work (St Margarets). Trains diverted via Lochend Jn.

SECTION B - TEMPORA	RY ENGINEERING WORKS	- continued	
At or between	Lines affected	Remarks	
TWEEDMOUTH TO EDINB SUNDAY 17 and MONDA	URGH WAVERLEY - cont Y 18 AUGUST	inued	

279 Dumbar and Down BLOCKED 23 00 Sun to 00 55 Mon. Track maintenance Stenton GSP 23 00 Sun to 00 55 Mon. Track maintenance between 29ml10yd and 24m920yd.

MONDAY 18 AUGUST

280 Stenton GSP Up BLOCKED 01 05 to 04 30. Track maintenance between and Dunbar 24m920yd and 29m110yd.

TUESDAY 19 AUGUST

281 Reston GSP and Up BLOCKED 02 00 to 06 55. Track maintenance between
Berwick-UponTweed 47m310yd and 54m1080yd. Possession to be given
up for the passage of 8x99 23 35 (Mon)

Grangemouth BP to Haverton Hill.

TUESDAY 19 to THURSDAY 21 AUGUST

282 Prestonpans Up BLOCKED 00 05 to 04 45 daily. Track renewal between and Drem 9m880yd and 17m1320yd. Single line working over

Down line.

WEDNESDAY 20 AUGUST

283 Reston GSP and Up BLOCKED 02 00 to 06 55. Track maintenance between Berwick-Upon- 47m310yd and 54m1080yd.

Berwick-Upon-Tweed

WEDNESDAY 20 to FRIDAY 22 AUGUST

284 Dunbar and Down BLOCKED 23 00 Wed and Thu to 00 55 Thu and Fri.

Stenton GSP Track maintenance between 29ml10yd and 24m920yd.

THURSDAY 21 AUGUST

285 Stenton GSP Up BLOCKED 01 15 to 04 40. Track maintenance between

and Dunber 24m920yd and 29mll0yd.

FRIDAY 22 AUGUST

286 Stenton GSP Up BLOCKED 00 15 to 04 40. Track maintenance between

and Dunbar 24m920yd and 29m110yd. Possession to be given up for the passage of 8X99 23 35 (Thu). Grangémouth

BP to Haverton Hill.

287 Prestonpans Up BLOCKED 00 50 to 04 45 daily. Track renewal between and Drem 9m880yd and 17m1320yd. Single line working over

9m880yd and 17m1320yd. Single line working over Down line.

DOWN TIME

PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)

UNTIL FURTHER NOTICE

288 Portobello and Single 05 00 to 19 00 daily. Bridgework (OB No.4 and Leith South Between Trains UB No.13), excavation and earthwork between

0 and lmp. Mechanical equipment in use.

SATURDAY 16 AUGUST

289 Portobello and Single BLOCKED 12 00 to 18 00. Earthwork.

Leith South

SUNDAY 17 AUGUST

290 Portobello and Single BLOCKED 08 00 to 16 00. Earthwork.

Leith South

		WON-B19
	RY ENGINEERING WORKS -	
At or between	Lines affected	Remarks
MILLERHILL TO PORTOR UNTIL FURTHER NOTICE		
291 Niddrie South Jr and Portobello	n Down and Up Between Trains	07 00 to 19 00 daily. Bridgework (OB No.1). Mechanical equipment in use.
292 Millerhill and Niddrie South Jn	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.7B). Mechanical equipment in use.
SATURDAY 16 AUGUST		
293 Niddrie South Jn and Portobello	Down and Up BLOCKED	12 00 to 18 00. Bridgework (OB No.1).
SUNDAY 17 AUGUST		·
294 Niddrie South Jn and Portobello	Down and Up BLOCKED	08 00 to 16 00. Bridgework (OB No.1).
PORTOBELLO TO NIDDRI UNTIL FURTHER NOTICE		·
295 Portobello and Niddrie West	Single Between Trains	07 00 to 19 00 daily. Bridgework (UB No.33, OB's Nos.1 and 2). Mechanical equipment in use.
SATURDAY 16 AUGUST		
296 Portobello and Niddrie West	Single BLOCKED	12 00 to 18 00. Bridgework (OB No.1).
SUNDAY 17 AUGUST		
297 Portobello and Niddrie West	Single BLOCKED	08 00 to 16 00. Bridgework (OB No.1).
MONDAY 18 to FRIDAY	22 AUGUST	
298 Portobello and Niddrie West	Single BLOCKED	09 50 to 17 00 daily. Bridgework (OB No.1).  Possession to be given up for the passage of booked services.
CRAIGENTINNY TO ABBE UNTIL FURTHER NOTICE	YHILL JN (VIA LOCHEND	(NL (
299 Craigentinny and Lochend Jn	Down Between Trains	07 30 to 20 00 daily. Construction work between lm1030yd and lm730yd.
HAYMARKET WEST JN TO	ABERDEEN	

UNTIL FURTHER NOTICE

300	Dalmeny and South Gyle	Up Between Trains	08 00 to 16 00 daily. Lineside excavation.
301	Ladybank	Down Between Trains	07 30 to 17 00 daily. Construction work.
302 	Tay Bridge South and Dundee Central Jn	Down and Up Between Trains	00 00 to 17 00 daily. Bridgework (Tay Bridge) and signalling work. Crane and mechanical equipment in use.

DUCTION D IDIN CIGHT DISCUSSION CONTENTS	SECTION I	В -	TEMPORARY	ENGINEERING	WORKS	-	continued
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		Y ENGINEERING WORKS -	<del></del>	
AL	or between	Lines affected	Remarks	
	MARKET WEST JN TO IL FURTHER NOTICE	ABERDEEN - continued - continued		
303	Dundee Central Jn and Camperdown Jn	All Between Trains	00 00 to 24 00 daily. Wo tunnelwork (Dock St) and and mechanical equipment	signalling work. Crane
304	Dundee Central Jn and Camperdown Jn	Down Through/ Down Platform and Down Main Between Trains	07 00 to 19 00 daily. Br Crane and mechanical equ	
305	Newtonhill and Ferryhill Jn	Down and Up Between Trains	00 00 to 24 00 daily. Ea and work at lineside beta 239m640yd. Crane and mec	•
SAT	URDAY 16 and SUND	AY 17 AUGUST	·	
306	Dundee Tay Bridge South and Dundee Central Jn	Down and Up Between Trains	22 30 Sat to 08 00 Sun. 56m792yd and 58m1562yd.	Track renewal between
307	Camperdown Jn and Broughty Ferry LC	Down and Up Between Trains	22 00 Sat to 17 00 Sun. 2 maintenance, drainage and 0m462yd and 3m990yd. Mecl	•
308	Usen and Montrose South	Single Between Trains	22 30 Sat to 08 00 Sun. 1 28m880yd and 30m814yd.	Track renewal between
309	Craigo and Laurencekirk	Down and Up Between Trains Down BLOCKED Up Between Trains Down and Up Between Trains	23 30 Sat to 16 30 Sun ) 16 30 to 24 00 Sun )	210ml10yd and 210m550yd. Single line working over Up line 02 30 to 16 30.
310	Laurencekirk and Carmont LC	Down and Up Between Trains	22 00 Sat to 08 00 Sun. 3 between 210m1320yd and 21	
SUNI	DAY 17 AUGUST			
311	Haymarket West Jn	All Between Trains	00 00 to 08 00. Track man	intenance at 2m620yd.
312	Haymarket West Jn and Dalmeny Jn	A11	07 00 to 16 00. Signallin	ng work.
313	Dalmeny Jn and Haymarket West Jn	Up BLOCKED Down Between Trains	00 20 to 05 15. Slip trea 4m880yd and 4mp.	stment between
314	Dalmeny and North Queensferry	Up BLOCKED Down Between Trains	07 30 to 17 00. Bridgewor Up trains to run over Dov	
315	North Queensferry and Inverkeithing	Down and Up Between Trains	00 00 to 08 00. Track mai 11m480yd and 13m460yd.	intenance between

SECTION B - TEMPORAL	RY ENGINEERING WORKS	- continued	 
At or betriegn	lines offered	Pomorks	 

HAYMARKET WEST JN TO	O ABERDEEN - continued	
SUNDAY 17 AUGUST -		
316 Inverkeithing and Burntisland	Down and Up BLOCKED Down and Up Between Trains	00 05 to 06 00 ) Bridgeworks (OB No.51). 06 00 to 08 00 ) Formation renewal and track ) maintenance between 20m220yd and 13m460yd. 1G41 03 15 (News) Edinburgh to Kirkcaldy, 5G41 04 20 (ECS) Kirkcaldy to Edinburgh and 5T74 05 15 (Sun) Craigentinny to Dundee diverted via Cowdenbeath.
317 Ladybank and Cupar	Down BLOCKED Up Between Trains	00 35 to 17 00. Track renewal and track maintenance between 42m560yd and 43m1220yd. Single line working over Up line 05 30 to 16 00. Crane and mechanical equipment in use.
318 Dundee	A11	07 30 to 17 00. Signalling work.
319 Inverkeilor and Usan	Down and Up Between Trains	08 00 to 18 00. Bridgework (OB No.266).
320 Usan and Montrose	A11	07 30 to 17 00. Signalling work.
321 Newtonhill and Ferryhill Jn	Down and Up Between Trains	07 30 to 18 00. Bridgework (OB No.365) and signalling work.
322 Ferryhill Jn and Aberdeen	A11	07 30 to 17 00. Signalling work.
MONDAY 18 AUGUST		
323 Cupar and Leuchers	Down and Up Between Trains	00 00 to 06 00. Track maintenance between 44m1100yd and 50m1500yd.
SUNDAY 17 to FRIDAY	22 AUGUST	
324 Broughty Ferry LC and Carnoustie LC	Down and Up Between Trains	23 00 Sun to Thu to 06 00 Mon to Fri. Track maintenance between 3m990yd and 10m638yd.
MONDAY 18 to FRIDAY	22 AUGUST	•
325 Camperdown Jn and Broughty Ferry LC	Down and Up Between Trains	08 00 to 17 00 daily. Drainage and earthworks between 2ml320yd and 2ml650yd. Mechanical equipment in use.
326 Craigo and Laurencekirk	Down and Up Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 205ml76yd and 210ml320yd. Crane and mechanical equipment in use.
TUESDAY 19 and WEDNE	SDAY 20 AUGUST	
327 Ladybank and Cupar	Down BLOCKED Down Between Trains	00 35 to 04 15 daily ) Track maintenance between 04 15 to 06 00 daily ) 39m1080yd and 44m1100yd. Single line working over Up line.
THURSDAY 21 and FRII	DAY 22 AUGUST	
328 Leuchars and Gupar	Up BLOCKED	00 00 to 05 45 daily. Track maintenance between 50ml500yd and 44ml100yd. Single line working over Down line.

SECTION	В	-	TEMPORARY	ENGINEERING	WORKS	-	continued

At or between Lines affected Remarks

THORNTON NORTH JN TO METHIL WEST (GOODS LINE)

UNTIL FURTHER NOTICE

and East Fife

Central Jn

329 Double Dykes LC Single

Between Trains

07 00 to 20 00. Bridgework (OB No.10A).

Mechanical equipment in use.

SATURDAY 16 and SUNDAY 17 AUGUST

330 Thornton North and Kirkland

East

Single BLOCKED

08 00 to 17 00 daily. Bridgework (OB No.10A) and

track maintenance.

INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA COWDENBEATH)

UNTIL FURTHER NOTICE

331 Lochgelly and Cardenden

Down and Up Between Trains 08 00 to 20 00 daily. Bridgework (UB No.10).

Crane and mechanical equipment in use.

SUNDAY 17 AUGUST

332 Charlestown Jn and Townhill Jn Down and Up BLOCKED

07 30 to 16 30. Track maintenance between

16m1320yd and 18m880yd.

THURSDAY 21 and FRIDAY 22 AUGUST

333 Charlestown Jn Down Between Trains 08 00 to 16 00 daily. Demolition work between

16m1064yd and 16m1173yd.

PERTH TO INVERNESS UNTIL FURTHER NOTICE

334 Dunkeld and Pitlochry

Single

Single

Between Trains

08 00 to 18 00 daily. Work at lineside, tunnel

work (Inver) and bridgework (UB's Nos.33 and 47)

between 16m1188yd and 24m700yd. Crane and

mechanical equipment in use.

335 Pitlochry and

Blair Atholl LC

Between Trains

00 00 to 19 00 daily. Tunnelwork (Killiecrankie),

rock blasting and work at lineside between 30m1210yd and 31m616yd. Crane and mechanical

equipment in use.

336 Blair Atholl LC

and Dalwhinnie

Down and Up Between Trains 08 00 to 20 00 daily. Bridgework

(UBs Nos 86J and 126) and (Culvert No.93C). Work

at lineside between 35ml32yd and 58ml188yd. Crane and mechanical equipment in use.

337 Culloden Moor

and Inverness

07 30 to 17 00 daily. Signalling work.

SATURDAY 16 and SUNDAY 17 AUGUST

338 Stanley Jn and Dunkeld

Single BLOCKED Single

**A11** 

22 00 Sat to 18 00 Sun ) Tunnelwork

Between Trains

18 00 to 24 00 Sun ) (Kingswood), track ) renewal and track

maintenance at Murthly LC between 7m176yd and 15m264yd. Possession to be given up for passage

of booked services. Crane and mechanical

equipment in use.

339 Millburn Jn and Up BLOCKED

Culloden Moor

Down Between Trains Up Between Trains

21 00 Sat to 16 30 Sun ) Track renewal and track 21 00 Sat to 18 00 Sun ) maintenance between

16 30 to 18 00 Sun ) 114m420yd and 113ml260yd and signalling work. Single line

working over Down line 23 15 Sat to 00 15 Sun and 10 00 to 16 00 Sun. Crane in use.

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		WON-B23
SECTION B - TEMPORAR	Y ENGINEERING WORKS -	· · · · · · · · · · · · · · · · · · ·
At or between	Lines affected	Remarks
PERTH TO INVERNESS - SATURDAY 16 and SUNI	- continued DAY 17 AUGUST - contin	nued
340 Millburn Jn and Welsh's Bridge	All Between Trains	22 00 Sat to 18 00 Sun. Earthwork, track renewal, track maintenance, work at lineside and signalling work at Millburn Yard. Crane and mechanical equipment in use.
SUNDAY 17 AUGUST		
341 Perth and Stanley Jn	Down and Up Between Trains	08 00 to 17 00. Bridgework (UB No.107) and signalling work.
342 Dalwhinnie Station	Down and Up Between Trains	08 00 to 17 00. Bridgework (FB No.152D).
343 Kingussie LC and Kincraig Loop	Single Between Trains	08 00 to 17 00. Work at lineside between 71ml056yd and 77m880yd.
344 Aviemore and Carrbridge Loop	Single Between Trains	07 00 to 17 30. Work at lineside between 83ml078yd and 90mp and signalling work. Mechanical equipment in use.
345 Carrbridge Loop and Slochd Loop		07 00 to 18 00. Work at lineside and track renewal between 94m1500yd and 95m300yd and signalling work. Mechanical equipment in use.
346 Slochd Loop and Culloden Moor	All	07 30 to 17 00. signalling work.
347 Welsh's Bridge and Inverness	A11	07 30 to 17 00. Signalling work.
MONDAY 18 to FRIDAY	22 AUGUST	
348 Stanley Jn and Dunkeld	Single Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 7ml516yd and 15m264yd. Crane and mechanical equipment in use.
349 Kingussie LC and Kincraig Loop	Single Between Trains	22 00 Mon to Thu to 07 00 Tue to Fri. Track maintenance between 71ml056yd and 77m880yd.
350 Aviemore and Carr Bridge Loop	All Between Trains	08 00 to 18 00 daily. Work at lineside between $83m1079yd$ and $90mp$ .
351 Culloden Moor and Millburn Jn	Down and Up Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between lllm660yd and ll7m440yd.
352 Millburn Jn and Welsh's Bridge	All Between Trains	00 00 to 24 00 daily. Earthwork, track renewal, track maintenance and work at lineside at Millburn Yard. Crane and mechanical equipment in use.
PERTH TO DUNDEE CENT	TRAL JN	

### PERTH TO DUNDEE CENTRAL JN UNTIL FURTHER NOTICE

353 Perth and Barnhill	Single Between Trains	08 00 to 16 00. Work at lineside between 20m1100yd and 20m1300yd.				
354 Longforgen LC	All Retween Trains	07 30 to 21 00 deily Bridgework (OB No 5/1				

354 Longforgan LC All Between Trains and Dundee Central Jn O7 30 to 21 00 daily. Bridgework (OB No.5/1) and work at lineside between 3m550yd and 3mp and signalling work. Crane and mechanical equipment in use.

At or between	RY ENGINEERING WORKS Lines affected	Remarks
	<u> </u>	NCERTIF D
PERTH TO DUNDEE CENT SATURDAY 16 and SUNI		
355 Perth and Barnhill	Single BLOCKED	22 30 Sat to 18 00 Sun. Bridgework (UB No.35), track renewal and track maintenance between 20m600yd and 19m1704yd. Possession to be given up for the passage of booked services. Mechanical equipment in use.
356 Errol LC and Longforgan LC	Down and Up Between Trains	23 00 Sat to 08 00 Sun. Work at lineside between 10m990yd and 5m1210yd. Mechanical equipment in use.
SUNDAY 17 AUGUST		
357 Perth	All	07 30 to 17 00. Signalling work.
358 Barnhill and Errol LC	Down and Up Between Trains	08 00 to 17 00. Work at lineside between 19ml518yd and 10m990yd. Bridgework (OB No.25). Mechanical equipment in use.
359 Dundee	A11	07 30 to 17 00. Signalling work.
ABERDEEN TO INVERNES UNTIL FURTHER NOTICE		
360 Huntly and Keith	Single Between Trains	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45mll00yd. Mechanical equipment in use.
361 Forres and Nairn	Single Between Trains	00 00 to 24 00 daily. Work at lineside between 128m1200yd and 128m1400yd. Mechanical equipment in use.
362 Nairn and Inverness	<b>A11</b>	07 30 to 17 00 daily. Signalling work.
SATURDAY 16 and SUND	AY 17 AUGUST	
363 Nairn and Millburn Jn	Single BLOCKED Single	23 30 Sat to 09 45 Sun ) Cable laying and 09 45 to 17 00 Sun ) overhead cable work ) between 128m1584vd and
	Between Trains	143m440yd and signalling work. Mechanical equipment in use.
364 Millburn Jn and Welsh's Bridge	All Between Trains	22 00 Sat to 18 00 Sun. Earthwork, track renewal, track maintenance and work at lineside at Millburn Yard. Crane and mechanical equipment in use.
SUNDAY 17 AUGUST		
365 Aberdeen and Dyce Jn	A11	07 30 to 17 00. Signalling work.
366 Buntly and	Single	08 00 to 17 00 Treek managed between 40m147/and

366 Huntly and Keith Jn

Single Between Trains  $08\ 00$  to  $17\ 00.$  Track renewal between 40ml474yd and 30mg924yd.

367 Keith Jn and Elgin

Single Between Trains

08 00 to 18 00. Track renewal and track maintenance between 28m320yd and 28m1640yd.

368 Forres LC and Nairn All Between Trains

22 00 to 24 00. Track renewal and track maintenance between 128m1202yd and 128m1309yd.

Crane and mechanical equipment in use.

		WON-B25
SECTION B - TEMPORA	RY ENGINEERING WORKS	- continued
At or between	Lines affected	Remarks
ABERDEEN TO INVERNE		
369 Keith Jn and Elgin	Single Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 28m320yd and 28m1640yd.
370 Millburn and Welsh's Bridge	All Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance. Work at lineside and earthworks at Millburn Jn. Crane and mechanical equipment in use.
INVERNESS TO WICK UNTIL FURTHER NOTIC	<u>e</u>	
371 Inverness and Lentran	All	07 30 to 17 00 daily. Signalling work.
372 Dingwall and Invergordon	Single Between Trains	00 00 to 24 00 daily. Bridgework (OB No.69/1) and platform work Alness. Crane and mechanical equipment in use.
37,3 Invergordon Station	Down and Up Between Trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
374 Fearn Station	Single Between Trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
375 Tain Station	Down and Up Between Trains	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.
SATURDAY 16 and SUN	DAY 17 AUGUST	
376 Lentran and Muir of Ord	Single Between Trains	22 00 Sat to 17 00 Sun. Track maintenance between 5ml518yd and 13m88yd.
SATURDAY 16 to FRID	AY 22 AUGUST	
377 Inverness Station	All Between Trains	08 00 to 20 00 daily. Track renewal, platform work and work at lineside. Crane and mechanical equipment in use.
SUNDAY 17 AUGUST		
378 Rose St and	Single	08 00 to 18 00. Track renewal between 117m1562yd

and Oml320yd and signalling work.

07 30 to 17 00. Signalling work.

31m638yd and signalling work.

13m88yd and 18m858yd.

booked services.

08 00 to 17 00. Track maintenance between

09 30 to 21 00. Bridgework (OB No.77/2).

Possession to be given up for the passage of

08 00 to 17 00. Track renewal between 19mp and

Clachnaharry

and Lentran

and Dingwall

Invergordon

379 Clachnaharry

380 Muir of Ord

381 Dingwall and

382 Invergordon

and Tain

Between Trains

Between Trains

Between Trains

Single BLOCKED

A11-

Single

Single

SECTION B - TEMPORAL	OV ENCINEEDING GODY	WON-B26
At or between	Lines affected	Remarks
INVERNESS TO WICK - SUNDAY 17 AUGUST - C		
383 Brora and Helmsdale	Single BLOCKED	08 00 to 18 00. Track renewal and track maintenance between 95m1480yd and 96m440yd. Possession to be given up for the passage of booked services.
384 Forsinard and Georgemas Jn	Single Between Trains	08 00 to 17 00. Work at lineside between 131m1320yd and 131m1540yd. Mechanical equipment in use.
MONDAY 18 to FRIDAY	22 AUGUST	
385 Brora and Helmsdale	Single Between Trains	08 00 to 16 00 daily. Track renewal and track maintenance between 90ml05yd and 101m880yd.
TUESDAY 19 and WEDNE	SDAY 20 AUGUST	
386 Muir of Ord and dingwall	Single Between Trains	22 00 Tue to 06 00 Wed. Track maintenance between 13m88yd and 18m858yd.
DINGWALL TO KYLE OF UNTIL FURTHER NOTICE		
387 Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.
388 Achnasheen and Strathcarron LC	A11	07 30 to 18 00 daily. Signalling work.
SUNDAY 17 AUGUST		
389 Dingwall and Garve	Single BLOCKED	08 00 to 18 00. Track renewal and track maintenance between 5m870yd and 6m130yd. Possession to be given up for the passage of booked services.
MONDAY 18 to FRIDAY	22 AUGUST	
390 Dingwall and Garve	Single Between Trains	08 00 to 16 00 daily. Track renewal and track maintenance between 0m418yd and 11m1430yd.
WEDNESDAY 20 to FRI	AY 22 AUGUST	

22 00 Wed and Thu to 06 00 Thu and Fri. Track maintenance between Om418yd and 11m1430yd.

391 Dingwall and Garve

Single

Between Trains

#### SIGNALLING AND PERMANENT WAY ALTERATIONS

HOLM JN - The Ardrossan branch has been secured out of use and all associated signals have been removed. All other connections controlled from Holm Jn will be secured for the main line.

Holm Jn will be retained as a block post until futher notice.

See section D of this notice.

1

#### DETAILS OF WORK REFERRED TO IN SECTIONS B

SUNDAY 17 AUGUST - MILLERHILL MARSHALLING YARD - The new crossover connecting No.2 departure line and the C & W Workshops, previously installed, will now be brought into use.

(24)

SUNDAY 17 AUGUST - BETWEEN USAN AND MONTROSE SOUTH - The Scottish Region Tokenless Block Regulations will be suspended and the line will be worked in accordance with the Track Circuit Block Regulations. (24)

MONDAY 18 AUGUST - MIDCALDER JN TO HOLYWELL JN - The permanent speed restriction of 50mph on the Down line between 132mp and 112mp will be increased to 60mph.

The permanent speed restrictions of 60mph on the Down line and 50mph on the Up line between 9mp and  $7\frac{1}{4}mp$  are deleted.

The permanent speed restrictions of 60mph on the Down line and 50mph on the Up line Over curves between 22mp and 14mp are deleted.

See Section D of this Notice.

(24)

MONDAY 18 AUGUST - POLMONT JN TO LARBERT JN - The Permanent speed restrictions on the above route will be altered.

See Section D of this Notice.

(24)

#### DETAILS OF WORK ALREADY CARRIED OUT

CARLISLE P.S.B. - The Down Through Goods and Up Through Goods lines between Bog Junction and Rome Street Junction, have been renamed Down Goods Arrival and Up Goods Departure respectively.

The Position 1 Route Indicator on Signal CE.414, (Down Through Goods at Oml392yds) has been recovered.

A new Position 4 Route Indicator has been provided, and applies to movements to the Down Goods Arrival Line.

The Position 1 Route Indicator on Signal CE.415, (Down Newcastle Goods at Om357yds) has been recovered. A new Position 4 Route Indicator has been provided, and applies to movements to the Down Goods Arrival Line.

The Position 2 Route Indicator on Signal CE.419, (Down M&C Goods at Om571yds) has been recovered.

#### WON-C2

## SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued DETAILS OF WORK ALREADY CARRIED OUT - continued CARLISLE P.S.B. - continued

Signal CE.422, (Down Goods Arrival at lm320yds), previously temporarily disconnected, has been brought back into use. but the GREEN and YELLOW aspect have been blanked out and the stencil indicator recovered.

The Subsidiary signal now applies to movements to the Metal Box Company Siding.

The facing points (720) at Rome Street Junction, previously secured for movements along the former Up Through Goods have been converted to Spring Operated Points, and the Down Goods Arrival Line has been slued into the Spring Points.

The Metal Box Company Ground Frame, electrically released from Carlisle PSB has been recovered, and the trap points operated from the Ground Frame in the private siding (2b) have been replaced by plain line.

The points operated from the Ground Frame on the former Up Through Goods (2a), previously secured for movements to/from the private siding have been replaced by plain line.

(22)

MOTHERWELL DEPOT FUELLING ROAD - The existing arrival line has been re-designated departure line. The existing departure line has been re-designated arrival line.

The test magnet previously in rear of signal M377 has been removed and a new test magnet has been provided in rear of signal M375. (22)

DUMFRIES - The existing Up main line at a point between signal No.46 and Dumfries signal box has been severed and slued across to a new alignment nearer the Down main line.

Signal No.51 has been moved to the new Up cess application and distance from the signal box unaltered. (22)

\* \*DUMFRIES STATION - The existing Down main to Maxwelltown branch connection has been \* removed, the Down main line, between the signal box and the Down section signal, has been severed and slued across to a new alignment further from the Up main line, utilising a portion of the Maxwelltown branch formation. A new connection, previously laid in and secured out of use for movements to an from the Maxwelltown branch, has been brought into use, designated Down main to Maxwelltown branch.

Application of No.52 elevated position light shunting signal, controlling movements Maxwelltown branch to Down main and previously repositioned 36 yards further from the box, remains unaltered. No.58 ground position light shunting signal, controlling movements back along the Down main line, has been repositioned to be on the cess side of the realigned Down main line, application unaltered.

The Ground Frame at the South end of Platform No.3 and the connections Up main to Down main and Up main to Centre road at the South end of the station, together with the Centre road, have been secured out of use pending removal, and all associated signals and signal routes have been disconnected. (21)

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

BETWEEN CADDER (EAST END) AND CADDER (WEST END) - The Down Goods loop has been redesignated Down slow line.

The trap points at the East end of the Down Slow line have been removed.

A new trap point connection between the Down Slow line and Down arrival line has been brought into use.

The stencil route indication 'G' on signal CR227 applying to the former Down Goods loop has been removed.

A position 1 junction indicator has been provided at signal CR227 which, when exhibited together with a main aspect, applies towards signal C98.

The stencil route indicator associated with signal CR225 has been altered to display the following indications:-

- A towards Down arrival
- S towards Down slow

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M - towards Down main

The trap points at the West End of the Down goods loop have been removed. A new connection from the Down departure to the Down goods loop has been brought into use, together with a set of trap points situated at the exit from the Down departure line.

A new 3 aspect colour light signal, capable of displaying a red, yellow or green aspect, has been provided on the Down goods loop 676 yards from signal C92, on the left of drivers, red aspect 11 feet above rail level applying to signal C92. The new signal has been plated C98.

A new colour light signal capable of displaying a yellow aspect only, has been provided on the Down goods loop adjacent to signal C96, 494 yards from signal C98, on the left of drivers, yellow aspect 12 feet above rail level, applying to signal C98.

The existing ground position light signals C97 (1) and C97 (2) have been removed.

A new ground position light signal C97, has been provided on the left of drivers at the exit from the Down departure line, applying towards signal C92.

A permanent speed restriction of 30mph applies entering, over and leaving the Down slow line. See Section D of this notice. (23)

DUNBAR - Two double-sided "OFF" indicators have been provided applying to the Down and Up Loop at Dunbar Station, one 43 yards from the Berwick end of the platform and suspended from the station canopy and the other 87 yards from the Edinburgh end of the platform and post mounted.

Mounted above these "OFF" indicators are "N" and "S" indicators applying as follows:-

"N" - Proceed aspect on ED497 signal.

"S" - Proceed aspect on ED494 signal. (22)

DUNDEE CENTRAL JN - Ground position light signal D931 situated on the Up Fife line, applying towards the station area, has been mounted on a post with the aspects 4 feet above rail level. (22)

COWDENBEATH - The existing illuminated Limit of Shunt board, situated at the Lochgelly end of the Up platform, has been replaced by a reflectorised Limit of Shunt board at the same location. (22)

#### 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 3 (PINK PAGES)

Section F2 Paragraph F2/1

Amend Clause (a) to read:-

(a) Keep well clear on the windward side but avoid low lying areas.

(MPF/493) (18/8/86)

#### PART 6 (WHITE PAGES)

Page E3 Delete footnote.

(This amends item published on page 14 of PON No.19D).

(MPF/491/P) (15/8/86)

Page H3

Delete Item 2.6

(MPF/491/CA) (9/8/86)

Page H3

Amend Item 2.8 as follows:-

2.8 Class 40 or 46 ......

(MPF/491/CA) (9/8/86)

Page H105 6S56 BLYTH to Mallaig Jn (to Mossend)

Amend as follows: - Contract Tonnage - 560

Class 37 = 665

(MPF/491/CA) (16/8/86)

Page H110 6S56 MOSSEND to Mallaig Jn (ex Blyth)

Amend as follows:-

Contract Tonnage - 560

37 + any other locomotive = 560 tonnes trailing load

37/4 or 37/5 = 667

This amends the item published in Periodical Operating Notice No.19D.

(MPF/491/CA) (16/8/86)

#### SECTIONAL APPENDIX

SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

List of lines in sequence used throughout the book

Page number relating Table A

Page 3

Delete :- Cowlairs to Port Dundas (Goods Line) entry.

(28/6/86)

Page 12 Amend eighth paragraph to read:-

Portable AWS magnets will be positioned on the approach side of Warning Boards for Temporary Speed Restrictions, as specified in the Rule Book, Section U, on lines fitted with AWS. Portable AWS magnets will not be provided on lines which are not AWS fitted (clause 1.1.3 of Section U is modified accordingly).

(7/6/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

SECTION	1 - TABLE A	- DETAILS OF RUNNING LI	NES						<b>→</b>
		·	l	[.	Perm	anen	t Speed Restrictions		
	Lines and	,,,,,,	Mileag		Down			l., .	
Signati	ing System	Location	H Y	<u>•</u>	mp	<u>n</u>	At or between	Remarks	_
Page 20	CARLISLE TO	CLASGOW CENTRAL							
	Between Law .  Delete:-	n and Garriongill Jn	}   						
)	••.	OHNS	84 51	0				(21/6/86)	ı
Page 29	MIDCALDER JN	TO HOLYTOWN JN	tth						
	Amend:- to read:-		<u></u>		50 60	60 60	13 $\frac{1}{2}$ mp and $11\frac{1}{2}$ mp. 13 $\frac{1}{2}$ mp and $11\frac{1}{2}$ mp.	(18/8/86)	۱'
Page 30	Between Benh	er Jn and Carfin							
	Delete:				60 60	50 50	9mp and 7½mp. Over curves 2½mp and 1½mp.	(18/8/86)	)
Page 31	LAW JN TO UD								
	Add:-	In and Wishaw Central							
	• •	OHNS	84 51	0				(21/6/86)	)
				_					

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

		1 .			Speed Restrictions	
Running Lines and	<b>'</b>	Mileage	Down U			
Signalling System	Location	M Yd	mph		At or between	Remarks
Page 32  LAW JN TO UE  Delete:-						CW Up, Oml30yd (20/4/86)
Amend:-  to read:-  Page 38  LARKFIELD Ji	Finnieston  Exhibition Centre  TO SHIELDS JN	4 70				(21/6/86)
Amend table		101 20 101 350 to 101 460 101 530	30 25	30	MAXIMUM PERMISSIBLE SPEED  Through jn to Muirhouse Jn.	All lines in this table are controlled from Glasgow Central.  CW. Down 180 yards after passing Sig G.713.
			ļ. ·		•	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued Permanent Speed Restrictions Running Lines and Mileage Down Up Signalling System Location M Yd mph At or between Remarks Page 38 - Amend - continued Terminus Jn CW. Up 187 yards after passing (See below and 101 1080 15 Through in to Muirhouse Jn. page 48) Sig G.708. Shield's Jn 102 330 (3/5/86)(See below and <u>25</u> Through jn. page 50) SHIELDS JN TO TERMINUS JN (UP THROUGH SDG) GOODS LINE Amend table to read :-SHIELDS TO TERMINUS JN (UP THROUGH TERMINUS) 5 MAXIMUM PERMISSIBLE SPEED Shields (See above 1 684 and page 50) Line in this table is controlled from Glasgow Central. 3 1 110 102 Terminus Jn (See 101 20 above and pages 39 Amended (7/6/86) and 48). Page 40 GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK) Between Dumfries South (DS) and Holywood LC Amend to read: -Dumfries South (DS) 92 1010 92m700yd and 93m1120yd. 45 Over curve, 92m700yd and 92mp 30 Dumfries Stn. (D) 91 1300 Through stn. on main lines 92mp to 912mp (See page 44) (3/8/86)Holywood LC 88 680

						t Speed Restrictions	
Running Lir		<b>* - -</b>	Mileage	Dowr	•	Ab au Labarra	Promote a
Signalling	System	Location	M Yd	mp	n T	At or between	Remarks
Page 41					i		
Del	lete :- Bard	ony Jn., dots signifyiı	ng block po	st ar	nd al	l associated information.	(27/5/86)
		j		1	1		
Page 44				1			
<u>De</u>	lete :- BARG	ONY JN TO BARONY COLLIE	ERY (GOODS	LINE)	tab	le.	(27/5/86)
i				Ì			
Page 47			ĺ	1	Ĭ		
	LMARNOCK TO		1	İ	ļ		
	end:-	Gatehead LC	1		[		444.4
to	read:-	Gatehead LC (AHB)	2 1320	Ì			(29/6/86)
Ame	end:- Shewal	  ton Moss GF (incl) to	! Barassie t	o rea	' id :-		
	1	Shewalton	5 1540	40		5m1320yd and 5m1540yd	Controlled from Paisley.
		Moss GF (S) (See below		1	ĺ		
		and Local Instructions Page 26	5	30	20	Over curve and through jn	
	}	rage 20	1	130	30	72mp and 7ml230yd.	
	1	Barassie	7 1230	1			
		(See Page 53)			ĺ	ļ	Amended (25/5/86)
				1	1	ļ	
Page_50				Ì	İ		
		JN TO STRANRAER		ĺ			
		KIMUM PERMISSIBLE SPEET SLIE AND BOGSIDE	entry:-	40	40	MAXIMUM PERMISSIBLE SPEED ON	
	IWEEN EEDER	I		1	70	REVERSIBLE SIGNALLED LINES IN	
			1		ĺ	THE REVERSE DIRECTION	Amended (17/5/86)
			1	į.	١.		
Ame	end item in	Remarks column at bot	tom of page	to	ead	: !	"All lines between <u>Hillington East</u> and Dalrymple Jn (incl) are controlled from
			Ţ				Paisley. Amended (1/6/86)
					1	]	
n 51			}	1	1	1	1
Page 51 PA	ISLEY GILMO	UR STREET	1	1			
		n Remarks column.	ļ	ĺ			(6/4/86)
<u> </u>		1			1		
] -				Ì	1		
					1	<u> </u>	<u> </u>

SECTION D - GENERAL	CTION D - GENERAL INSTRUCTIONS AND NOTICES - continued											
		l <b>.</b>			t Speed Restrictions							
Running Lines and	1	Mileage	Down	•		<u></u>						
Signalling System	Location	M Aq	mpl		At or between	Remarks						
Pages 51-54 Amend :- Eld	erslie (incl) to Dalrym	ple Jn to re	ead :									
1	Elderslie	9 70		ì		UPL 1285f (390m) (bi-directional)						
	Johnstone	9 970 10 200 15 530	<u>40</u> <u>40</u>		Through Main line crossover  Through Lochwinnoch crossovers	·						
	Lochwinnoch	15 1250			- The state of the							
	Glengarnock	19 1390	40	40	Through Main line trailing crossover.	UGL 865f (260m) (bi-directional)						
		20 1390	40	40	Through Main line facing crossover.	_						
			40	40	Entering over and leaving Down Passenger Loop.	(bi-directional) DPL 2290f (695m)						
	CE Siding GF (S) (DPL)	21 150	1									
	Brownhill	21 620										
	Swinlees (Roche)	21 840	40	40	Entering over and leaving Up Passenger Loop.	UPL2290f (695m) (bi-directional)						
		21 1630	40	40	Through Main line trailing crossover.							
	Dalry	22 920										
	Kilwinning Jn (See page 61)	25 1560	40	25	Through jn to Ardrossan. Through connection to Up Goods Loop.	UGL 1365f (415m) DRS 1054f (320m).						
					·							

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DN-D6

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D - GENERAL	INSTRUCTIONS AND NOTICES	3 - continu	ed			
			Pern	anen	t Speed Restrictions	
Running Lines and		Mileage	Down	•		
Signalling System	Location	M Aq	m p	h i	At or between	Remarks
Pages 51-54 - Amend	continued					
	Kilwinning	26 0	40	<u>40</u>	Through trailing crossover.	
	Byrehill Jn (See page 63)	26 1540		<u>25</u>	Through jn to Dubbs Jn.	
	Bogside (see page 64)	28 460	40		To Snodgrass branch. Through Main line trailing	
	Irvine	29 620			crossover.	
	Gailes LC (AHB-X)	31 370	<u>x40</u> <u>40</u>		Approaching level crossing in wrong direction. Over Main line trailing	
			60		crossover. 32m1720yd and 0m370yd.	
	Barassie	33 0 33 180 0 0	<u>30</u>	<u>30</u>	Over connection, DPL to	
	Barassie Jn (See Page 47)	0 20	<u>40</u>	<u>40</u>	Kilmarnock single line Entering, over and leaving DPL	DPL 1180f (355m)
	Up main signal PB286	0 1630	40 50		Entering, over and leaving UGL Over curves, Om950yd and lm570yd	UGL 1305f(395m)
	Troon	1 350 1 1100 2 330 35 110	_			
	Monkton Siding GF (S)	36 620				
	Prestwick	37 750				
	Falkland	38 1610	<u>50</u>	<u>50</u>	39m150yd and 40m290yd	DGL 760f (230m)
	<u> </u>					

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued Permanent Speed Restrictions Running Lines and Mileage Down Up Signalling System Location M Yd At or between Remarks mph Pages 51-54 - Amend continued 39 730 Newton-on-Ayr 20 Through in to Killoch branch 10 Through jn to Ayr Harbour Jn. Newton Jn 39 880 (See page 64) 39 970 Down Ayr Signal 40 40 50  $\frac{40}{25}$ PA340 40m290yd and 40m680yd 40m680yd and 40m920yd 40m920yd and 40m1740yd Permissive working is authorised 40 1080 on the Up and Down lines Ayr through Ayr Station for passenger train connection 40 1360 35 Through crossover. purposes. 45 Through crossover. 41 990 Controlled from Ayr relay room. Belmont LC (CCTV) Dalrymple Jn 43 1170 Amended (2/8/86) (See page 65) 20 Through in to Benbane branch Page 61 KILWINNING JR TO LARGS Delete 1st item in Remarks column. (10/8/86)Pages 61 and 62 Between Stevenston No.1 and Largs Delete all information and Add:-40 Through trailing crossover. DRS 1515f (460m) Stevenston No.1 28 0 40 (See page 62) Stevenston 28 550 28 680 Stevenston No.2 LC 29m730yd and 29m1690yd 29 1210 Saltcoats AB Ardrossan Sth Beach 30 840 <u>45</u> 30m1060yd and 31mp 30 1060 Holm Jn

CECTION D - CENTRAL INCTRICTIONS AND NOTICES - continued

SECTION D - GE	neral i	NSTRUCTIONS AND NOTICE	S - continu				
	]			Perm	uneni	Speed Restrictions	
Running Lines		- <u>-</u>	Mileage	Down		l	1_
Signalling Sys	tem	Location	M Yd	na p	<u>h</u>	At or between	Remarks
Pages 61 and 6.	2 - Add	West Kilbride Hunterston (H) (See Page 63)	35 220 36 1140		<u>25</u>	Over connection Single line	All lines between Hunterston and Largs are controlled from Hunterston.
		Fairlie High Sdg GF (S) Fairlie High	38 1650 39 20				
	·	Fairlie High Fairlie Tunnel (990 yards)	39 260 to 39 1250				(Amended 4/8/86)
		Admiralty Sdg GF (S)	39 1300	<u>50</u> <u>40</u>	50 40	40m660yd and 40m1540yd 41m660yd and Largs Stn.	(20/7/06)
1		<u>Larga</u>	42 150				(20/7/86)
Page 63 Delete	- HOLM	JN TO ARDROSSAN HARBO	<u>JR</u> table				(3/8/86)
		O NEWTON JN (GOODS LIN Remarks column:-	<u>E)</u>				Controlled from Paisley (1/6/86)
NEWTON Add at	JN TO	KILLOCH COLLIERY (GOOD Remarks column:-	LINE)				Controlled from Paisley 1/6/86)

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SECTION	D - GENERAL	INSTRUCTIONS AND NOTICES	- continu	ed			
L .				Perman	nent	Speed Restrictions	
	Lines and		Mileage	Down t			
Signall	ing System	Location	M Yd	mph.	A	it or between	Remarks
Page 65	DALRYMPLE JN Amend referen	TO BENBANE (GOODS LINE)	"Ayr" to	read "I	Pais1	ey"	(1/6/86)
Page 78		/ERLEY TO GLASGOW QUEEN ngineer's Sdg GSP (S) GF (S)	ST (VIA FA	KIRK I	HIGH)	<u>.</u>	(21/6/86)
Page 79	EDINBURGH WAY	VERLEY TO GLASGOW QUEEN er (East end) to Cadder	(West end)	to res	ad :-		
we stan	mong amon	Cadder (East end) (CR)	5 880	30	ED	ntering, over and leaving own slow line.	,
	. I <b>Y</b>	Cadder (West end)	4 1010	<u>3</u>		ntering, over and leaving p slow line	All lines between Cadder (West end) (incl.) and Queen St are controlled from Cowlairs. (10/8//86)
							·

SECTION D - GENERAL	INSTRUCTIONS AND NOTICE	S - continu				<u> </u>
					t Speed Restrictions	
Running Lines and	<b>1.</b>	Mileage		ուրթ		<b>.</b>
Signalling System	Location	M Yd	_ m	ph	At or between	Remarks
Page 80 EDINBURGH T Amend Cowla	O GLASGOW QUEEN ST (VIA	FALKIRK HIC Righ Level	H)	ad:~		
	Cowlairs West Jn (see page 90 for West Curve line and page 79 for Springburn line)	1 1470	20	15	Through jn to Maryhill Park Through jn, main passenger line to Springburn	
1	Spiringburn Tine)		40 50 20	40	Through facing crossover Through trailing crossover Entering and leaving Down Passenger loop East end	DPL 735f (225m)
			40	40	lm660yd and Queen St High Level tunnel Down direction	,
			20		Entering and leaving Down Passenger loop and Down departure line West end	
<u> </u>		1 330	40	40	Through facing crossover	
	Queen St High Level tunnel (990 yards)	0 1320 to 0 330	20	20	Through tunnel Down direction	
<u> </u>	Queen St High Level	0 00	50	<u>50</u>	Omp to 2tmp Up direction	
Page 80 Delete:- CO	WLAIRS TO PORT DUNDAS (C	pods line)	tabl	<b>.</b>		(28/6/86)
·						

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION	D - GENERAL I	NSTRUCTIONS AND NOTICES	- continu				
				Perm	anen	Speed Restrictions	
Running	Lines and		Mileage	Down	Up		
Signalli	ing System	Location	M Yd	mp	h	At or between	Remarks
Page 81	POLMONT JN TO Amend:- to read:-	LARBERT JN  Between Polmont Jn and 24m1120yd		50 60		Maximum Permissible Speed. Maximum Permissible Speed.	
	Add:~	Between 24ml120yd and Larbert Jn		50 50 40	50 50 40	Maximum Permissible Speed.  21m440yd and 21m500yd.  Over curves 222mp and 23m220yd.	
	Amend:- to read :-			55 50	55 50	Over curves 22m530yd and 22m1210yd 23m1340yd and 23m1600yd.	(18/8/86)
Page 92	HYNDLAND NORT Hyndland West Add:-	H JN TO HYNDLAND WEST . Jn	<u>N</u>				S Down West Curve trailing points to Down main (normal lie is for Down main). (14/6/86)
Page 95	Hyndland West	JN TO DALMUIR PARK (V) Jn JN TO FORT WILLIAM	A CLYDEBAN	<u>k)</u>		ia.	S Down main, trailing points from Down West Curve (normal lie is for Down main). (14/6/86)
Page 99	Delete note i	n Remarks column.	· ·		.5		(5/7/86) (5/7/86)
Page 100	MALLAIG JN TO Amend note in		l :-				The line between Mallaig Jn and Annat in both directions is not AWS fitted. (5/7/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

		1				t Speed Restrictions	
	Lines and	l	Mileage		n Up		
ignalli	ing System	Location	M Y	3 .   8	nph T	At or between	Remarks
	TWEEDMOUTH TO	EDINBURGH WAVERLEY 2nd and 3rd MAXIMUM PI	IDMI CCI BI	V 4051		dia to	
	BETWEEN TWEED BETWEEN BERWI BETWEEN 69MP	MOUTH AND BERWICK CK AND 69MP		12: 100 90	12:	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED	
		tch points entry in Rec		luma te	) rea	ı :-	CW. Connection from Down Goods loop (north end) to Down Main line.
	Add in Remark	s column:					The Down line through Berwick Station is worked in both directions.
ge 103	Amend :-			90	<u>9</u> <u>9</u> 8	67m1520yd and 69mp. 69mp and 69m1450yd.	
	to read :-			9: 9:	$\frac{5}{2}$ $\frac{9}{8}$	67ml520yd and 69mp. 69mp and 69ml450yd.	(19/5/86)
	Add:-	Torness Siding GSP (S)	32 169	0 8	5 8	69m1450yd and 53m750yd.	(15/6/86)
ages 11		T JN TO ABERDEEN and Montrose South					
	Delete:- T f	com Signalling System C	olumn				(17/8/86)

		INSTRUCTIONS AND NOTICE	Ť			aner	t Speed Restrictions	
unning	Lines and		wil	eage	Down Up			
	ng System	Location		Yd	mp DOWN	•	At or between	Remarks
age 130		Dearton	<del></del> -		1111	11	At or between	Redalks
	PERTH TO INV	PNTCC						
	Amend:	ZKN255			4 5	45	20_510-44 21_000-4	1
ż	Amena:-		ĺ		65		20m510yd and 21m900yd	
			ł		60	<u> </u>	Over curves, 23ml430yd and	
			)		l !		23m1650yd	
	To read:-		l			4.5	20-510-44 21-1030-4	
	TO read:-	i			65 60		20m510yd and 21m1030yd	
			1		90	<u>60</u>	Over curves, 23m1340yd and	(19/4/86)
133							23m1650yd	(19/4/80)
ige 133	Delete	/ <del>T</del> /	65	880				
	Delece	<u>/T/</u>	ره	000	(			
		<u>/</u> T/	ا د	1450	Ι.			(21/6/86)
		<u>/-</u> /	00	1430	l '			(21/6/60)
125			i		l			
ge 135		SP CENTRAL IN	1		1 .		1	4
		EE CENTRAL JN	۱, ,	:	1			
-	vmelig perweer	Perth and Jn with sing	are r	ine to	read	-		
		Perth (P)	21	20		20	Through compaction Dunden Loop	
	ĪĪ	(see pages 71 and	21	20	l	20	Through connection, Dundee Loop	
•	<b>f</b> 1				1		line to main line immediately	
	1 1	129)	20	1610			in advance of Sig P46.	
	J I	Perth	120	1410	l .			
			1		١,,		dia nos and air ning	
	1 1	7		1000	<u>15</u>	12	Sig P65 and sig P112.	(14/6/86)
_	T I	Jn with single line	20	1080	l			(14/0/00)
1/0						l		
ige 140			l					
	ABERDEEN TO		١.	200	i		•	
	Amend:-	Kinloss LC (AHB)	3	220	1	1		
	to read:-	Kinloss LC (AHB)	2	1650				~
		`	١.		ĺ	1		
	Amend:-	Forres LC	0	330		l		(0/0/04)
	to read:-	Forres LC	0	352				(2/8/86)
	<b>n</b>	1	١,,	/ A 170 \	1			
		hu LC (RG) and Dalcros	LC.	(AHB)	١.,			
:	<u>Amend</u>		1		20		131m1210yd and 132m110yd.	
		1	1		60	60		1
		1	1		۱ ۵۰		1,2, 1,2,0 1 1,2,0 11,0 1	
	to read:-		J		<u>20</u> 60	$\frac{20}{60}$	131m1210yd and 132m110yd.	(9/8/86)

Permanent Speed Restrictions						
unning Lines and		Mileage	Down			
ignalling System	Location	ьу м	mp		At or between	Remarks
age 143 INVERNESS T						
<u>Delete:-</u> ET	from Signalling System	oloumn.				(21/6/86)
age 144 Tain - Dele	te:-	:	<u>15</u>	<u>15</u>	Through loop connections.	(21/6/86)
age 145 Amend	Kirkton LC (Open)	1 1 1	<u>25</u>	25	Approaching LC	·
to read	Kirkton LC (AOCL)		30 55	30 55	Approaching LC	(1/6/86)
Add:-	Dalchalm (AOCL)	91 660	25 50	25 50	Approaching LC	(18/5/86)
DINGWALL TO Garve Delete:	NYLE OF LOCHALSH		<u>15</u>	<u>15</u>	Through Loop connections.	(21/6/86)
Achnasheen			<u>15</u>		Through loop connections.	
Page 156	n - Delete:-		15	15	Through Loop connections.	(21/6/86)
Between Usa	nn and Montrose South from Signalling System C	d lumm				(17/8/86

# WON-D16 SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - continued

SECTION 2	•				
TABLE B - SPECIAL W		ines	Authoriti	es Re-	strictions
Page 1					
Gretna Jn to E	glinton Street Jn ( ony Jn/Auchinleck en	(via Kilmar ntrv	nock)		
	,				(27/5/86)
Page 2 Delete - Admir	alty Sdg./Fairlie 1	digh entry			(11/5/86)
Steve	enston No.2/Stevens	ton No.1 er	ntry		(10/8/86)
Delete - Holm Jn to Ard	irossan Harbour and	relative e	entries.		. (1/6/86)
TABLE E - RULE BOOK		ES 4.6 AND	5.9		
Signal Box	Signal		<del>.</del>		Remarks
Page 9 Inverness to W Dingwall Dele	lick entry in Remark:	s column			(21/6/86)
TABLE J - LOCOMOTIV	ES ASSISTING IN REA		- RULE BOO	K, SECTION H	, CLAUSE 3.20
From	To	Type of Train		Conditions	Remarks
Page 11 Add:- Kilwinning Jn to La Stevenston No.1	args Largs	Engineer (Unfitte	r's Trains ed)	R	See Local Instructions Page 32
Largs	Stevenston No.1	Engineer (Unfitte	r's Trains ed)	R	See Local Instructions Page 32
This reinstates the	e item published in	Weekly Ope	erating Not:	ice No.16	Amended (22/7/86)
SECTION 3					
Page (i) - INDEX	<u>GE</u> :	NERAL INSTE	RUCTIONS		
Add:-	,				
					Page 79
Anti-Vanda	i trains				(31/5/86)
	RULE BOOK SEC	TION H, CL	AUSES 3/16	AND 4/13	

Place	Line and Location	/	Location of Telephone
Page 1 Delete:-	Newtonmore entry Culloden Moor entry	<b>;</b>	
Page 2 Add:-	David Division		
Muir of Ord	Down Platform		South end of plats (21/6)

### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

#### SET BACK SIGNALS - RULE BOOK, SECTION J, CLAUSE 4.1

Signal box/Location	 Movement fro	) EQ
Page 2	 	

Delete: - Bridge Street Jn to Strangaer and relative entry.

(21/6/86)

#### LINES WORKED BY THE TRACK CIRCUIT BLOCK SYSTEM

Page 5

General Appendix
2.1 Single lines worked by the Track Circuit Block System - Instructions to Trainmen.

Clause 6
Add:- Usan - Montrose South

(17/8/86)

#### STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

Signal Box	Area/Location	Line	Remarks
Page 7			
Amend Ayı	r entries (2) to read:-		
Paisley S		Up	Between Signals PA356 and PA322
Paisley S	SC Ayr	Down	Between Signals PA319 and PA359 (1/6/86)
Page 8			
Amend Cov Cowlairs	vlairs entries to read:-	Up lines	Between Signals
OUWIGIIS		op Thes	C8, C10, C13, C22, C52 and C81.
Cowlairs	-	Up lines	Between Signals
		•	C93 and C99.
Cowlairs	-	Down lines	Between Signals
			C96 and C92.
Cowlairs	_	Down lines	Between Signals
			C80, C53 and C4, C5, C21.
(Note - V	Pehicles must not be propel	led towards C20 or C21)	(28/6/86)

### SINGLE LINES WORKED BY THE SCOTTISH REGION TOKENLESS BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

#### Page 11 - 8. Shunting keys - Delete:-

From To
Hunterston Largs
This amends the item published in Weekly Operating Notice No. 16

This amends the item published in Weekly Operating Notice No.16 Amended (20/7/86)

Byrehill Jn Dubbs Jn (6/4/86)

Page 12 SECTION OF LINE

Delete: - Usan to Montrose South entry

(17/8/86)

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

#### SINGLE LINES WORKED BY THE RADIO ELECTRONIC TOKEN BLOCK SYSTEM -INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

#### Page 13 - Clause 1.1 NOTE

Add as second last item: -

The term "Intermediate siding" refers to a designated siding, where trains can shut-in, which is between the station limits boards at adjacent token exchange (5/7/86)points.

#### Page 15 - Clause 3.2.7

Add as second sentence:-

The signalman will inform the driver that he no longer has authority to proceed and the driver must confirm that this is understood.

#### Pages 15/16

Add as new Clause 3.3 -

Trains requiring to proceed from a token exchange point to work at an intermediate siding will be allowed to enter the single line block section provided the train concerned has been issued with the appropriate "Intermediate siding" token or a "Section" token.

If the train is in possession of an "Intermediate siding" token, it must shut-in at the siding.

If the train is in possession of a "Section" token, it must not shut-in at the siding but when work at the siding has been completed, the train must continue through the section to the token exchange point to which it was authorised to proceed.

In each case, the driver must, before returning the token, give the signalman an assurance that no vehicles have been left on the single line.

Amend numbering of clauses 3.3, 3.4, 3.5 and 3.6 to read:-3.4, 3.5, 3.6 and 3.7 respectively.

(5/7/86)

#### Page 17 - Clause 4.5

Amend reference to Person in Charge to read: - PICOP

#### Page 18 - Clause 5.1.6

Amend third paragraph to read:
If it is not possible to dispose of the front portion of the disabled train at the token exchange point in advance, then the disabled train must not be divided but assistance obtained in accordance with the foregoing instruction.

Amend reference to "clause 10.2" to read: - "clause 5.2".

(5/7/86)

#### Page 19 - Clause 6.1

Amend reference to "Annetts key switch" to read: "Radio key switch".

#### Clause 6.2.1

Add new paragraph (iv).

(iv) When the rear cab equipment is in use, "Long section" tokens will not be issued to the train concerned.

Amend numbering of paragraph (iv) to read - (v).

(5/7/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

SINGLE LINES WORKED BY THE RADIO ELECTRONIC TOKEN BLOCK SYSTEM - INSTRUCTIONS TO

TRAINMEN AND OTHERS CONCERNED - continued

#### Page 20A - Clause 7.5

Amend to read:-

7.5 The reference in the Rule Book, Section Q, clauses 2.3 and 3.3 to "token" includes electronic "Section" token.

#### Clause 7.6

Amend references (5) to Person in Charge to read: - PICOP

(7/6/86)

Amend reference in fourth paragraph to "Annetts key switch" to read: - "Radio key switch". (5/7/86)

#### Page 20B

Page 24

Add as new clause 8.4:-

8.4 A shunting movement which proceeds from a loop line on to the single line must not be brought to a stand until the whole of the movement is on the approach side to the "Points set" indicator.

Amend numbering of clause 8.4 to read: - 8.5.

(5/7/86)

#### Page 21 SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFF

(4/5/86)

Add: - Carmondean Jn to Bathgate Station

### Amend tabular information to read :-

#### BREAKDOWN CRANES

Crane No.	Capacity Tonnes	Location Locomotive Depot	Maximum Permissible Speed
ADRC 95204	50	Haymarket	45 mph
ADRC 96711	75	Eastfield	75 mph
ADRC 96705	76	Motherwell	60 mph
ADRC 96715	75	Carlisle	75 mph
ADRC 96700	76	Gateshead	60 mph
			(21/6/86)

#### Page 25

### BREAKDOWN ARRANGEMENTS GENERAL NOTES

#### (1) Breakdown Cranes Working in Sidings

Amend tabular information to read:-

Crane No	Location	Capacity	Minimum Radius
ADRC 96711	Eastfield	75 tonnes	5 chains
ADRC 96705	Motherwell	76 tonnes	5 chains
ADRC 96715	Carlisle	75 tonnes	5 chains
ADRC 96700	Gateshead	76 tonnes	5 chains
			(2

### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

### PROHIBITIONS AND SPEED RESTRICTIONS ON INDIVIDUAL BREAKDOWN CRANES

#### PROHIBITIONS

Amend tabular information to read:-

Location	Crane Nos. Affected	
Auchmuty Branch Inverness Harbour Branch	) ADRC 95204, 96711, 96705, 96715, 96700 ) (21/6/86)	

#### Page 26

#### SPEED RESTRICTIONS

#### Amend tabular information to read:-

Location	Speed mph	Crane Nos. Affected
Forth Bridge - Up line	10	ADRC 95204
Burghead Branch	5	ADRC 95204, 96711, 96705, 96715, 96700 (21/6/86)

#### Page 54 - Driver/Guard communication on trains hauled by Class 87 locomotive.

Amend heading and relative instruction to read:-

#### Driver/Guard communication on trains hauled by electric traction.

- All types of class 86 and 87 electric locomotives, together with a number of brake vehicles, are being equipped with a means of communication between the driver and guard.
- Telephone type handsets, push button and buzzers are provided in each driving cab and in the PA cupboard in each guard's compartment so fitted.
- 3. The communication is carried by means of an additional jumper cable and the person coupling the locomotive to the train will also be responsible for attaching the communication jumper between the locomotive and the first vehicle.
- 4. The driver must personally ensure that all couplings, including the comminication jumper has been properly carried out.
- 5. To initiate a call the driver/guard must press the call button to operate the buzzer at the other end of the train using the code 3-3.

The system is linked to the PA system and if the guard is away from his compartment he must leave the PA system switched on. The buzzer code 3-3 will be head over the PA system throughout the train. The guard should return to his compartment immediately to answer the call.

It should be noted that, whilst the buzzer code will be head over the PA system, speech between the driver/guard will not as it is carried over a separate circuit.

In order to speak it is necessary to press the switch on the handset and this must be released before the other party can reply.

6. The apparatus must be tested by the guard after the locomotive has been coupled to the train. In the event of failure the guard must advise the driver and, if possible, also advise C&W staff at the location concerned.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

Page 54 - Amend - continued

- 7. In the event of the communication system failing, or any part of the equipment becoming defective, this is not a reason for failing the train.
- 8. The communication must only be used for essential conversions between the driver and guard on matters concerning the operation of the train including:-
- 8.1 (i) To advise the driver of the train particulars and also in connection with the brake continuity test, however, if the apparatus has failed, the brake test must be carried out by conventional means.
- 8.1 (ii) To confer, as outlined in the Rule Book, Section M, in the event of the train being stopped by accident, failure or other exceptional cause provided the driver the guard are satisfied that no other line(s) is affected.
- 8.2 In the event of circumstances on the train, eg defect, illness, hooliganism etc requiring an out-of-course, but not immediate, stop to be made.
- 8.3 When the driver becomes aware of the probability of extended delay, to enable the guard to advise the passengers. (14/6/86)

#### Page 61

#### WORKING OF DIESEL MULTIPLE UNIT TRAINS

Delete - Anti-Vandalism train and relative instruction

(31/5/86)

#### Page 79 - Add

#### ANTI-VANDAL TRAINS

Anti-Vandal (Q) trains are permitted to run over any line in the Region even though limitations on traffic types may be published elsewhere for certain lines. These trains must be signalled by the Train Identification Code 5297 and where train describers are not in use, must be signalled by the special bell signal 3-3-1. Anti-Vandal trains are authorised to stop in section as required, and on other than Track Circuit Block lines must be accepted in accordance with Block Regulation 3, clause 3.8. (31/5/86)

#### Page 81

From	То	Line	Maximum unfitted load (tonnes)
1. Assistin	ng in rear	<i>,</i>	
2. Areas of	Signalling Restraint		

CONTINUOUS BRAKE TRAIN OPERATION

Carlisle to Glasgow Central

Amend - Uddingston to Motherwell entry to read :-

Newton East Jn Motherwell Up 90 (20/4/86)

#### Page 101

#### STABLING OF VEHICLES ON RUNNING LINES AND LOOP LINES

Delete: Cadder Down Goods line from table.

(3/8/86)

### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - continued

SECTION 4

#### LOCAL INSTRUCTIONS

#### INDEX

Page (i) Delete: - Barony Colliery Branch B 26 (27/5/86)

Page (iii)

Delete Fairlie entry

(11/5/86)

Page 20

#### FINNIESTON STATION

Amend heading to read: - EXHIBITION CENTRE STATION

(21/6/86)

Page 23

#### DUMFRIES

Reception and departure sidings between Dumfries South and Dumfries Station Signal Boxes.

Amend 2nd paragraph to read:-

The Down reception and departure siding between these Signal Boxes must only be worked in the Down direction except in the following circumstances:-

- 1) A Locomotive may set back from the Down main line to the Down departure siding for the purpose of attaching to a train.
- 2) A train from the Maxwelltown branch may proceed onto the Down departure via the Down main line.

In both circumstances the train must be brought immediately to a stand inside Signal D88 and await a handsignal from the guard or shunter. (10/8/86)

Page 26 Delete - BARONY JN TO BARONY COLLIERY (GOODS LINE) and relative instructions. (27/5/86)

Page 26

#### SHEWALTON MOSS

Main line sdgs Amend reference to "Barassie Jn" to read "Paisley Sc" (25/5/86)

Page 27 - Add:-

#### **GLENGARNOCK**

Youngs Siding - A one lever ground frame controls access from the RCE Sidings to Youngs Siding. Guards of trains requiring access to Youngs Siding must obtain the padlock key to the ground frame from Glengarnock station, returning it after use. The ground frame must be left set for the RCE Sidings when access to Youngs Siding is not required.

(21/6/86)

Delete: - IRVINE and relative instruction.

(28/6/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

#### BETWEEN TROON AND PRESTWICK

Prestwick Airport - Trip wires at approach to runway - Amend second paragraph to read:-

In the event of either of these trip wires being broken it will cause Down line signal PB291 and Up line signal PA314 to be placed or maintained at danger.

(25/5/86)

#### Page 32

#### BETWEEN HUNTERSTON AND LARGS

#### Add:-

All unfitted Engineer's trains requiring to work between Hunterston and Largs must have a locomotive in rear in accordance with the conditions authorised in Table J.

(Amended)(22/7/86)

This reinstates the item published in Weekly Operating Notice No.16.

Page 35 Delete FAIRLIE and relative entry.

(11/5/86)

#### Pages 35 and 36

Delete: HOLM JN TO ARDROSSAN HARBOUR and relative instructions.

(3/8/86)

#### Page 36 - NEWTON JN TO KILLOCH COLLIERY (GOODS LINE)

Amend instructions under this heading to read :-

Absolute Possessions - When the Engineer requires to take "Absolute Possession" of this line, protection must be afforded by detonators and flags/lamps placed 1 mile on each side of the work. The train staff must not be used for protection purposes. The Rule Book, Section T, Part III is modified accordingly and clause 12.3.2 does not apply.

(7/6/86)

#### Page 47

#### BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)

#### DESCENDING

Delete: Down line marker lights and associated instructions

Add:-

Marker lights - Marker lights are fixed on the Up and Down sides of the tunnel wall as follows:-

Three lights 108 yards from signals CQ16 and CQ17
Two lights 62 yards from signals CQ16 and CQ17

One light 19 yards from signals CQ16 and CQ17.

The marker lights are continuously lit and given a white indication. They are provided to assist drivers in locating signals CQ16 or CQ17 in conditions of poor visibility.

#### Page 48

Delete: - Engineers' trains and associated instruction

<u>Add:-</u>

Engineers trains - The locomotive must always be on the lower end when working between signals C24, C25, C26, C27, CQ12, and CQ13. The train must not exceed 200 tonnes, exclusive of locomotive and brake van. AWB must be carried out for other than fully fitted trains. Locomotives below class 20 must not be utilised.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 48 - Add - continued

### ASCENDING

Amend fourth paragraph after tabular information to read:For the purpose of uncoupling the locomotive assisting in rear, the train must be brought
to a stand at signal C30, C31, the Down Cowlairs passenger loop or the Down Eastfield
passenger loop.

Amend sixth paragraph after tabular information to read:When trains are assisted in front, the train must be brought to a stand at signal C30 or
C31 for the leading loco to be uncoupled. (28/6/86)

Pages 48 and 49

### BETWEEN COWLAIRS AND QUEEN ST (HIGH LEVEL)

Amend the instructions headed Failure of Up trains to read:-

Failure of Up trains - Should a train fail and require assistance in rear after the whole of the train has passed CQ14 or CQ15, the guard must advise the signalman by telephone. Should a telephone other than at CQ14 or CQ15 be used for this purpose, the signalman must instruct the guard to proceed to signal CQ14 or CQ15 as appropriate and to telephone the signalman from there.

When an assurance has been given that the train is at a stand, has been properly protected and will not be moved, the signalman must instruct the guard to remain there in a place of safety until the arrival of the assisting locomotive. The signalman must then contact the Station Supervisor and arrange for the assisting locomotive to proceed to meet the guard of the failed train. The assisting locomotive must be signalled from Queen St by position light signal and the driver instructed to stop at CQ14 or CQ15 as appropriate. When confirmation has been received that the guard has joined the assisting locomotive, the signalman must authorise the driver to pass the signal at danger and to proceed with extreme caution to the rear of the failed train.

Should there be no suitable locomotive at Queen St and a locomotive requires to proceed to Queen St on the opposite line for this purpose, the guard must be instructed to proceed to Queen St to join the assisting locomotive which will then be signalled by position light signal towards CQ14 or CQ15 where the driver will be authorised to pass the signal at danger and proceed with extreme caution to the rear of the failed train.

The failed train may be assisted forward to Cowlairs or hauled back to Queen St.

Should an Up train be unable to negotiate the gradient due to inadequate power of the traction unit(s) or for any other reason, the driver must, if the cause cannot be found and rectified within 5 minutes, obtain assistance. (28/6/86)

Page 50

### QUEEN STREET (HIGH LEVEL)

Amend paragraph under tabular information to read:—
A diesel multiple unit train with less than the requisite number of engines working as shown above may be assisted in front to Up line signal C30 or C73, Down line signal C31 or to West curve signal C56 provided the diesel multiple unit train can thereafter proceed under its own power. The continuous brake must be in operation on the train from the assisting locomotive.

(28/6/86)

Page 51

Delete COWLAIRS TO PORT DUNDAS GOODS LINE) and relative instructions (28/6/86)

### Pages 53/54

### NEWBRIDGE JN TO BATHGATE YARD

Amend heading and instructions to read:-

### NEWBRIDGE JN TO BATHGATE

Between Cawburn Jn 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.

Friction Buffer Stops - Drivers of trains working into Bathgate station must not allow their trains to come into contact with these buffers in the ordinary course of working.

In the event of a train coming into contact with the buffer stop with sufficient force to displace the complete buffer unit, the signalman at Edinburgh SC must be informed and he must immediately arrange with the ACE to have the buffers reset.

Amended (17/5/86)

### Page 54

### BATHGATE

Amend heading and instruction to read:-

### CARMONDEAN JN TO BATHGATE YARD (GOODS LINE)

Train working - The guard of a train travelling from the Down Freight 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.

When the yard is unstaffed, the driver and guard of an Engineers train requiring to proceed beyond signal EN583 towards the yard will be advised of the circumstances before being authorised to pass signal EN583. Under such circumstances the guard or person-in-charge of the train must carry out the duties of shunters as shown in the Rule Book, Section J, clause 3 before giving the driver authority to pass the Stop Coard at the entrance to the yard.

Amended (13/7/86)

## Page 57

### Add :-

## BETWEEN CRAIGENDORAN AND MALLAIG JN, CRIANLARICH AND OBAN AND ANNAT AND ARISAIG

Referring to the General Appendix, page 12.5, clause 4.3 "BR Automatic Warning System of Train Control (AWS)", Cancelling Indicators are not provided.

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.

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued Page 57 - Add - continued

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 Corrour, tokens must only be exchanged at a stop board at Corrour Station or in the loop.

4. Warning Arrangement

When a train is allowed to go forward from Garelochhead, Spean bridge or Glenfinnan, 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 Corrour, when a train is allowed to go forward from Rannoch or Tulloch towards Corrour 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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig 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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig 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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig 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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig (Glenfinnan 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

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 57 - Add - continued

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 which are not permanently rail mounted pass over crossing loop points in the trailing direction, the points must be set, clamped and scotched in the required position.

### 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.

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 Corrour, 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 it is not illuminated. Illumination of the light in this sign means the points are set correctly.

A shunting movement which proceeds from a loop line on to the single line must not be brought to a stand until the whole of the movement is on the approach side to the 'points set' indicator.

In the case of Corrour, 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 Corrour).

Amended (5/7/86)

### GLEN DOUGLAS NATO DEPOT

Before entering the depot the guard must remove and extinguish the tail lamp and leave it in a safe position at the security gate leading to the NATO headshunt.

Guards working trains from the depot must, before authorising the driver to leave the siding, ensure that the train has a tail lamp attached in accordance with the relevant instructions.

(17/5/86)

## Page 59

Delete: - Crianlarich and relative instruction.

(12/4/86)

## Page 61

### **GLENFINNAN**

Shunting

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. (13/4/86)

### Pages 61, 62, 63

### BETWEEN GLENFINNAN AND MALLAIG

Delete :- Between Glenfinnan and Arisaig and relative instructions.

Working at Arisaig

Delete: - 1st, 2nd, 3rd, 4th and 6th paragraphs. Amended (26/4/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Pages 61, 62, 63 - BETWEEN GLENFINNAN AND MALLAIG - continued

Add: -

Possession of the line when a train is stabled at Mallaig - Possession of the line between Arisaig and Mallaig or Glenfinnan and Mallaig when Arisaig is not open is authorised provided the PICOP has received an assurance from the signalman concerned that the stabled train has been shunted clear of the single line and that line is clear to the buffer stop. Possession of the line may be taken by one of the following methods:-

1) The PICOP must proceed to Mallaig, collect the train staff and inform the signalman at Arisaig or Glenfinnan (as appropriate) before leaving. When the work is complete, the PICOP must, before giving up the Possession, return the train staff to Mallaig and give the signalman an assurance this has been done

and that the line is clear and fit for traffic.

- 2) Where, owing to distance, it is impractical for the PICOP to proceed to Mallaig to uplift the train staff, he must arrange to have 3 detonators 20 yards apart, a red banner flag and a lamp capable of displaying a red light in both directions, placed 1 mile on the Mallaig side of the possession. When the possession is given up the PICOP must give the signalman an assurance that the protection has been removed and that the line is fit for traffic.
- The Rule Book Section T, Part III is modified accordingly.

(5/7/86)

## <u> Page</u> 63

### MALLAIG

Amend instructions under this heading to read:—
When the last train for the day has to be shunted clear of the single line at
Mallaig, the driver will be issued with two copies of a special written instruction
(specimen below) which he should sign and hand to the signalman at Glenfinnan or
Arisaig as appropriate when receiving the Arisaig/Mallaig train staff. The
signalman will countersign both copies and return one to the driver.

On arrival at Mallaig the signalman must be informed that the train has arrived, complete with tail lamp. The train must then be shunted clear of the single line, the train staff deposited in the staff room together with the special written instruction, and the signalman given an assurance that the single line is clear to the buffer stop.

When the first train of the day is shut-in, the train must be shunted to the platform line after the driver has collected the train staff. The signalman must be informed before the train is about to depart. The special instruction must be given to the signalman when surrendering the train staff.

The stabling of locomotives and vehicles in the platform line is prohibited except for the last train for the day.

NO. SPECIMEN	DATE BRITISH RAILWAYS (Scottish Region)
To the Driver of	train.
	rig you are instructed to shunt the train line in accordance with the Local
Designation	<del></del>
Signalman Arisaig/Glenfinnan	<del></del>
Driver	
* Delete as appropr	riate

(5/7/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 64

-: bbA

### TORNESS SIDINGS

The siding connection is controlled from a switch panel located in a cabinet adjacent to the points. The panel is electrically released from Edinburgh SC.

To operate the siding connection, trainman must first communicate with the signalman thereafter open the door of the switch panel cabinet by means of the plunger provided. When the signalman gives permission for the panel to be operated, the 'F' indication above No.2 switch will become illuminated and No.2 switch must be turned to the right hand position. When this has been done, the 'F' indication will be extinguished and replaced by the illumination of the 'ACC' indication. Thereafter, No.1 switch must be turned to the right hand position to operate the points.

The illuminated 'R' indicates that the points are correctly set.

After the train movement is completed, the switches must be restored to the left hand position, the signalman advised when this has been done and the cabinet door closed.

(13/6/86)

Page 84

### THORNTON YARD

Departing trains - West End

Amend references in first and second paragraphs to "Area Freight Assistant" to read Person in charge of yard. (5/7/86)

Pages 91/92

### INVERNESS

<u>Delete</u>:- <u>Welsh's Bridge - Temporary Fuelling facilities</u> and relative entry. (21/6/86)

Harbour Branch

Amend reference in second paragraph to "harbour railman" to read "Leading Railman (Shunter)" (21/6/86)

# INVERNESS TO WICK DINGWALL TO KYLE OF LOCHALSH GEORGEMAS JN TO THURSO

Add as first sentence:

Automatic Warning System - Referring to the General Appendix, page 12.5, clause 4.3, Cancelling Indicators are not provided. (5/7/86)

Page 93 - Crossing Loop Points

Add as last sentence:The fouling point at crossing loop points is indicated by an orange marker, placed between the loop lines, at ground level. (5/7/86)

Page 94

## DINGWALL

Amend: - Authority for Up trains to proceed to read: -

Authority for Down trains to proceed

(21/6/86)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 95

### BETWEEN INVERGORDON AND FEARN

Amend instructions under this heading to read:-

Intermediate Sidings - When a train issued with an "Intermediate siding" token has arrived at the intermediate siding concerned and subsequently requires to proceed to another intermediate siding between Invergordon and Fearn, the train will be issued with a special "Trip" token. Possession of the "Trip" token allows the train to work between any of the sidings in the section but not to proceed beyond the "Station Limits" boards on the approaches to Invergordon or Fearn token exchange points.

A train in possession of the "Trip" token need not shut-in at an intermediate siding if it will subsequently proceed to another intermediate siding but the driver must advise the signalman of his arrival at each intermediate siding and obtain his permission to depart from the intermediate siding.

When a train in possession of the "Trip" token requires to proceed to a token exchange point, the train must be shut-in at an intermediate siding and an assurance given to the signalman that no vehicles have been left in the single line block section. The "Trip" token must then be returned and the appropriate "Intermediate siding" token will then be issued.

(5/7/86)

Page 96

### KYLE OF LOCHALSH

Shunting

Amend reference in last line to "are" to read "have been".

(5/7/86)

### MISCELLANEOUS INSTRUCTIONS

\* \* RULE BOOK, SECTION T, PART III - PROTECTION OF ENGINEERING WORK WHEN THE ENGINEER

\* TAKES "ABSOLUTE POSSESSION" OF THE LINE - SUPPLEMENT NO.12 COMMENCING 7/6/86)

Will all staff please note that the armbands for Engineering Supervisors referred to in Section T Part III of the Rule Book are now available for use.

Section T Part III clause 9.4.3 and 9.11.1 of the Rule Book therefore apply as published.
(MR/RB/TIII) (Amended)(19/7/86)

### MOTHERWELL TMD

The engineering work at this Depot and also the construction work in connection with the new fuelling shed at the north end of the depot referred to in P.O.N. 11D have now been completed.

No.3 and 4 roads are now permanently shortened.

The level crossing has been permanently extended to cover Roads Nos.1 and 2 and the arrival and departure roads. The temporary barriers at either side of the crossing have now been removed.

(MR/NOT3A)(2/8/86)

## LARKFIELD JN

SUNDAY 17 AUGUST TO SUNDAY 24 AUGUST - The facing crossover Down fast to Clydesdale line will be secured out of use to facilitate permanent way work. (MR/NOT/3A)(17/8/86)

### AYR STATION

Platforms 1 and 2 have been permanently shortened by 2 yards.

(MR/NOT3A)(11/7/86)

### BETWEEN HOLM JN AND ARDROSSAN HARBOUR

UNTIL FURTHER NOTICE - The line between Holm Jn and Ardrossan Hbr will be secured out of use to facilitate resignalling and permanent way work.

Amended (16/8/86)

### STIRLING STATION

Platform 7, which was temporarily out of use, has now been brought back into use.

(MR/NOT3A)(2/8/86)

### DUNFERMLINE STATION

UNTIL FURTHER NOTICE - The Down platform has been temporarily shortened by 70 yards at the Townhill end and a temporarary stop marker erected.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (MR/NOT3A)(19/5/86)

### FAILURE OF LOCOMOTIVE HAULED AIR-BRAKED TRAINS

Staff are reminded that in the event of a locomotive failure on air-braked trains on the single-pipe, or partial single-pipe system, assistance must be requested from the front if the failed locomotive cannot maintain main reservoir pipe presssure.

(MR/TRN/19)(2/8/86)

### AIRDRIE - HELENSBURGH LINE : EMERGENCY TELEPHONES

PABX telephone extensions have been provided at the undernoted locations for use by trainmen during emergency, principally at weekends when stations are unstaffed and signal boxes switched out of circuit.

The telephones are housed in lockfast cabinets, access being gained by means of a standard carriage key.

Station	Location
Coatdyke Sunnyside Blairhill	Down platform, on station buildings. Down platform, on station buildings Down platform, under road overbridge (Glasgow end)
Easterhouse Garrowhill Shettleston	Down platform, on station buildings Down platform, under footbridge Down platform, on station buildings
Carntyne Bellgrove	Up platform, Airdrie end  Down side island platform, on station buildings
Drumry Singer	Up platform, on station buildings Up platform, under footbridge (Glasgow end)

(MR/NOT3A)(2/8/86)

### \* \* 1986 EDINBURGH FESTIVAL \* PRINCES STREET GARDENS

Thursday 21 August - As part of the Festival celebrations, a performance of orchestral music will be given at the Ross Bandstand in Princes Street Gardens from Approx. 22 30 until 23 30. During the performance there will be an accompanying Fireworks display from the ramparts of Edinburgh Castle.

During this period, drivers of trains travelling over all lines between the Haymarket and Mound tunnels, are requested to keep locomotive noise to minimum and not to use their locomotive horns except in an emergency.

(MR/NOT3A)(21/8/86)



M56

No.22

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 23 AUGUST

to

FRIDAY 29 AUGUST 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

### SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \*Indicates item which will not appear in future issues

\* and which must be noted

MIDCALDER JN TO HOLYTOWN JN - The permanent speed restriction of 50mph on the Down line between  $13\frac{1}{4}$  and  $11\frac{1}{2}mp$  has been altered to 60mph between  $13\frac{1}{4}mp$  and 11m1220yds. See Section D of this Notice.

BETWEEN CADDER (EAST END) AND CADDER (WEST END) - The Permanent speed restriction of 30mph entering the Down slow line has been altered to be 15mph.

See Section D of this Notice.

POLMONT JN TO LARBERT JN - The Permanent speed restrictions on the above route shown to be altered are further amended. See Section D of this notice.

BETWEEN USAN AND MONTROSE - The Scottish Region Tokenless Block Regulations continue to apply. Shunting keys are not available. The clearing of the section signal must be taken as authority to shunt onto the single line.

This supersedes the item published in WON 21.

### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 24 AUGUST - CARLISLE P.S.B. - The Siding "B" and Siding "C" Lines through Carlisle Station, will be renamed "B" UP and DOWN Goods and "C" UP and DOWN Goods respectively.

The existing Position Light Ground Signals CE.296, 297, 315 and 316 reading therefrom will be recovered, together with the Position Light Ground Signal CE.335 at 0 miles 506 yards and associated "OFF" Indicator applying to set back movements from the DOWN Main.

New signals will be provided as shown on the sketch on page C6. Other signals will have additional/amended routes and or indications, and are as stated in the Scheduled Route List of Main Running Signals and Position Light Ground Signals on Page C2

### LINE DIRECTION:

The DOWN Main will become bi-directional between 0 miles and 23 chains and 0 miles 56 chains.

### A.W.S .:

The Magnet in the UP Main 200 yards in rear of Signal CE.431 will be recovered. A new bi-directional Magnet will be provided in the DOWN Main at 0 miles 30 chains, applicable to Signals CE.335 and 431, and will be 121 yards equidistant in rear of both signals.

The Magnet located in the UP Goods adjacent to Signal CE.437, will be repositioned to be 200 yards in rear of the signal.

A new Magnet will be provided in the UP Goods 200 yards in rear of Signal CE.461.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued DETAILS OF WORK REFERRED TO IN SECTION B - continued SUNDAY 24 AUGUST - CARLISLE P.S.B. - continued

## APPLICATIONS OF MAIN RUNNING SIGNALS AND POSITION LIGHT GROUND SIGNALS

SIGNAL (CE)	ASPECT	INDICATION	ROUTE TO
296	Main	"E"	Up & Down Newcastle
&	Main	"W"	Up Main
297	P.L.	_	Up Main
	P.L.	"NCK"	Shunting Neck
315	Main		Down Main
&	P.L.		Down Main
316	P.L.	"XUM"	Up Main "L.O.S."
335	Main	"B8"	No.8 Bay
	P.L.	"B8"	No.8 Bay
	Main	"B7"	No.7 Bay
	P.L.	"B7"	No.7 Bay
	Main	11411	No.4 Platform
	P.L.	"4"	No.4 Platform
	Main	"GC"	"C" Up & Down Goods
	P.L.	"GC"	"C" Up & Down Goods
	Main	"GB"	"B" Up & Down Goods
	P.L.	"GB"	"B" Up & Down Goods
	Main	11311	No.3 Platform
	P.L.	11311	No.3 Platform
	Main	"1"	No.1 Platform
	12.00000000	11111	
	P.L.		No.1 Platform
	P.L.	"SDG"	Siding "A"
	P.L.	"SDG"	No.1 Siding
	P.L.	"SDG"	No.2 Siding
286 *	Main	"GB"	"B" Up & Down Goods
	P.L.	"GB"	"B" Up & Down Goods
	Main	"GC"	"C" Up & Down Goods
	P.L.	"GC"	"C" Up & Down Goods
336 *	Main	"GC"	"C" Up & Down Goods
	P.L.	"GC"	"C" Up & Down Goods
	Main	"GB"	"B" Up & Down Goods
	P.L.	"GB"	"B" Up & Down Goods
* 80	Main	"GB"	"B" Up & Down Goods
	P.L.	"GB"	"B" Up & Down Goods
	Main	"GC"	"C" Up & Down Goods
	P.L.	"GC"	"C" Up & Down Goods
431 *	P.L.	Position 1	Down Goods
437 *	Main	Position 2	Up Main
	Main	Position 1	Down Main
¥38 *	Main	Position 4	Down Main
OSITION LIGHT	GROUND SIGNALS		
295 *	P.L.	-	"B" Up & Down Goods
	P.L.		"C" Up & Down Goods
	P.L.	"B5"	No.5 Bay
325 *	P.L.	-	"C" Up & Down Goods

Notes: \* - Additional Route/Indications only.

A sketch of the permanent way and signalling arrangements is shown on Page C6.

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

SUNDAY 24 AUGUST - CAMPS LEVEL CROSSING - Camps Gatebox will be closed and the level crossing removed. Down Midcalder line signal EJ701 will become an automatic signal and a sign will be provided. (25)

### LARKFIELD JN

SUNDAY 24 to SUNDAY 31 AUGUST - The facing crossover Down Fast to Clydesdale line will be blocked to electric traction to facilitate permanent way work. (23)

### DETAILS OF WORK ALREADY CARRIED OUT

\* \* CARLISLE P.S.B. - The Down Through Goods and Up Through Goods lines between Bog

\* Junction and Rome Street Junction, have been renamed Down Goods Arrival and Up Goods

Departure respectively.

The Position 1 Route Indicator on Signal CE.414, (Down Through Goods at Oml392yds) has been recovered.

A new Position 4 Route Indicator has been provided, and applies to movements to the Down Goods Arrival Line.

The Position 1 Route Indicator on Signal CE.415, (Down Newcastle Goods at Om357yds) has been recovered. A new Position 4 Route Indicator has been provided, and applies to movements to the Down Goods Arrival Line.

The Position 2 Route Indicator on Signal CE.419, (Down M&C Goods at Om571yds) has been recovered.

Signal CE.422, (Down Goods Arrival at 1m320yds), previously temporarily disconnected, has been brought back into use. but the GREEN and YELLOW aspect have been blanked out and the stencil indicator recovered.

The Subsidiary signal now applies to movements to the Metal Box Company Siding.

The facing points (720) at Rome Street Junction, previously secured for movements along the former Up Through Goods have been converted to Spring Operated Points, and the Down Goods Arrival Line has been slued into the Spring Points.

The Metal Box Company Ground Frame, electrically released from Carlisle PSB has been recovered, and the trap points operated from the Ground Frame in the private siding (2b) have been replaced by plain line.

The points operated from the Ground Frame on the former Up Through Goods (2a), previously secured for movements to/from the private siding have been replaced by plain line.

MIDCALDER JN TO HOLYTOWN JN - The permanent speed restriction of 50mph on the Down line between  $13\frac{1}{4}mp$  and  $11\frac{1}{2}mp$  has been increased to 60mph between  $13\frac{1}{4}mp$  and 11m1220yd.

The permanent speed restrictions of 60mph on the Down line and 50mph on the Up line between 9mp and  $7\frac{1}{4}\text{mp}$  have been deleted.

The permanent speed restrictions of 60 mph on the Down line and 50 mph on the Up line  $\underline{\text{Over}}$  curves between  $2\frac{2}{4} \text{mp}$  and  $1\frac{2}{4} \text{mp}$  have been deleted.

See Section D of this Notice.

(24)

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

\* \* DUMFRIES - The existing Up main line at a point between signal No.46 and Dumfries

\* signal box has been severed and slued across to a new alignment nearer the Down main line.

Signal No.51 has been moved to the new Up cess application and distance from the signal box unaltered. (22)

HOLM JN - The Ardrossan branch has been secured out of use and all associated signals have been removed. All other connections controlled from Holm Jn will be secured for the main line.

Holm Jn will be retained as a block post until futher notice.

See section D of this notice.

\* \* MOTHERWELL DEPOT FUELLING ROAD - The existing arrival line has been re-designated 
\* departure line. The existing departure line has been re-designated arrival line.

The test magnet previously in rear of signal M377 has been removed and a new test magnet has been provided in rear of signal M375. (22)

BETWEEN CADDER (EAST END) AND CADDER (WEST END) - The Down Goods loop has been redesignated Down slow line.

The trap points at the East end of the Down Slow line have been removed.

A new trap point connection between the Down Slow line and Down arrival line has been brought into use.

The stencil route indication 'G' on signal CR227 applying to the former Down Goods loop has been removed.

A position 1 junction indicator has been provided at signal CR227 which, when exhibited together with a main aspect, applies towards signal C98.

The stencil route indicator associated with signal CR225 has been altered to display the following indications:-

A - towards Down arrival

S - towards Down slow

M - towards Down main

The trap points at the West End of the Down goods loop have been removed. A new connection from the Down departure to the Down goods loop has been brought into use, together with a set of trap points situated at the exit from the Down departure line.

A new 3 aspect colour light signal, capable of displaying a red, yellow or green aspect, has been provided on the Down goods loop 676 yards from signal C92, on the left of drivers, red aspect 11 feet above rail level applying to signal C92. The new signal has been plated C98.

A new colour light signal capable of displaying a yellow aspect only, has been provided on the Down goods loop adjacent to signal C96, 494 yards from signal C98, on the left of drivers, yellow aspect 12 feet above rail level, applying to signal C98.

The existing ground position light signals C97 (1) and C97 (2) have been removed.

A new ground position light signal C97, has been provided on the left of drivers at the exit from the Down departure line, applying towards signal C92.

A permanent speed restriction of 15mph applies entering the Down slow line.

A permanent speed restriction of 30mph applies, over and leaving the Down slow line. See Section D of this notice.

### WON-C5

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

\* \* DUNBAR - Two double-sided "OFF" indicators have been provided applying to the Down

\* and Up Loop at Dunbar Station, one 43 yards from the Berwick end of the platform and suspended from the station canopy and the other 87 yards from the Edinburgh end of the platform and post mounted.

Mounted above these "OFF" indicators are "N" and "S" indicators applying as follows:-

"N" - Proceed aspect on ED497 signal.

"S" - Proceed aspect on ED494 signal.

(22)

MILLERHILL MARSHALLING YARD - The new crossover connecting No.2 departure line and the C & W Workshops, previously installed, has now been brought into use. (24)

- \* \* DUNDEE CENTRAL JN Ground position light signal D931 situated on the Up Fife line,

  \* applying towards the station area, has been mounted on a post with the aspects 4
  feet above rail level. (22)
- \* \* COWDENBEATH The existing illuminated Limit of Shunt board, situated at the

  \* Lochgelly end of the Up platform, has been replaced by a reflectorised Limit of
  Shunt board at the same location. (22)



No.23

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 30 AUGUST

to

FRIDAY 5 SEPTEMBER 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN SHIELDMUIR AND MOTHERWELL - The main line trailing crossover (No.204) has been secured out of use.

### DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 30 AUGUST BETWEEN CLYDEBANK CENTRAL JN AND OLD KILPATRICK - The One Train Working Regulations will no longer apply. The line will be worked as a yard but only one train will be allowed on the line at a time. The maximum permissible speed will be altered to be 5mph.

### See section D of this notice

(26)

SUNDAY 31 AUGUST - LARKFIELD JN - The facing crossover Down fast to Clydesdale line is now available for use. (26)

SUNDAY 31 AUGUST - CLYDEBANK DOCK JN - Signal CD62 will be repositioned 40 yards farther from the box. (26)

SUNDAY 31 AUGUST - MILLERHILL - Signal M46 will be repositioned 67 yards nearer Millerhill South Junction.

A new connection facing to Down direction trains will be installed on the Up and Down South curve, and secured out of use. (26)

MONDAY 1 SEPTEMBER - BETWEEN GIRVAN AND PINWHERRY - The permanent speed restriction of 20mph in the Down and Up directions on the Single line over Bridge No.9 between lm680yd and lm730yd will be increased to 45mph in both directions.

### See section D of this notice

(26)

### DETAILS OF WORK ALREADY CARRIED OUT

CARLISLE P.S.B. - The Siding "B" and Siding "C" Lines through Carlisle Station, have been renamed "B" UP and DOWN Goods and "C" UP and DOWN Goods respectively.

The former Position Light Ground Signals CE.296, 297, 315 and 316 reading therefrom have been recovered, together with the Position Light Ground Signal CE.335 at 0 miles 506 yards and associated "OFF" Indicator applying to set back movements from the DOWN Main.

New signals have been provided as shown on the sketch on page C5. Other signals will have additional/amended routes and or indications, and are as stated in the Scheduled Route List of Main Running Signals and Position Light Ground Signals on Page C2.

## LINE DIRECTION:

The DOWN Main is now bi-directional between 0 miles and 23 chains and 0 miles 56 chains.

### A.W.S.:

The previous Magnet in the UP Main 200 yards in rear of Signal CE.431 has been recovered. A new bi-directional Magnet has been provided in the DOWN Main at 0 miles 30 chains, applicable to Signals CE.335 and 431, and is 121 yards equidistant in rear of both signals.

The Magnet located in the UP Goods adjacent to Signal CE.437, has been repositioned to be 200 yards in rear of the signal.

A new Magnet has been provided in the UP Goods 200 yards in rear of Signal CE.461.

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN SHIELDMUIR AND MOTHERWELL - The main line trailing crossover (No.204) has been secured out of use.

### DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 30 AUGUST BETWEEN CLYDEBANK CENTRAL JN AND OLD KILPATRICK - The One Train Working Regulations will no longer apply. The line will be worked as a yard but only one train will be allowed on the line at a time. The maximum permissible speed will be altered to be 5mph.

### See section D of this notice

(26)

SUNDAY 31 AUGUST - LARKFIELD JN - The facing crossover Down fast to Clydesdale line is now available for use. (26)

SUNDAY 31 AUGUST - CLYDEBANK DOCK JN - Signal CD62 will be repositioned 40 yards farther from the box. (26)

SUNDAY 31 AUGUST - MILLERHILL - Signal M46 will be repositioned 67 yards nearer Millerhill South Junction.

A new connection facing to Down direction trains will be installed on the Up and Down South curve, and secured out of use. (26)

MONDAY 1 SEPTEMBER - BETWEEN GIRVAN AND PINWHERRY - The permanent speed restriction of 20mph in the Down and Up directions on the Single line over Bridge No.9 between 1m680yd and 1m730yd will be increased to 45mph in both directions.

### See section D of this notice

(26)

### DETAILS OF WORK ALREADY CARRIED OUT

CARLISLE P.S.B. - The Siding "B" and Siding "C" Lines through Carlisle Station, have been renamed "B" UP and DOWN Goods and "C" UP and DOWN Goods respectively.

The former Position Light Ground Signals CE.296, 297, 315 and 316 reading therefrom have been recovered, together with the Position Light Ground Signal CE.335 at 0 miles 506 yards and associated "OFF" Indicator applying to set back movements from the DOWN Main.

New signals have been provided as shown on the sketch on page C5. Other signals will have additional/amended routes and or indications, and are as stated in the Scheduled Route List of Main Running Signals and Position Light Ground Signals on Page C2.

### LINE DIRECTION:

The DOWN Main is now bi-directional between 0 miles and 23 chains and 0 miles 56 chains.

### A.W.S.:

The previous Magnet in the UP Main 200 yards in rear of Signal CE.431 has been recovered. A new bi-directional Magnet has been provided in the DOWN Main at 0 miles 30 chains, applicable to Signals CE.335 and 431, and is 121 yards equidistant in rear of both signals.

The Magnet located in the UP Goods adjacent to Signal CE.437, has been repositioned to be 200 yards in rear of the signal.

A new Magnet has been provided in the UP Goods 200 yards in rear of Signal CE.461.



# WARNING



# A.C. ELECTRIFICATION

## ENERGISATION OF OVERHEAD LINE EQUIPMENT

Additional equipment as detailed below, will be made ALIVE on and from 00 01 Monday 1 September 1986 at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

Location	Lines affected	At or between
7 miles 1730 yds (between Paisley and Elderslie) and Ayr - 41 miles 490 yds on Down line 40 miles 1580 yds on Up line (between Ayr Station and Belmont LC)	Down and Up Ayr	Existing live equipment at structure Nos.LA/01/19 and LA/01/20 to LA/55/30 and LA/55/06
Elderslie	Up and Down Passenger Loop	
Brownhill	Up Passenger Loop Down Passenger Loop	
Kilwinning	Up Goods Loop	
Between Kilwinning Jn and Dubbs Jn	Down and Up Largs	Junction with Ayr lines at Kilwinning and structure Nos.LB/02/02 and LB/02/01.

Location	Lines affected At or between
Between Byrehill Jn and Dubbs Jn	Single
Barassie	Up Goods Loop Down Passenger Loop
Falkland	Down Goods Loop Nos.1 and 2 Up Goods Loops
Ayr Station	Nos.1 and 2 Platforms
Ayr Townhead	Washing Plant Road Washing Plant shunt spur By-Pass Loop Carriage Sidings shunt spur Nos.3-8 Carriage Sidings

### LINESIDE BUILDINGS

All concerned to note that the bare wires from the roof of the undernoted Track Section Cabins to the adjacent overhead line equipment will be energised at 25,000 volts and must be considered ALIVE at all times.

Lochwinnoch TSC - located on the Up side of the line, 440 yards west of Lochwinnoch Station.

Kilwinning TSC - located on the Up side of the line at Kilwinning Jn.

Barassie TSC - located on the Up side of the line, 655 yards west of Barassie Station.

Ayr TSC - located on the Down side of the line opposide Townhead Yard.

IT IS EMPHASIZED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE. (MR/EL/14/E/2/86)



No.24

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 6 SEPTEMBER

to

FRIDAY 12 SEPTEMBER 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

### SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \*Indicates item which will not appear in future issues

\* and which must be noted

MILLBURN JN - The Up Independent line headshunt has been removed, the Up Independent line end of the connection with the Up Aviemore line being retained as trap points. The yellow small arm signal applying Up Independent line towards Up Aviemore line has become a red small arm signal.

The 5-lever Yard ground frame has been removed together with all points and signals controlled therefrom.

The trailing connection between the Up Aviemore line and Millburn Yard has been renewed in a new alignment nearer the Up Aviemore line. The trap points at the exit from the Marshalling Yard have been renewed approximately 75 yards from the box. The ground disc signal applying Marshalling Yard towards Up Aviemore line has been renewed as a ground position light signal immediately on the Yard side of the new trap points application unaltered.

The Weigh Bridge Road has been slued into the new Yard connection in hand points immediately on the Yard side of the position light Yard exit signal.

The Up Avienore home 2 signal has been repositioned 39 yards further from the box. (26)

### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 7 SEPTEMBER - RUTHERGLEN - The existing pedestrian level crossing, for use of BR Staff only giving access to the Regional Training Centre from Rutherglen Station over the Down Argyle line, Rutherglen West Curve single line and the Engineer"s Training siding, will be converted to a miniature Red/Green warning lights installation as described in the General Appendix, Section 7.

The existing notice boards worded "STOP SOUND HORN BEFORE PROCEEDING", located on the Engineers Training siding 25 yards on each rail approach to the crossing will be removed and replaced by notice boards worded "PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" at the same locations, together with associated Drivers white lights and plungers. (27)

SUNDAY 7 SEPTEMBER - STEVENSTON NO.2 - The box will cease to be a block post and will be retained as a gate box. The block section will be extended to be from Stevenston No.1 to Holm Jn.

All signals controlled from Stevenston No.2 will be removed with the exception of the Down distant, Down home 2, Up distant and Up section signals which will be retained to protect the level crossing. The Down loop to Down main connection will be disconnected and secured out of use.

(27)

SUNDAY 7 SEPTEMBER - HOLM JN - The Down home 1 and Up section signals will be removed. (27)

SUNDAY 7 SEPTEMBER - BO'NESS - The Down Passenger loop and associated signals will be brought back into use. (27)

### DETAILS OF WORK ALREADY CARRIED OUT

CARLISLE P.S.B. - The Siding "B" and Siding "C" Lines through Carlisle Station, have been renamed "B" UP and DOWN Goods and "C" UP and DOWN Goods respectively.

The former Position Light Ground Signals CE.296, 297, 315 and 316 reading therefrom have been recovered, together with the Position Light Ground Signal CE.335 at 0 miles 506 yards and associated "OFF" Indicator applying to set back movements from the DOWN Main.

New signals have been provided as shown on the sketch on page C5. Other signals will have additional/amended routes and or indications, and are as stated in the Scheduled Route List of Main Running Signals and Position Light Ground Signals on Pages C2 and C3.

#### LINE DIRECTION

The DOWN Main is now bi-directional between Omiles505yds and Omiles1230yds.

#### A.W.S.

The Magnet in the UP Main 200 yards in rear of Signal CE.431 has been recovered. A new bi-directional Magnet has been provided in the DOWN Main at Omiles660yds, applicable to Signals CE.335 and 431, and is 121 yards equidistant in rear of both signals.

The Magnet located in the UP Goods adjacent to Signal CE.437, has been repositioned to be 200 yards in rear of the signal.

A new Magnet has been provided in the UP Goods 200 yards in rear of Signal CE.461.

### APPLICATIONS OF MAIN RUNNING SIGNALS AND POSITION LIGHT GROUND SIGNALS

SIGNAL (CE)	ASPECT	INDICATION	ROUTE TO
296	Main	"E"	Up & Down Newcastle
&	Main	"W"	Up Main
297	P.L.		Up Main
	P.L.	"NCK"	Shunting Neck
115	Main	-	Down Main
&	P.L.	•	Down Main
316	P.L.	"XUM"	Up Main "L.O.S."
335	Main	"B8"	No.8 Bay
	P.L.	"B8"	No.8 Bay
	Main	"B7"	No.7 Bay
	P.L.	"B7"	No.7 Bay
	Main	"4"	No.4 Platform
	P.L.	"4"	No.4 Platform
	Main	"GC"	"C" Up & Down Goods
	P.L.	"GC"	"C" Up & Down Goods
	Main	"GB"	"B" Up & Down Goods
	P.L.	"GB"	"B" Up & Down Goods
	Main	"3"	No.3 Platform
	P.L.	"3"	No.3 Platform
	Main	"1"	No.1 Platform
	P.L.	"1"	No.1 Platform
	P.L.	"SDG"	Siding "A"
	P.L.	"SDG"	No.1 Siding
	P.L.	"SDG"	No.2 Siding
286 *	Main	"GB"	"B" Up & Down Goods
	P.L.	"GB"	"B" Up & Down Goods
	Main	"GC"	"C" Up & Down Goods
	P.L.	"GC"	"C" Up & Down Goods

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued CARLISLE P.S.B. - continued

APPLICATIONS OF MAIN RUNNING SIGNALS AND POSITION LIGHT GROUND SIGNALS - continued

MAIN SIGNALS SIGNAL (CE)	ASPECT	INDICATION	ROUTE TO
336 *	Main	"GC"	"C" Up & Down Goods
	P.L.	"GC"	"C" Up & Down Goods
	Main	"GB"	"B" Up & Down Goods .
	P.L.	"GB"	"B" Up & Down Goods
408 *	Main	"GB"	"B" Up & Down Goods
	P.L.	"GB"	"B" Up & Down Goods
	Main	"GC"	"C" Up & Down Goods
	P.L.	"GC"	"C" Up & Down Goods
431 *	P.L.	Position 1	Down Goods
437 *	Main .	Position 2	Up Main
	Main	Position 1	Down Main
438 *	Main	Position 4	Down Main
POSITION LIGH	T GROUND SIGNALS		
295 *	P.L.		"B" Up & Down Goods
	P.L.		"C" Up & Down Goods
	P.L.	"B5"	No.5 Bay
325 *	P.L.	-	"C" Up & Down Goods
	P.L.		"B" Up & Down Goods

Notes: \* - Additional Route/Indications only.

A sketch of the permanent way and signalling arrangements is shown on Page C5.

BETWEEN SHIELDMUIR AND MOTHERWELL - The main line trailing crossover (No.204) has been secured out of use.

LARKFIELD JN - The facing crossover Down fast to Clydesdale line is now available for use. (26)

CAMPS LEVEL CROSSING - Camps Gatebox has been closed and the level crossing removed. Down Midcalder line signal EJ701 is now an automatic signal and a sign has been provided.

\* \*MIDCALDER JN TO HOLYTOWN JN - The permanent speed restriction of 50mph on the Down line \* between 132mp and 112mp has been increased to 60mph between 132mp and 11m1220yd.

The permanent speed restrictions of 60mph on the Down line and 50mph on the Up line between 9mp and 72mp have been deleted.

The permanent speed restrictions of 60mph on the Down line and 50mph on the Up line Over curves between 23mp and 13mp have been deleted.

(24) See Section D of this Notice.

BETWEEN GIRVAN AND PINWHERRY - The permanent speed restriction of 20mph in the Down and Up directions on the Single line over Bridge No.9 between 1m680yd and 1m730yd has been increased to 45mph in both directions.

(26)

See section D of this notice

### WON-C4

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

\* \*HOLM JN - The Ardrossan branch has been secured out of use and all associated signals 
\* have been removed. All other connections controlled from Holm Jn are secured for the 
main line.

Holm Jn is retained as a block post until further notice.

See section D of this notice.

(24)

- \* \*POLMONT JN TO LARBERT JN The Permanent speed restrictions on the above route have \* been amended. See Section D of this notice. (24)
- CLYDEBANK DOCK JN Signal CD62 has been repositioned 40 yards farther from the box.

(26)

BETWEEN CLYDEBANK CENTRAL JN AND OLD KILPATRICK - The One Train Working Regulations no longer apply. The line is worked as a yard but only one train is allowed on the line at a time. The maximum permissible speed has been altered to be 5mph.

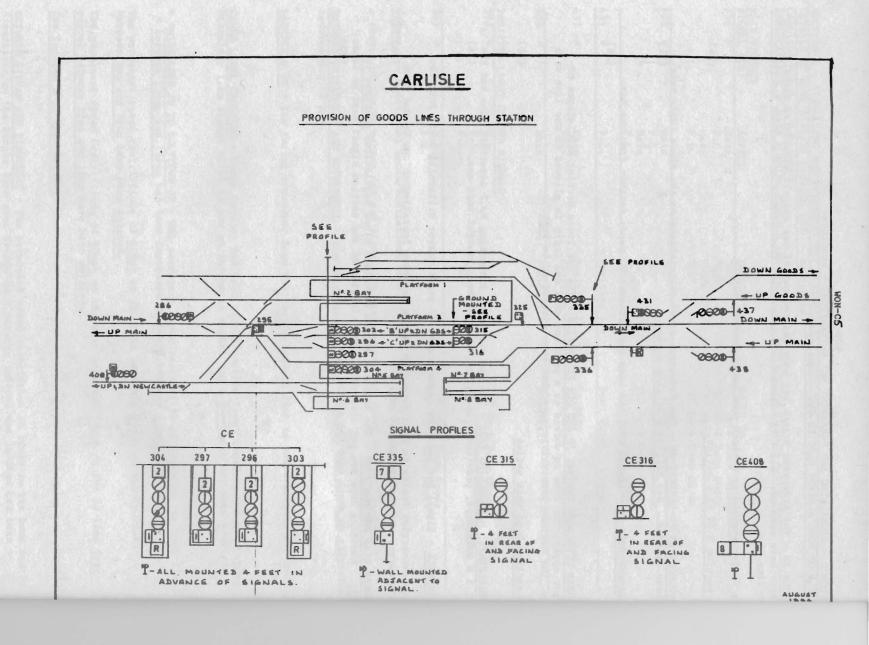
See section D of this notice

(26)

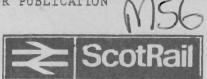
- \* \*MILLERHILL MARSHALLING YARD The new crossover connecting No.2 departure line and the \* C & W Workshops, previously installed, has now been brought into use. (24)
- MILLERHILL Signal M46 has been repositioned 67 yards nearer Millerhill South Junction.

A new connection facing to Down direction trains has been installed on the Up and Down South curve, and secured out of use. (26)

BETWEEN USAN AND MONTROSE - The Scottish Region Tokenless Block Regulations continue to apply. Shunting keys are not available. The clearing of the section signal must be taken as authority to shunt onto the single line. (25)



Indien



No.25

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 13 SEPTEMBER

to

FRIDAY 19 SEPTEMBER 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

## WON-C3 SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

### DETAILS OF WORK ALREADY CARRIED OUT

\* \* CARLISLE P.S.B. - The Siding "B" and Siding "C" Lines through Carlisle Station, have been renamed "B" UP and JOWN Goods and "C" UP and DOWN Goods respectively.

The former Position Light Ground Signals CE.296, 297, 315 and 316 reading therefrom have been recovered, together with the Position Light Ground Signal CE.335 at 0 miles 506 yards and associated "OFF" Indicator applying to set back movements from the DOWN Main.

New signals have been provided as shown on the sketch on page C6. Other signals will have additional/amended routes and or indications, and are as stated in the Scheduled Route List of Main Running Signals and Position Light Ground Signals on Pages C3 and C4.

### LINE DIRECTION:

The DOWN Main is now bi-directional between Omiles505yds and Omiles1230yds.

### A.W.S.:

The Magnet in the UP Main 200 yards in rear of Signal CE.431 has been recovered. A new bi-directional Magnet has been provided in the DOWN Main at Omiles660yds, applicable to Signals CE.335 and 431, and is 121 yards equidistant in rear of both signals.

The Magnet located in the UP Goods adjacent to Signal CE.437, has been repositioned to be 200 yards in rear of the signal.

A new Magnet has been provided in the UP Goods 200 yards in rear of Signal CE.461.

### APPLICATIONS OF MAIN RUNNING SIGNALS AND POSITION LIGHT GROUND SIGNALS

MAIN SIGNALS SIGNAL (CE)	ASPECT	INDICATION	ROUTE TO
296	Main	"E"	Up & Down Newcastle
6	Main	10W11	Up Main
297	P.L.		Up Main
	P.L.	"NCK"	Shunting Neck
315	Main		Down Main
6	P.L.		Down Main
316	P.L.	"XUM"	Up Main "L.O.S."
335	Main	"B8"	No.8 Bay
	P.L.	"B8"	No.8 Bay
	Main	"B7"	No.7 Bay
	P.L.	"87"	No.7 Bay
	Main	.11411	No.4 Platform
	P.L.	11411	No.4 Platform
	Main	"GC"	"C" Up & Down Goods
	P.L.	"GC"	"C" Up & Down Goods
	Main	"GB"	"B" Up & Down Goods
	P.L.	"GB"	"B" Up & Down Goods
	Main	11311	No.3 Platform
	P.L.	"3"	No.3 Platform
	Main	"1"	No.1 Platform
	P.L.	"l"	No.1 Platform
	P.L.	"SDG"	Siding "A"
	P.L.	"SDG"	No.1 Siding
	P.L.	"SDG"	No.2 Siding
286 *	Main	"GB"	"B" Up & Down Goods
	P.L.	"GB"	"B" Up & Down Goods
	Main	"GC"	"C" Up & Down Goods
	P.L.	"GC"	"C" Up & Down Goods

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued DETAILS OF WORK ALREADY CARRIED OUT - continued CARLISLE P.S.B. - continued

APPLICATIONS OF MAIN RUNNING SIGNALS AND POSITION LIGHT GROUND SIGNALS - continued

MAIN SIGNALS SIGNAL (CE)	ASPECT	INDICATION	ROUTE TO
336 *	Main	"GC"	"C" Up & Down Goods
	P.L.	"GC"	"C" Up & Down Goods
	Main	"GB"	"B" Up & Down Goods
	P.L.	"GB"	"B" Up & Down Goods
* 80+	Main	"GB"	"B" Up & Down Goods
-	P.L.	"GB"	"B" Up & Down Goods
	Main	"GC"	"C" Up & Down Goods
	P.L.	"GC"	"C" Up & Down Goods
*31 *	P.L.	Position 1	Down Goods
*37 *	Main	Position 2	Up Main
	Main	Position 1	Down Main
¥38 <b>*</b>	Main	Position 4	Down Main
POSITION LIGHT	T GROUND SIGNALS		
295 *	P.L.	STATE OF THE STATE	"B" Up & Down Goods
	P.L.		"C" Up & Down Goods
	P.L.	"B5"	No.5 Bay
325 *	P.L.		"C" Up & Down Goods
223 "			o op a bown coods

Notes: \* - Additional Route/Indications only.

A sketch of the permanent way and signalling arrangements is shown on Page C6.

- \* \* BETWEEN SHIELDMUIR AND MOTHERWELL The main line trailing crossover (No.204) has been secured out of use. (25)
- \* \* CAMPS LEVEL CROSSING Camps Gatebox has been closed and the level crossing removed.

  \* Down Midcalder line signal EJ701 is now an automatic signal and a sign has been provided. (25)

RUTHERGLEN - The existing pedestrian level crossing, for use of BR Staff only giving access to the Regional Training Centre from Rutherglen Station over the Down Argyle line, Rutherglen West Curve single line and the Engineer"s Training siding, has been converted to a miniature Red/Green warning lights installation as described in the General Appendix, Section 7.

The existing notice boards worded "STOP SOUND HORN BEFORE PROCEEDING", located on the Engineers Training siding 25 yards on each rail approach to the crossing have been removed and replaced by notice boards worded "PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" at the same locations, together with associated Drivers white lights and plungers. (27)

<u>LARKFIELD JN</u> - The facing crossover Down fast to Clydesdale line is now available for use.
(26)

WON-C5

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

BETWEEN GIRVAN AND PINWHERRY - The permanent speed restriction of 20mph in the Down and Up directions on the Single line over Bridge No.9 between 1m680yd and 1m730yd has been increased to 45mph in both directions.

See section D of this notice

(26)

STEVENSTON NO.2 - The box has ceased to be a block post and is retained as a gate box. The block section has been extended to be from Stevenston No.1 to Holm Jn.

All signals controlled from Stevenston No.2 have been removed with the exception of the Down distant, Down home 2, Up distant and Up section signals which have been retained to protect the level crossing. The Down loop to Down main connection has been disconnected and secured out of use.

(27)
(Effective until 14.9.86)

HOLM JN - The Down home 1 and Up section signals have been removed.

(Effective until 14.9.86)

(27)

BO'NESS - The Down Passenger loop and associated signals have been brought back into use.
(27)

CLYDEBANK DOCK JN - Signal CD62 has been repositioned 40 yards farther from the box. (Effective until 14.9.86) (26)

BETWEEN CLYDEBANK CENTRAL JN AND OLD KILPATRICK - The One Train Working Regulations no longer apply. The line is worked as a yard but only one train is allowed on the line at a time. The maximum permissible speed has been altered to be 5mph.

See section D of this notice

(26)

MILLERHILL - Signal M46 has been repositioned 67 yards nearer Millerhill South Junction.

A new connection facing to Down direction trains has been installed on the Up and Down South curve, and secured out of use. (26)

\* \* BETWEEN USAN AND MONTROSE - The Scottish Region Tokenless Block Regulations continue

\* to apply. Shunting keys are not available. The clearing of the section signal must
be taken as authority to shunt onto the single line. (25)

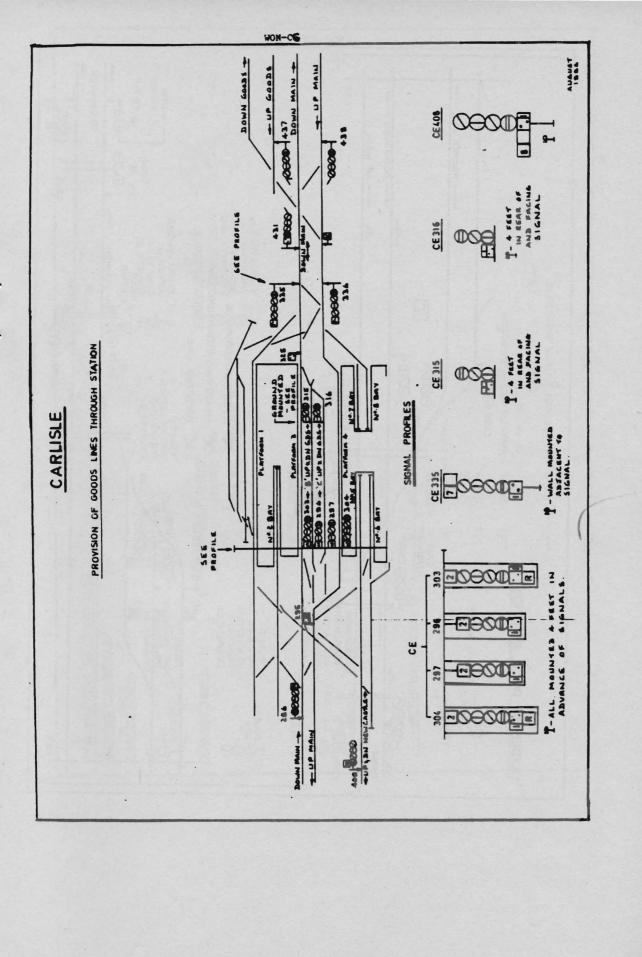
MILLBURN JN - The Up Independent line headshunt has been removed, the Up Independent line end of the connection with the Up Aviemore line being retained as trap points. The yellow small arm signal applying Up Independent line towards Up Aviemore line has become a red small arm signal.

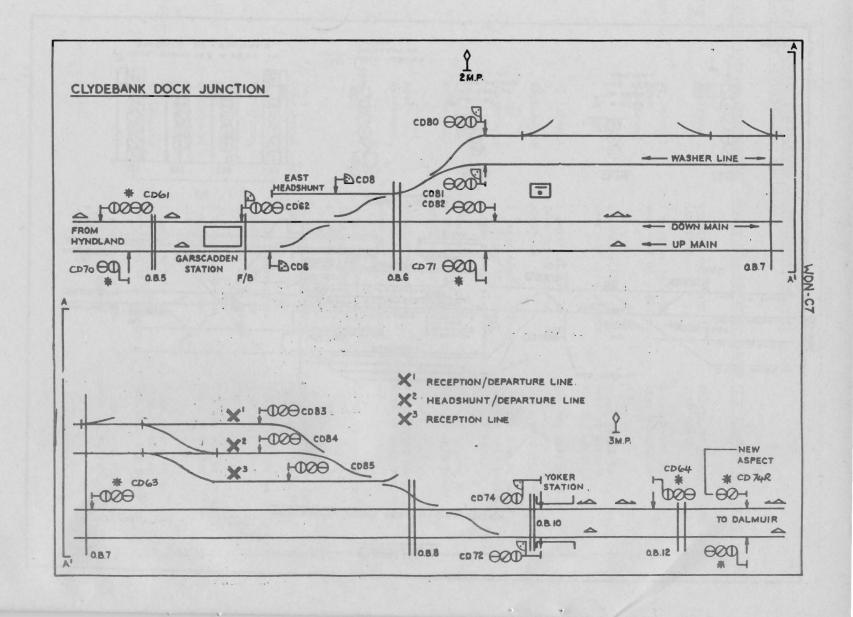
The 5-lever Yard ground frame has been removed together with all points and signals controlled therefrom.

The trailing connection between the Up Aviemore line and Millburn Yard has been renewed in a new alignment nearer the Up Aviemore line. The trap points at the exit from the Marshalling Yard have been renewed approximately 75 yards from the box. The ground disc signal applying Marshalling Yard towards Up Aviemore line has been renewed as a ground position light signal immediately on the Yard side of the new trap points application unaltered.

The Weigh Bridge Road has been slued into the new Yard connection in hand points immediately on the Yard side of the position light Yard exit signal.

The Up Avienore home 2 signal has been repositioned 39 yards further from the box. (26)





#### EXPLANATION OF SYMBOLS. COLOUR LIGHT SIGNALS. 2 ASPECT SIGNAL. CAPABLE OF CAPABLE OF CAPABLE OF DISPLAYING DISPLAYING RED DISPLAYING YELLOW OR RED OR YELLOW RED ASPECT GREEN ASPECT. RED OR GREEN ASPECT. ASPECT. SUBSIDIARY SIGNAL ROUTE INDICATOR 3 ASPECT SIGNAL POSITION LIGHT JUNCTION TYPE (NORMALLY OUT) CAPABLE OF RED ASPECT DISPLAYING RULE BOOK - SECTION 'C' PROCEED ASPECT :-RED, YELLOW TWO WHITE LIGHTS AT 45° OR GREEN ASPECT. SHUNT SIGNAL 4 ASPECT SIGNAL ELEVATED POSITION LIGHT CAPABLE OF NORMAL ASPECT :- RED & DISPLAYING WHITE HORIZONTAL LIGHTS RED YELLOW, PROCEED ASPECT :- TWO DOUBLE YELLOW RED WHITE LIGHTS AT 45° OR GREEN ASPECT ASPECT. MISCELLANEOUS POINTS MILE POST CONTROLLED HAND POINTS EXISTING SIGNAL. PRING POINTS A.W.S. AW.S. - OPERATIONAL IN DIRECTION

OF ARROW

A.W.S. - OPERATIONAL IN BOTH DIRECTIONS



No.26

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 20 SEPTEMBER

to

FRIDAY 26 SEPTEMBER 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER



# WARNING



# A.C. ELECTRIFICATION

## ENERGISATION OF OVERHEAD LINE EQUIPMENT

Additional equipment as detailed below, has been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

Location	Lines affected	At or between
7 miles 1730 yds (between Paisley and Elderslie) and Ayr - 41 miles 490 yds on Down line 40 miles 1580 yds on Up line (between Ayr Station and Belmont LC)	Down and Up Ayr	Existing live equipment at structure Nos.LA/01/and LA/01/20 to LA/55/3 and LA/55/06
Elderslie	Up and Down Passenger Loop	
Brownhill	Up Passenger Loop Down Passenger Loop	
Kilwinning	Up Goods Loop	
Between Kilwinning Jn and Dubbs Jn	Down and Up Largs	Junction with Ayr lines at Kilwinning and structure Nos.LB/02/02 and LB/02/01.

Location	Lines affected At or between
Between Byrehill Jn and Dubbs Jn	Single
Barassie	Up Goods Loop Down Passenger Loop
Falkland	Down Goods Loop Nos.l and 2 Up Goods Loops
Ayr Station	Nos.1 and 2 Platforms
Ayr Townhead	Washing Plant Road Washing Plant shunt spur By-Pass Loop Carriage Sidings shunt spur Nos.3-8 Carriage Sidings

### LINESIDE BUILDINGS

All concerned to note that the bare wires from the roof of the undernoted Track Section Cabins to the adjacent overhead line equipment have been energised at 25,000 volts and must be considered ALIVE at all times.

Lochwinnoch TSC - located on the Up side of the line, 440 yards west of Lochwinnoch Station.

Kilwinning TSC - located on the Up side of the line at Kilwinning Jn.

Barassie TSC - located on the Up side of the line, 655 yards west of Barassie Station.

Ayr TSC - located on the Down side of the line opposide Townhead Yard.

IT IS EMPHASIZED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE. (MR/EL/14/E/2/86)



# **WARNING**



# A.C. ELECTRIFICATION

### ENERGISATION OF OVERHEAD LINE EQUIPMENT

THE OVERHEAD LINE EQUIPMENT detailed below, has been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

OVERHEAD LINE EQUIPMENT

Location

Lines affected

At or between

Paisley TSC and 7 miles 1730yds

(Between Paisley &

Elderslie)

Down and Up Ayr Existing live equipment at structure Nos.LA/00/04 and LA/00/05 to LA/01/19

and LA/01/20.

IT IS EMPHASIZED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES. AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE. (MR/EL/14/E/1/86)

#### SECTION A

### TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified)

Warning Boards and indicators provided unless otherwise shown.

/ Indicates that the Warning Boards and Indicators will be moved as the work progresses.

Where two speeds are shown for restriction eg  $\frac{20}{40}$  The Rule Book, Section U, Clause 1.2 applies.

					Mil	eage		Restri-		
		Lines			At or			ction		
Loc	ation	affec	ted	M	Yd	M	Yd	mph	Remarks	
CAR	LISLE TO GLASGOW CEN	TRAL								
1	Shieldmuir Jn and Garriongill Jn	-	Up	86	1046	85	1740	<del>20</del> 40	Trackwork. Begins 00 00	(86/26) Sun 21 Sep
2	Uddingston Jn	Down Main	-	93	000	93	1087	20	Trackwork.	(86/24)
3	Uddingston Jn	Down Main	-	93	1087	93	1220	40	Condition of	track. (86/24)
4	Polmadie and Larkfield Jn	Down Clyde sdale	-	100	1500	101	44	20	Condition of	track. (86/20)
MII	CALDER JN TO HOLYTOW	n jn								
5	Hartwood and Bellside GF	Down	-	6	980	6	985	40	Condition of	track. (86/4)
LAW	JN TO UDDINGSTON JN	1								
6	Holytown Jn and Ravenscraig No.2	-	Up	88	1340	88	1260	40	Condition of	track. (86/23)
7	Uddingston Jn	-	Up	M: 0	I NUS 70	0	400	20	Condition of	track. (86/20)
RUI	HERGLEN CENTRAL JN I	O FINN	i <b>est</b> o	N						
8	Anderston Tunnel and Bridgeton	-	Up	1	1230	1	880	20	Condition of	track. (85/34)
LAR	KFIELD JN TO SHIELDS	JN								
9	Terminus Jn and Shields Jn	Down	-	101	1140	101	1320	20	Condition of	track. (86/63)
GRE	TNA JN TO EGLINTON S	TREET	JN (V	IA KI	LMARNO	CK)				
10	Dumfries South	Down	-	92	1100	92	920	<del>20</del> <del>40</del>	Condition of	track. (85/50)
11	Dumfries South	-	Up	92	920	92	1100	40	Condition of	track. (85/43)

Loc	ation	Line affec	-	M	Mil At or Yd	eage betwe	en Yd	Restri- ction mph	Remarks	
GRE	TNA JN TO EGLINTON	STREET_	AIV) NL	KI	LMA RNO	CK) -	- cont	inued		
12	Dumfries Station	Down	-	92	000	91	880	20	Trackwork.	(86/22)
13	Dumfries Station	-	Up	91	440	91	1400	20	Trackwork.	(86/19)
14	Auchinleck and Mauchline	Down	-	46	440	46	00	20	Trackwork.	(86/22)
15	Mwirhouse North Jn and Eglinton Street Jn	Down Branch	Up Branch	0	704	0	1084	20	Trackwork.	(86/23)
MUI	RHOUSE CENTRAL JN TO	MUIRH	OUSE NO	RTH	JN (V	IA C	THCAR:	r) (CATHC	ART CIRCLE)	
16	Crosshill and Pollokshields East	Inner	-	0	1550	0	880	20	Trackwork.	(86/17/18)
BRI	DGE STREET JN TO STI	RANRAER								
17	Lochwinnoch and Johnstone	-	Up	10	1320	10	700	20	Trackwork.	(86/20)
18	Lochwinnoch and Johnstone	-	Uр	15	1190	15	600	$\frac{20}{40}$	Trackwork	(86/20)
19	Lochwinnoch and Glengarnock	Down	Up	18	750	18	790	20	Condition of (UB No.43). NOTE: For a except Elect	(86/24) ll trains ric/Diesel
20	Lochwinnoch and Glengarnock	Down	Ùр	18	750	18	790	40 .	Condition of (UB No.43). NOTE: For Electric/Die Units Only.	bridge (86/24) sel Multiple
21	Kilwinning Jn and Dalry	-	Up	25	1375	25	820	20	Trackwork.	(86/25)
PAI	SLEY TO GOUROCK									
22	Port Glasgow and Woodhall	-	Up	120	740	119	1550	20	Trackwork.	(86/24)
23	Wemyss Bay Jn and Ladyburn	Down	-	121	700	121	1610	20	Trackwork.	(86/12)
WEN	YSS BAY JN TO WEMYS	S BAY								
24	Containerbase Jn and Wemyss Bay Jn	-	Up	0	640	0	120	20	Trackwork.	(86/22)
25	Wemyss Bay Jn and Containerbase	Down	-	0	120	0	640	20	Trackwork.	(86/25)
KIL	WINNING JN TO LARGS									
26	Holm Jn	Down	-	30	920	30	1540	20	Trackwork. Finishes 00	(86/19) 30 Sun 21 Sep
26 <i>A</i>	. Holm Jn	Sing	le	30	920	30	1540	40	Trackwork. Begins 00 30	(86/26) Sun 21 Sep.

		Line	es .		At or	leage betw	een	Restri- ction		
Loc	ation	affe		<u>M</u>	PY Yd	М		mph	Remarks	
<u>KI</u> I	WINNING JN TO LARGS	- cont	inued							
27	West Kilbride and Holm Jn	-	Up Goods	33	1100	33	440	20	Trackwork. Begins 18 00	(86/26) Sun 21 Sep.
M01	THERWELL TO PERTH									•
28	Greenhill Lower Jn and Carmuirs West Jn	Down	-	106	1252	107	440	<del>20</del> <del>40</del>	Trackwork.	(86/24)
WH I	FFLET NORTH JN TO RI	UTHERGI	EN EAS	I JN						
29	Langloan Jn and Carmyle Jn	Down	-	2	1300	2	1230	20	Condition of	track. (86/10)
EDI	NBURGH WAVERLEY TO	GLASGOV	QUEEN	STRI	EET (V	/IA F.	ALKIRK	HIGH)		
30	Lenzie	Down	-	6	780	6	308	20 40	Trackwork.	(86/24)
31	Bishopbriggs	-	Up	3	000	3	577	<del>20</del> 40	Trackwork.	(86/24)
NEW	BRIDGE JN TO BATHGA	<u>re</u>								
32	Newbridge Jn and Cawburn Jn	Down	-	33	1060	<b>≠</b> 32	1320	20	Trackwork.	(86/17/18
HYN	IDLAND EAST JN TO DAI	LMUIR_E	ARK (V	IA CI	LYDEBA	NK)				
33	Garscadden and Clydebank Dock Jn	Down	-	ì	1520	1	1750	20	Trackwork.	(86/24)
34	Clydebank Dock Jn and Garscadden	-	Up	1	1750	1	1520	20	Trackwork. Begins 00 00	(86/26) Sun 21 Sep.
CRA	IGENDORAN JN TO FOR	r WILLI	:AM							
35	Garelochhead and Glen Douglas	Sing	;le	12	400	12	500	10	Condition of (UB No.34).	bridge (86/12)
36	Arrochar & Tarbet and Ardlui	Sing	;le·	23	200	23	400	20	Bridgework. (	UB No.70) (86/25)
TWE	EDMOUTH TO EDINBURGE	H WAVE	LEY							
<u>TWE</u> 37		Down		30	50	29	1750	20	Bridgework. (	(86/15)
 37	EDMOUTH TO EDINBURGE Oxwellmains and Dunbar	Down							Finishes 15 0	(86/15)
	EDMOUTH TO EDINBURGE			30 8	50 66		1750 880	20	Ü	(86/15) 0 Wed 24 Sep
37 38	Oxwellmains and Dunbar  Prestonpans and Monktonhall Jn	Down		8					Finishes 15 0 Trackwork. Applies 08 00	(86/15) 0 Wed 24 Sep
37 38 39	Oxwellmains and Dunbar  Prestonpans and Monktonhall Jn	Down Down	- - Up	8	66 748	7	880 66	20	Finishes 15 0 Trackwork. Applies 08 00 Sun 21 Sep.	(86/15) 0 Wed 24 Seg to 15 15

				Mi	leage		Restri-	
•		Lines		At or	betw	een	ction	Demonito
Loc	ation	affect	ed r	1 Yd	М	Yd	mph	Remarks
	LERHILL TO PORTOBELL Millerhill and Niddrie South Jn	O (GOOD: Down 1		1280	4	1100	20	Condition of Track. (85/22)
HAY	MARKET WEST JN TO AB	ERDEEN						
42	Inverkeithing East Jn and Burntisland	Down -	- 17	550	17	880	20	Trackwork. (86/24)
43	Burntisland and Inverkeithing East Jn	- ī	Эр 17	880	17	550	20	Trackwork.  Applies 08 00 to 16 00 daily, Sun 21 to Fri 26 Sep.
44	Laurencekirk and Craigo	<b>-</b> (	Jp 210	550	210	110	40	Trackwork.  Applies 22 00 Sat 20 to 24 00 Sun 21 Sep.
45	Craigo and Laurencekirk	Down -	- 210	110	210	550	20	Trackwork. (86/20)
LAD	YBANK JN TO HILTON J	<u>N</u>						
46	Ladybank Jn and Clatchard Craig South GF	Single	. 5	1680	6	00	20	Bridgework (UB No.13) (86/8)
PER'	TH TO INVERNESS							
47	Pitlochry and Blair Atholl LC	Single	29	1380	30	320	40	Condition of track. (86/24)
48	Kingussie LC and Kincraig Loop	Single	e 73	390	73	990	<del>20</del> 40	Trackwork. (86/25)
49	Culloden Moor	Single	e 111	660	111	710	<b>20</b>	Trackwork. Applies 21 00 Sat 20 to 10 00 Fri 26 Sep.
ABE	RDEEN TO INVERNESS							
50	Keith and Rosarie LC	Single	. 28	1640	<b>≠</b> 28	320	$\frac{20}{40}$	Trackwork. (86/15)
51	Rosarie LC and Elgin	Single	27	198	26	1078	<del>20</del> 40	Condition of track. (85/33)
INV	ERNESS TO WICK							
52	Dingwall and Foulis LC (RG)	Single	21	710	21	1130	20	Trackwork. (86/24)
52A	Tain and Ardgay	Single	49	1606	49	1716	20	Condition of bridge. (UB No.113). (86/24)
53	Helmsdale and Kildonan LC (Open)	Single	109	550	109	700	20	Bridgework (UB No.276) (86/25)

WON-AS

		Mileage			Restri	-	
	Lines			between	ction		
Location	affected	M	Υd	M Yd	mph	Remarks	
DINGWALL TO KYLE OF L	OCHALSH						
INGWALL TO KYLE OF L	OCHALSH Single	28	00	28 1000	20	Trackwork.	(86/25)

## TEMPORARY ENGINEERING WORKS

At	or between	Lines affected	Remarks
	LISLE TO GLASGOW		
55	Shieldmuir Jn and Motherwell	A11	00 00 to 05 00 daily. Signalling work.
56	Glasgow Central	All	00 00 to 06 00 daily. Signalling work.
SAT	URDAY 20 SEPTEMBE	<u>R</u>	
57	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 50 to 05 10. Overhead line work. Trains diverted via Wishaw Cen. Isolation of electrical sections MC1 (f) and MC2 (a).
58	Larkfield Jn and Glasgow Central	Down and Up Slow No.1 Down and Up and Nos.2 and 3 Carriage Sidings BLOCKED Lines W and X and Platforms Nos.1 to 6 BLOCKED (to electric trains)	00 00 to 05 00. Overhead line work. <u>Isolation of electrical sections EGl and 2</u> .
59	Glasgow Central	No.1 Down Line BLOCKED	00 30 to 05 30. Track renewal at Points No.382B.
SUN	DAY 21 SEPTEMBER		
60	Carlisle South Jn	A11	07 30 to 16 00. Signalling work. Points and signals disconnected.
61	Kirtlebridge GF and Lockerbie	Down and Up BLOCKED	07 00 to 16 00. Signalling work (Lockerbie), track renewal, loading rails and track maintenance. Isolation of electrical sections EU1 and 2.
62	Lockerbie and Wamphray GF	Down and Up BLOCKED	07 00 to 16 00. Signalling work (Lockerbie), overhead line work and bridgework (UB No.126). Isolation of electrical sections EM3 and 4.
63	Wamphray GF and Beattock	Down and Up BLOCKED	07 15 to 16 00. Overhead line work. <u>Isolation of electrical sections EM3 and 4 and LM3 and 4.</u>
64	Beattock South and Summit	Down and Up BLOCKED	07 25 to 16 30. Signalling work (Beattock RR), drainage and loading rails. <u>Isolation of electrical sections LM3 and 4.</u>
65	Summit and Abington	Down and Up BLOCKED	08 00 to 16 30. Track renewal.
66	Abington and Symington GF	Down and Up BLOCKED	07 35 to 16 15. Track renewal, track maintenance, drainage and loading rails. <u>Isolation of electrical sections LC3 and 4.</u>
67	Carstairs South Jn and Symington GF	Up BLOCKED Down BLOCKED	02 30 to 11 00 ) Track maintenance. 11 15 to 16 30 )
68	Carstairs Station Jn and Lanark Jn	Down and Up BLOCKED	08 00 to 16 00. Track renewal.

		<u> Lines affected</u>	
AL C	or between	Lines affected	Remarks
	DAY 21 SEPTEMBER	<u>- continued</u>	•
68A	Lanark Jn and Law Jn	Down BLOCKED Up BLOCKED (to electric trains) Up BLOCKED	03 00 to 17 15 ) Signalling work (Cleghorn LC), 03 00 to 08 00 ) everhead line work, track ) renewal and track maintenance. 08 00 to 16 00 ) Single line working over Up line 03 00 to 08 00. Isolation of electrical sections MC3 and 4, 03 00 to 16 00.
69	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 00 to 16 00. Signalling work (Shieldmuir), loading material and track renewal. Trains diverted via Wishaw 00 00 to 08 00. Isolation of electrical sections MCl and 2.
70	Logans Road LC and Uddingston Jn	Down and Up BLOCKED	00 15 to 22 30. Unloading rails, earthwork, drainage, track renewal and track maintenance. Inter-Regional trains diverted via R&C lines 00 15 to 08 30 and via Hamilton and Holytown Jn 16 00 to 22 30. Motherwell/Dalmuir/Motherwell services diverted via Hamilton Central and terminate/start Bellshill. Isolation of electrical sections MN1 and 2, 00 15 to 07 30, MN1 (b, c and d) and MN2 (e, f and g) 07 30 to 22 30.
71	Uddingston Jn and Newton West Jn	Down and Up BLOCKED	00 15 to 22 30. Platform work (Uddingston) and overhead line work. Inter-Regional trains diverted via R&C lines 00 15 to 08 30 and via Hamilton and Holytown Jn 16 00 to 22 30, Motherwell/Dalmuir services diverted via Hamilton Cen and terminate/start Bellshill. Isolation of electrical sections MN5 and 6, 00 15 to 05 00, MN1 and 2, 00 15 to 07 30, MN1(b,c and d) and MN2(e,f and g), 07 30 to 22 30.
72	Polmadie	All .	08 00 to 17 00. Signalling work.
	Polmadie and Eglinton Street Jn	Down Holding Sidings BLOCKED (to electric trains) Down and Up Fast and Down and Up Clydesdale BLOCKED (to electric trains) Down and Up Fast and Down and Up Clydesdale BLOCKED	01 00 to 17 50 ) Track renewal and overhead
	Larkfield and Glasgow Central	Down and Up Slow No.1 Down and Up and Nos.2 and 3 Carriage Sidings BLOCKED Lines 3 and 4 W, X, Y and Platforms Nos.1 to 9 BLOCKED (to electric trains)	00 00 to 08 00. Overhead line work. Isolation of electrical sections EG1, 2, 3 and 4 and EN3 and 4.
75	Glasgow Central	A11	08 00 to 17 00. Signalling + >+k.
76	Glasgow Central	No.6 Line BLOCKED	08 00 to 18 00. Track tenews at points No.358.
77	Glasgow Central	Line Y BLOCKED	08 00 to 18 00 Track 'enew' at prints No.3 // C.

SECTION B	-	TEMPORARY	ENGINEERING	WORKS	-	continued
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SEC	TION B - TEMPORAR	Y ENGINEERING WORKS -	continued
At	or between	Lines affected	Remarks
CAR	LISLE TO GLASGOW DAY 21 SEPTEMBER	CENTRAL - continued - continued	
78	Glasgow Central	No.1 Down and Up Line BLOCKED No.3 Line BLOCKED (to electric trains)	00 30 to 08 00. Painting gantries H and I. <u>Isolation of electrical sections EG1, 2, 3 and 4.</u>
79	Glasgow Central	No.1 Platform BLOCKED	08 00 to 18 00. Track maintenance.
MON	DAY 22 SEPTEMBER		
80	Newton West Jn and Rutherglen West Jn	Down and Up Main/ Fast and Down Slow BLOCKED Up Slow BLOCKED (to electric trains)	00 00 to 05 05. Overhead line work. Electric hauled trains diverted via Cathcart Circle (Queens Park). Isolation of electrical sections EN1, 2, 3 and 4.
81	Polmadie and Rutherglen West Jn	Up Slow BLOCKED	00 00 to 05 05. Overhead line work. <u>Isolation of electrical sections EN3.</u>
MON	DAY 22 to FRIDAY	26 SEPTEMBER	
82	Wamphray GF and Beattock South	Down BLOCKED (to electric trains)	06 30 to 09 30 daily. Overhead line work.  Isolation of electrical sections LM4 and EM4.
TUE	SDAY 23 SEPTEMBER		
83	Summit and Abington	Down BLOCKED	07 15 to 10 00. Track renewal.
84	Symington GF and Abington	Up BLOCKED	02 30 to 05 15. Track maintenance.
85	Carstairs and Symington GF	Up BLOCKED	02 20 to 05 10. Track renewal.
TUE	SDAY 23 and WEDNE	SDAY 24 SEPTEMBER	
86	Glasgow Central	No.5/Y Line BLOCKED	00 30 to 05 00 daily. Track renewal at points No.343A.
TUE	SDAY 23 to FRIDAY	26 SEPTEMBER	
87	Abington and Summit	Up BLOCKED	02 25 to 05 25 daily. Track renewal.
88	Larkfield Jn and Glasgow Central	Down and Up Slow No.1 Down and Up and Nos.2 and 3 Carriage Sidings BLOCKED Lines W and X and Platforms Nos.1 to 6 BLOCKED (to electric trains)	00 00 to 05 00 daily. Overhead line work.  Isolation of electrical sections EG1 and 2, EN3 (a and b) and EN4 (d).
	Bridge Street Jn and Glasgow Central	Lines Nos.3 and 4 BLOCKED Line Y, Nos.4, 5 and 6 Carriage Sidings and Platforms Nos.7, 8 and 9 BLOCKED (to electric trains)	00 00 to 05 00 daily. Overhead line work.  Isolation of electrical sections EG3 (a to g) and EG4 (d and e).

$\overline{}$					
At	or betwee	n	Lines	affected	Remarks

CARLISLE TO GLASGOW CENTRAL - continued THURSDAY 25 and FRIDAY 26 SEPTEMBER

90 Glasgow Central No.6/Z Line BLOCKED 00 30 to 05 00 daily. Track renewal at points No.343B.

#### CARSTAIRS SOUTH JN TO HAYMARKET EAST JN UNTIL FURTHER NOTICE

91 Slateford Jn and Haymarket East Jn

Down Between Trains

07 00 to 16 00 daily. Construction work. Mechanical equipment in use.

#### SUNDAY 21 SEPTEMBER

92 Auchengray LC and Midcalder Jn

Down and Up BLOCKED 08 30 to 16 00. Loading material and drainage between 85mp and 86mp.

93 Kirknewton LC

All

07 30 to 16 30. Signalling work.

94 Haymarket East Jn.

Down BLOCKED

09 00 to 16 00. Signalling work.

#### MONDAY 22 to WEDNESDAY 24 SEPTEMBER

Carstairs East

Down BLOCKED

07 35 to 11 15 daily. Track maintenance.

Jn and

Midcalder Jn

#### WEDNESDAY 24 and THURSDAY 25 SEPTEMBER

Midcalder Jn and Carstairs East Jn

Up BLOCKED

00 30 to 07 15 daily. Track maintenance.

#### THURSDAY 25 and FRIDAY 26 SEPTEMBER

97 Curriehill GSP and Slateford

Down and Up Between Trains

00 00 to 06 00 daily. Track maintenance between 95m950yd and 98m1650yd.

#### MIDCALDER JN TO HOLYTOWN JN SUNDAY 21 SEPTEMBER

98 Benhar Jn and West Calder

Up BLOCKED

08 00 to 16 00. Track maintenance between Down Between Trains 11m240yd and 18m620yd.

99 Benhar Jn and

Holytown Jn

Down and Up BLOCKED

08 00 to 18 00. Track renewal and track maintenance. Possession to be given up for the passage of 1011, 09 35 Edinburgh to Poole over Down line and 1841, 10 05 Manchester Vic to Edinburgh over Up line.

### TUESDAY 23 and WEDNESDAY 24 SEPTEMBER

100 West Calder and Benhar Jn Down and Up Between Trains 00 00 to 06 00 daily. Track maintenance between 18m620yd and 11m240yd.

#### THURSDAY 25 SEPTEMBER

101 Midcalder Jn and West Calder

Down and Up Between Trains

00 00 to 06 00. Track maintenance between 23m260yd and 18m620yd.

At or between

Lines affected

Remarks

LAW JN TO UDDINGSTON JN UNTIL FURTHER NOTICE

102 Wishaw Central

All

00 00 to 05 00 daily. Signalling work.

and Wishaw Central Jn

SUNDAY 21 SEPTEMBER

103 Law Jn and Wishaw Central

Down and Up BLOCKED 08 30 to 16 45. Overhead line work, signalling work (Wishaw) and track renewal. Isolation of

electrical sections ML1(c,d,e and k) and ML2(e,f

and g).

104 Mossend West Jn and Bellshill

Down BLOCKED Up Between Trains

08 00 to 24 00. In connection with engineering work at Uddingston Station. Single line working over Up line. 1011 09 35 Edinburgh to Poole and 1841 10 05 Manchester Vic to Edinburgh diverted

via R&C lines.

WISHAW CENTRAL JN TO SHIELDMUIR JN UNTIL FURTHER NOTICE

105 Wishaw Central

All

00 00 to 08 00 daily. Signalling work.

Jn and Shieldmuir Jn

TUESDAY 23 SEPTEMBER

106 Wishaw Central

Single BLOCKED

00 30 to 05 30. Track maintenance.

Jn and

Shieldmuir Jn

MOSSEND SOUTH TO RAVENSCRAIG NO.3 (GOODS LINE) MONDAY 22 and TUESDAY 23 SEPTEMBER

107 Mossend South

Jn and

Down and Up Between Trains 08 30 to 15 30 daily. Track maintenance.

Ravenscraig No.3

MOTHERWELL TO NEWTON EAST JN (VIA HAMILTON)

UNTIL FURTHER NOTICE

108 Motherwell and Down Between Trains 05 00 to 17 00. Earthwork.

Hamilton Central

SUNDAY 21 SEPTEMBER

109 Motherwell and Newton East Jn

Down and Up BLOCKED 00 00 to 08 00. Earthwork.

Isolation of electrical sections MH1.

TUESDAY 23 to FRIDAY 26 SEPTEMBER

110 Motherwell and Newton East Jn

Down and Up BLOCKED 00 00 to 05 30 daily. Station work (Hamilton Central and Hamilton West), earthwork and track

maintenance.

NEWTON WEST JN TO CATHCART WEST JN SATURDAY 20 SEPTEMBER

lll Newton West Jn and Cathcart

East Jn

Down and Up BLOCKED 00 30 to 05 00. Overhead line work. Isolation of

electrical sections MN5 and 6.

At or between Lines affected Remarks

NEWTON WEST JN TO CATHCART WEST JN - continued SUNDAY 21 SEPTEMBER

112 Newton West Jn and Cathcart

Down and Up Between Trains 06 00 to 18 00. Machine crossing line at Burnside

East Jn

TUESDAY 23 to FRIDAY 26 SEPTEMBER

113 Newton West Jn and Cathcart West Jn

Down and Up BLOCKED 00 30 to 05 00 daily, Overhead line work.

Isolation of electrical sections MN5 and 6.

CATHCART EAST JN TO CATHCART NORTH JN SUNDAY 21 SEPTEMBER

114 Cathcart North Jn and Cathcart East In

Up BLOCKED

07 30 to 22 00. In connection with engineering work between Muirhouse North Jn and Eglinton Street Jn. Single line working over Down line.

RUTHERGLEN CENTRAL JN TO FINNIESTON SUNDAY 21 SEPTEMBER

115 Rutherglen North Jn and Finnieston

Down and Up BLOCKED 00 00 to 08 00. Track renewal. Isolation of

electrical sections PR1 and 2.

GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK) SUNDAY 21 SEPTEMBER

116 Annan All

07 30 to 16 00. Signalling work (LM Region).

116A Dumfries South Down BLOCKED

00 30 to 13 45 ) Track renewal.

and Dumfries

Station

Up BLOCKED

00 30 to 10 45 )

117 Thornhill and Kirkconnel

Down and Up BLOCKED 00 15 to 10 30. Track renewal.

118 New Cummock and Auchinleck

Down and Up BLOCKED 00 00 to 10 15. Drainage.

119 Mauchline and

Auchinleck

Down and Up BLOCKED 00 00 to 10 15. Track renewal.

120 Kilmarnock

No.3 Platform line BLOCKED

00 00 to 09 00. Track renewal.

121 Muirhouse North Jn and

Īn

BLOCKED

Down and Up Branch

Eglinton Street

00 00 to 22 00. Track renewal and track maintenance. Glasgow Cen/Newton services terminate/start at Pollokshields East. The following trains are all diverted via Muirhouse

Cen Jn and Shields Jn. 1M14, 22 00 Sat Strangaer Hbr to Euston, 1B99 01 28 Carstairs to Kilmarnock, 1806 20 38 Sat Euston to Stranraer Hbr, 5M12 09 25 (Empty NPCCS) Glasgow Cen to Redbank, 1M35 10 10 Glasgow Cen to Euston, 1011 09 35 Edinburgh to Poole, 1M42 12 10 Glasgow Cen to Euston, 1M19 14 10 Glasgow Cen to Euston, 1M56 14 45 Glasgow Cen to Carlisle, 1S41 10 05 Manchester Vic to Edinburgh, 1888 19 20 Carlisle to Glasgow Cen. Isolation of electrical sections EG3 (i), EG4 (a), EW1 (a), EW2 (b and c) and EW3

and 4.

	RY ENGINEERING WORKS -	continued		
At or between	Lines affected	Remarks		
EAST KILBRIDE TO BUSBY JN UNTIL FURTHER NOTICE				
122 East Kilbride and Busby	Down and Up Between Trains	07 00 to 18 00 daily. Earthwork. Crane and mechanical equipment in use.		
SUNDAY 21 SEPTEMBER				
123 East Kilbride and Busby Jn	Down, Up and Single BLOCKED	08 00 to 20 00. Bridgework (OB No.44) and track maintenance.		
KILMARNOCK TO BARAS				
124 Kilmarnock and Gatehead LC	Single	08 00 to 18 00 daily. Bridgework (OB No.4B).		
SUNDAY 21 SEPTEMBER				
125 Kilmarnock and Barassie	Single BLOCKED	09 45 to 24 00. Bridgework (OB No.4).		
MUIRHOUSE CENTRAL JUNEAU SUNDAY 21 SEPTEMBER	N TO MUIRHOUSE NORTH J	N (VIA CATHCART) (CATHCART CIRCLE)		
126 Pollokshields East and Cathcart North Jn	Outer BLOCKED	07 30 to 22 00. In connection with engineering work between Muirhouse North Jn and Eglinton Street Jn. Single line working over Inner line.		
TUESDAY 23 to FRIDA	Y 26 SEPTEMBER			
127 Muirhouse Central Jn and Cathcart West Jn (via Maxwell Park)	Inner and Outer BLOCKED	00 00 to 05 30. Stationwork (Maxwell Park).  Isolation of electrical sections EW3,4,5 and 6.		
NEILSTON HIGH TO CASUNDAY 21 SEPTEMBER	THCART WEST JN			
128 Neilston High and Cathcart West Jn	Down and Up BLOCKED	00 00 to 22 00. Track maintenance and overhead line work. <u>Isolation of electrical sections</u> EW5 and 6, 08 00 to 22 00.		
BRIDGE STREET JN TO UNTIL FURTHER NOTICE				
129 Bridge Street Jn	Branches Nos.1 and 2	08 00 to 16 00 daily. Work on lineside wall.		
130 Bridge Street Jn and Cardonal	All d	00 00 to 06 00 daily. Signalling work.		
131 Elderslie and Lochwinnoch	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (FB No.18).		
132 Lochwinnoch and Glengarnock	Down and Up Between Trains	08 30 to 18 00 daily. Bridgework (OB No.33 and FB No.34).		
133 Glengarnock	Down and Up	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.		

		WON-B8
	Y ENGINEERING WORKS -	
At or between	Lines affected	Remarks
BRIDGE STREET JN TO UNTIL FURTHER NOTICE	STRANRAER - continued - continued	
134 Glengarnock and Kilwinning Jn	Down and Up	08 00 to 18 00 daily. Bridgework (OB No.49) and station work (Dalry and Kilwinning).
135 Bogside and Irvine	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (UB No.21). Crane and mechanical equipment in use.
136 Irvine	Down and Up Between Trains	08 00 to 17.00 daily. Platform work.
137 Barassie and Prestwick	Down and Up Between Trains	08 00 to 16 00 daily. Bridgework (FB No.4).
138 Prestwick	Down and Up Between Trains	08 00 to 18 00 daily. Stationwork.
139 Newton Jn and Ayr	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.50). Crane and mechanical equipment in use.
140 Ayr	All Between Trains	08 00 to 16 00 daily. Platform work.
SATURDAY 20 SEPTEMBE	R	
140A Kilwinning Jn and Ayr	All Between Trains BLOCKED (to electric trains)	00 30 to 05 30. Overhead line construction work. Isolation of electrical sections SA1,2,3 and 4.
SUNDAY 21 SEPTEMBER		
141 Bridge Street Jn and Shields Jn	Nos.1 and 2 Branch and Down and Up Main BLOCKED	00 30 to 05 30. Loading material and demolition work.
142 Paisley and Johnstone	Down and Up BLOCKED	00 15 to 05 45. Overhead line construction work, track renewal and track maintenance. <u>Isolation</u> of electrical sections EL1 and 2.
142A Johnstone and Glengarnock	Down and Up Between Trains BLOCKED (to electric trains)	00 15 to 05 45. Overhead line construction work.  Isolation of electrical sections EL1 and 2 and SL3 and 4.
143 Glengarnock and Kilwinning Jn	Down and Up BLOCKED	00 15 to 05 45. Overhead line construction work and track renewal. <u>Isolation of electrical</u> sections SA1 and 2 and SL1,2,3 and 4.
144 Irvine and Barassie	Down and Up BLOCKED	00 30 to 05 30. Track renewal.
145 Dalrymple Jn and Kilkerran LC	Single BLOCKED	00 30 to 05 30. Track maintenance. Possession to be given up for passage of 1806, 20 38 Euston to Stranraer.

00 30 to 05 30. Track maintenance.

20 38 Euston to Stranraer.

07 00 to 16 00. Track renewal.

to Stranraer.

Possession to be given up for passge of 1806

00 00 to 10 00. Bridgework (UB No.22). Possession to be given up for passage of 1806, 20 38 Euston

i

146 Kilkerran LC

147 Girvan and

Pinwherry

148 Barrhill and

Glenwhilly

and Girvan

Single BLOCKED

Single BLOCKED

Between Trains

Single

At or between Lines affected Remarks

BRIDGE STREET JN TO STRANRAER - continued MONDAY 22 to FRIDAY 26 SEPTEMBER

149 Ayr Townhead All <u>Between Trains</u> 08 00 to 18 00 daily. Erecting buffers. CCD

149A Kilkerran LC Single 08 30 to 16 00 daily. Loading material.

Between Trains

TUESDAY 23 SEPTEMBER

150 Lochwinnoch Up BLOCKED 00 00 to 05 30. Track renewal.

and Johnstone

TUESDAY 23 to THURSDAY 25 SEPTEMBER

151 Shields Jn and  $\,$  Down and Up BLOCKED  $\,$  00 30 to 04 45 daily. Track maintenance. Cardonald Jn  $\,$ 

TUESDAY 23 to FRIDAY 26 SEPTEMBER

152 Arkleston Jn Down and Up Main and Paisley and Down and Up Gilmour Street Loops BLOCKED 00 15 to 05 30 daily. Loading rails.

Isolation of electrical sections EBI(a to g) and EB2(g to m).

Down and Up BLOCKED 00 00 to 05 35 daily. Track renewal. Johnstone

THURSDAY 25 SEPTEMBER

154 Glengarnock and Down BLOCKED 00 05 to 05 45. Track maintenance. Kilwinning Jn

155 Newton Jn and Up BLOCKED 00 15 to 05 15. Track maintenance.
Barassie Jn

PAISLEY TO GOUROCK SATURDAY 20 SEPTEMBER

156 Bishopton and Down and Up BLOCKED 00 30 to 05 30. Overhead line work. Isolation of electrical sections GB1, 2, 3 and 4 and GW1.

157 Gourock Platform No.3 00 30 to 05 30. Station work. No EMUs on platform BLOCKED 3. Isolation of electrical sections GG1 and 2.

SUNDAY 21 SEPTEMBER

158 Bishopton and Down and Up BLOCKED 00 45 to 07 30. Track renewal, tunnel work
(Bishopton) and slip treatment. Isolation of electrical sections GB3 and 4.

159 Langbank and Wemyss Bay Jn

Down and Up BLOCKED 00 45 to 07 30. Track renewal and track maintenance. Isolation of electrical sections GB1, 2, 3 and 4 and GW1.

160 Greenock Down and Up BLOCKED 01 00 to 07 00. Track renewal and Central and Gourock Down and Up BLOCKED 01 00 to 07 00. Track renewal and bridgework (No.44).

161 Wemyss Bay Jn Down and Up 08 00 to 17 00. Signalling work. and Gourock

162 Gourock Platform No.3 01 00 to 07 30. Station work. No EMUs on Platform 3. Isolation of electrical sections GGl

and 2.

		WON-B10
SECTION B - TEMPORAL	RY ENGINEERING WORKS - Lines affected	continued
PAISLEY TO GOUROCK - TUESDAY 23 SEPTEMBER	- continued	
163 Wemyss Bay Jn and Greenock Central	Down BLOCKED	00 30 to 05 30. Track maintenance.
TUESDAY 23 and WEDN	ESDAY 24 SEPTEMBER	
164 Paisley and Paisley St James	· · · · · · · · · · · · · · · · · · ·	00 30 to 05 30 daily. Track maintenance.
TUESDAY 23 to FRIDAY	Y 26 SEPTEMBER	
165 Greenock Central and Gourock	Down and Up and Platform No.3 BLOCKED	00 30 to 05 30 daily. Stationwork (Greenock West and Gourock). No EMU's on platform No.3 (Gourock) Isolation of electrical sections GG1 and 2.
FRIDAY 26 SEPTEMBER		
166 Paisley St James and Bishopton	s Down BLOCKED	00 30 to 05 30. Track maintenance.
167 Wemyss Bay Jn and Langbank	Up BLOCKED	00 30 to 05 30. Track maintenance.
WEMYSS BAY JN TO WEN		
168 Wemyss Bay Jn and Wemyss Bay	Single BLOCKED	00 30 to 06 00. Overhead line work. <u>Isolation of electrical sections GW1.</u>
SUNDAY 21 SEPTEMBER		
169 Wemyss Bay Jn and Wemyss Bay	Down, Up and Single BLOCKED	00 15 to 08 30. Track renewal and track maintenance. Isolation of electrical sections GB1, 2, 3 and 4 and GW1 00 40 to 07 00.
170 Wemyss Bay	Single	08 00 to 17 00. Signalling work.
CONTAINERBASE JN TO WEDNESDAY 24 SEPTEM	GREENOCK CPA TERMINAL	
171 Containerbase Jn and Containerbase	Single BLOCKED	08 00 to 18 00. Tunnel work (Union Street).
KILWINNING JN TO LAR UNTIL FURTHER NOTICE		
172 Stevenston No.2 and Holm Jn	Down and Up	08 00 to 18 00 daily. Bridgework (OB's Nos.7B, 8 and 12) and station work (Saltcoats).
173 Holm Jn and	Down and Up	07 30 to 18 00 daily. Bridgework (OB No.18) and

172 Stevenston No.2 and Holm Jn	Down and Up	08 00 to 18 00 daily. Bridgework (OB's Nos.7B, and 12) and station work (Saltcoats).
173 Holm Jn and Hunterston	Down and Up	07 30 to 18 00 daily. Bridgework (OB No.18) and platform work (West Kilbride).
SATURDAY 20 SEPTEMB 174 Kilwinning Jn and Saltcoats	ER Down and Up BLOCKED	00 30 to 05 45. Overhead line construction work.
175 Saltcoats and Hunterston	Single and Up Goods BLOCKED	00 30 to 05 30. Overhead line construction work.
176 Hunterston and Largs	Single BLOCKED	00 40 to 05 45. Overhead line construction work.

At or between	Lines affected	Remarks		
KILWINNING JN TO LARGS - continued SUNDAY 21 SEPTEMBER				
177 Kilwinning Jn and Saltcoats	Down and Up BLOCKED Up Between Trains	00 30 to 06 00 ) Overhead line construction 06 00 to 17 30 ) work, track renewal, bridgework (FB Nos.7A and 7B and OB No.3) and demolition work (Ardrossan South Beach).		
178 Saltcoats and Holm Jn	Single BLOCKED Up Goods BLOCKED Single Between Trains	00 30 to 05 45 ) Track renewal, track 00 30 to 18 00 ) maintenance, earthworks, 05 45 to 18 00 ) overhead line construction work and platform work at Ardrossan South Beach Station.		
179 Holm Jn and Hunterston	Single BLOCKED Up Goods BLOCKED	00 30 to 09 15 ) Track renewal, track 00 30 to 18 00 ) maintenance, earthwork, overhead line construction work, demolition work (West Kilbride) and bridgework (OB Nos.8 and 18 and FB No.1).		
180 Hunterston and Largs	Single BLOCKED	00 40 to 09 15. Overhead line construction work, demolition work (Fairlie), and bridgework (FB Nos.51 and OB No.43).		
TUESDAY 23 to FRIDAY	26 SEPTEMBER			
181 Kilwinning Jn and Saltcoats	Down and Up BLOCKED	00 30 to 05 45 daily. Overhead line construction work and track maintenance.		
182 Saltcoats and Hunterston	Single and Up Goods BLOCKED	00 30 to 05 45 daily. Track renewal, track maintenance and overhead line construction work.		
183 Hunterston and Largs	Single BLOCKED	$00\ 40\ to\ 05\ 45$ daily. Overhead line construction work.		
MOTHERWELL TO PERTH SATURDAY 20 SEPTEMBE	<u>R</u>			
184 Mossend Yard	Up Sidings and Up Reception Lines BLOCKED (to electric trains)	13 30 to 22 30. Overhead line work.  Isolation of electrical section ML1(g).		
185 Stirling North and Dunblane	Down BLOCKED Up Between Trains Down Between Trains	00 30 to 03 45 ) Tunnel work (Kippenross). 00 30 to 06 00 ) 03 45 to 06 00 )		
SUNDAY 21 SEPTEMBER				
186 Mossend Yard	Down and Up Main Down and Up Reception and Up Yard BLOCKED (to electric trains)	07 30 to 17 00. Overhead line work. Isolation of electrical sections ML1 (b, f, g, 1 and m) and ML2 (c, d and j to q).		
187 Mossend North Jn and Burnhouse	Down and Up BLOCKED	09 00 to 18 00. Track renewal. Possession to be given up for passage of 1011, 09 35 Edinburgh to Poole over Down line and 1841, 10 05 Manchester Vic to Edinburgh over Up line.		

SECTION B - 1	EMPORARY_	ENGINEERING WORKS -	continued
At or between	<u> </u>	ines affected	Remarks
MOTHERWELL TO SUNDAY 21 SEE			
188 Gartshern South Jn Garnqueen Jn	and	own and Up BLOCKED	08 00 to 18 00. Track maintenance.
189 Cumbernau Greenhill Lower Jn		own <u>Between Trains</u>	00 00 to 08 30. Track renewal.
190 Greenhill Jn and La Jn		own BLOCKED p <u>Between Trains</u>	00 00 to 08 00. Track renewal and track maintenance. Single line working over Up line, 02 15 to 08 00. Crane and mechanical equipment in use.
191 Larbert M and Polma		own Between Trains	00 30 to 18 00. Track renewal. Crane and mechanical equipment in use.
192 Dunblane Greenloar		own and Up etween Trains	08 00 to 17 00. Bridgework (UB No.6) and track renewal between 123m638yd and 129m462yd. Crane and mechanical equipment in use.
193 Greenloar and Black		own and Up etween Trains	08 $00$ to $17$ $00$ . Track renewal between $129m462yd$ and $133m616yd$ .
194 Perth	A	11	07 30 to 17 00. Signalling work.
MONDAY 22 to	FRIDAY 26	SEPTEMBER	
195 Dunblane Greenloar		own and Up etween Trains	00 00 to 24 00 daily. Bridgework (UB No.6) Crane and mechanical equipment in use.
TUESDAY 23 to	FRIDAY 2	6 SEPTEMBER	
196 Stirling and Dunbl	ane U	own BLOCKED p Between Trains own Between Trains	00 30 to 03 45 ) daily. Tunnel work (Kippenross). 00 30 to 06 00 ) Possession to be given up for 03 45 to 06 00 ) passage of 6L51, 01 10 Grangemouth to Leuchars over Down line. (Thursday Only).
THURSDAY 25 and FRIDAY 26 SEPTEMBER			
197 Gartsherr South Jn Garnqueen Jn	and Be	own and Up etween Trains	00 00 to 06 00 daily. Track maintenance.
WHIFFLET NORT		UTHERGLEN EAST JN	

08 00 to 20 00 daily. Bridgework (UB's Nos.4 and 5). Crane and mechanical equipment in use.

198 Carmyle Jn and Down and Up
Rutherglen East Between Trains

Jπ

West Jn

	RY ENGINEERING WORKS	
At or between	Lines affected	Remarks
EDINBURGH WAVERLEY UNTIL FURTHER NOTIC	TO GLASGOW QUEEN STREE	ET (VIA FALKIRK HIGH)
199 Haymarket West Jn and Newbridge Jn	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.3A) and construction work. Mechanical equipment in use.
200 Newbridge Jn and Winchburgh Jn	Down and Up Between Trains	07 30 to 16 30. Retaining wall work.
201 Winchburgh Jn and Linlithgow	Down and Up Between Trains	07 30 to 16 30. Retaining wall work.
SUNDAY 21 SEPTEMBER		
202 Haymarket East Jn	Down and Up South BLOCKED	09 00 to 16 00. Signalling work.  Trains to run over North lines.
203 Winchburgh Jn	Down and Up BLOCKED	00 00 to 07 30. Track renewal between $34m1000yd$ and $34m1320yd$ .
204 Linlithgow and Polmont Jn	Down and Up BLOCKED	00 00 to 07 30. Earthwork.
205 Polmont Jn and Greenhill Upper Jn	Down and Up BLOCKED	00 00 to 16 00. Tunnel work (Falkirk High), track renewal and track maintenance.
206 Greenhill Upper Jn and Gartshore	Down and Up BLOCKED	00 30 to 16 00. Track maintenance.  Trains diverted via Cumbernauld 06 00 to 16 00.
207 Gartshore and Cowlairs East Jn	Down and Up BL. KED	00 30 to 16 00. Track renewal, track maintenance and slip treatment.  Trains diverted via Cumbernauld 06 00 to 16 00.
MONDAY 22 to FRIDAY	26 SEPTEMBER	
208 Polmont Jn and Linlithgow	Up BLOCKED Down Between Trains	00 00 to 04 30 daily. Earthwork and unloading rails. Single line working over Down line. Crane and mechanical equipment in use.
TUESDAY 23 to FRIDA	Y 26 SEPTEMBER	
209 Polmont Jn and Greenhill Upper Jn	Down and Up BLOCKED	00 00 to 06 00 daily. Track maintenance.
210 Gartshore and Cadder	Down and Up BLOCKED	00 00 to 05 00 daily. Track maintenance and track renewal.
211 NOT USED.		
212 Cadder West and Cowlairs East Jn	Down and Up BLOCKED	00 00 to 05 00 daily. Track renewal and track maintenance.
FRIDAY 26 SEPTEMBER		
213 Queen Street HL and Cowlairs	Up BLOCKED	00 30 to 04 00. Tunnel work (Queen St HL).

#### WON-R1/

	WON BI4
SECTION B - TEMPORARY ENGINEERING WORKS -	- continued
At or between Lines affected	Remarks
DINCUPLECU IN TO DAIMENT IN	
WINCHBURGH JN TO DALMENY JN	

# SUNDAY 21 SEPTEMBER

214 Winchburgh Jn Down and Up 00 00 to 07 30. Track renewal between 34ml000yd BLOCKED and 34m1320yd.

#### POLMONT JN TO LARBERT JN SUNDAY 21 SEPTEMBER

Down and Up BLOCKED 00 45 to 07 30. Drainage. 215 Polmont Jn and Grangemouth Jn

216 Grangemouth Jn Down and Up BLOCKED 00 00 to 08 00. Bridgework (OB No.10), track and Swingbridge renewal and work on signal box (Swing Bridge East LC East LC).

#### COWLAIRS TO BELLGROVE SUNDAY 21 SEPTEMBER

Up Goods BLOCKED 08 00 to 16 00. Track renewal. 217 Sighthill Jn and Cowlairs West Jn

218 Sighthill Jn Down and Up BLOCKED 08 00 to 18 00. Overhead line work and tunnel and Bellgrove work (Barnhill). Isolation of electrical sections PS1 and  $\overline{2}$ 

#### NEWBRIDGE JN TO BATHGATE SATURDAY 20 to SUNDAY 21 SEPTEMBER

219 Carmondean Jn Single BLOCKED 22 00 Sat to 11 00 Sun. Track maintenance between and Bathgate 28ml150yd and 25m360yd.

#### SUNDAY 21 SEPTEMBER

220 Newbridge Jn Down and Up 08 00 to 16 00. Track maintenance between and Cawburn Jn BLOCKED 35m460yd and 31m1310yd.

#### CARMONDEAN JN TO BATHGATE YARD (GOODS LINE) SATURDAY 20 to SUNDAY 21 SEPTEMBER

22 00 Sat to 11 00 Sun. Track maintenance between 221 Carmondean Jn Single BLOCKED 28ml150yd and 25m360yd. and Bathgate Yard

#### AIRDRIE TO HELENSBURGH UNTIL FURTHER NOTICE

222 Airdie and Down Between Trains 08 30 to 16 00 daily. Earthwork. Coatdyke Up Between Trains 223 Bowling LC and 08 30 to 16 00 daily. Earthwork. Kilpatrick Finishes 08 30 Sat 20 Sep.

### SATURDAY 20 SEPTEMBER

224 Airdrie and Down and Up 00 10 to 04 40. Overhead line work. Isolation Sunnyside Jn BLOCKED of electrical sections PA3 and 4. 00 10 to 05 00. Overhead line work. Isolation Down and Up 225 Sunnyside Jn and Shettleston BLOCKED of electrical sections PAl and 2.

226 Bridgeton Down and Up BLOCKED 00 30 to 05 15. Tunnel work (High Street). Central Jn and T71 diverted via Dalmuir and Cowlairs. Finnieston GF

At or between Lines affected Remarks

# AIRDRIE TO HELENSBURGH - continued

#### SUNDAY 21 SEPTEMBER

227 Airdrie and Down and Up BLOCKED 00 15 to 07 30. Track renewal. Sunnyside Jn

228 Bridgeton Down and Up BLOCKED 00 15 to 07 30. Tunnelwork (High Street and Charing Cross).

Charing Cross).

229 Knightswood
South Jn and
Knightswood
North Jn

Down and Up BLOCKED

Down and Up BLOCKED

O0 15 to 07 30. Retaining wall work. Isolation
of electrical sections DF3 and 4 and DM1 and 2.

230 Craigendoran Jn Single BLOCKED 00 20 to 07 30. Track renewal. Isolation of electrical sections DH1 and 2.

#### TUESDAY 23 and WEDNESDAY 24 SEPTEMBER

231 Westerton and Down and Up BLOCKED 00 15 to 05 00 daily. Track maintenance. Singer

#### TUESDAY 23 to FRIDAY 26 SEPTEMBER

232 Airdrie and Sunnyside Jn

233 Sunnyside Jn

and Shettleston

Down and Up BLOCKED

234 Bridgeton Down and Up BLOCKED 00 30 to 05 15 daily. Tunnel work (High St)

Central Jn and
Finnieston GF Possession to be given up for the assage of T71.

#### THURSDAY 25 and FRIDAY 26 SEPTEMBER

235 Singer and Down and Up BLOCKED 00 15 to 05 00 daily. Track maintenance. Dalmuir Park

# DALREOCH JN TO BALLOCH TUESDAY 23 to FRIDAY 26 SEPTEMBER

236 Dalreoch Jn Single BLOCKED 00 00 to 06 00 daily. Bridgework (OB No.81A).

and Balloch Isolation of electrical sections DBL.

# HIGH STREET JN TO SHIELDS JN SUNDAY 21 SEPTEMBER

237 High Street Jn  $\,$  Down and Up BLOCKED  $\,$  09 00 to 16 00. Retaining wall work, and Shields Jn  $\,$ 

# HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK) SUNDAY 21 and MONDAY 22 SEPTEMBER

238 Hyndland West
Jn and Dalmuir
Park

Down and Up BLOCKED
O0 00 Sun to 05 00 Mon. Bridgework (UB No.7),
track renewal, track maintenance and signalling
work (Clydebank Dock Jn). Track diverted via
Singer. Isolation of electrical sections DF5 and
6.

At or between

Lines affected

Remarks

HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK) - continued TUESDAY 23 to FRIDAY 26 SEPTEMBER

239 Hyndland West Jn and

Down and Up BLOCKED 00 00 to 05 30 daily. Track renewal and track

maintenance.

Clydebank Dock Jn

CRAIGENDORAN TO FORT WILLIAM SATURDAY 20 SEPTEMBER

240 Crianlarich

Down and Up Loops

00 00 to 06 00. (Cont'd from WON 24)

BLOCKED Station work.

SATURDAY 20 and SUNDAY 21 SEPTEMBER

241 Arrochar & · Single BLOCKED

Tarbet and Ardlui

21 15 Sat to 18 00 Sun. Track renewal and

bridgework (UB No.70).

SUNDAY 21 SEPTEMBER

242 Garelochhead and Single BLOCKED

Glen Douglas

08 00 to 18 00. Bridgework (OB No.27A).

243 Crianlarich

Down and Up Loops BLOCKED

08 00 to 16 00. Station work.

MONDAY 22 to WEDNESDAY 24 SEPTEMBER 243A Arrochar & Single BLOCKED

Tarbert and Ardlui

21 00 Mon and Tue to 06 00 Tue and Wed. Track

maintenance.

MONDAY 22 to FRIDAY 26 SEPTEMBER

244 Crianlarich

Down and Up Loops BLOCKED

21 00 Mon to Thu to 06 00 Tue to Fri.

Station work.

FRIDAY 26 SEPTEMBER

245 Crianlarich

Down and Up Loops

21 00 to 24 00. Cont'd in (WON.No.26),

station work.

CRIANLARICH TO OBAN SUNDAY 21 SEPTEMBER

245A Crianlarich and Dalmally Single BLOCKED

BLOCKED

08 00 to 16 00. Track maintenance.

246 Dalmally and

Taynuilt

Single BLOCKED

08 00 to 16 00. Track renewal.

MALLAIG JN TO MALLAIG SUNDAY 21 SEPTEMBER

247 Glenfinnan

and Mallaig

Single BLOCKED

Between Trains

08 00 to 16 00. Track renewal. Possession to be

to be given up for passage of 1F95, 11 05 Fort

William/Mallaig/Fort William.

TWEEDMOUTH TO EDINBURGH WAVERLEY UNTIL FURTHER NOTICE

248 Beal and Tweedmouth All

08 00 to 16 00 daily. Signalling work between

58m1140yd and 65m1720yd.

249 Reston GSP and Grantshouse

Down and Up

08 00 to 18 00 daily. Bridgework (OB No.128

and (OB No.136).

250 Innerwick GSP Down and Up

> and Oxwellmains Between Trains

07 00 to 18 00 daily. Earthworks and track maintenance between 33m110yd and 33mp.

SECTION B - TEMPORARY ENGINEERING WORKS - continued
At or between Lines affected Remarks

TWEEDMOUTH T	0	EDINBURGH	WAVERLEY	~	continued
UNTIL FURTHE	R	NOTICE -	continued		

UNT	IL FURTHER NOTICE	- continued	
251	Stenton GSP and Drem	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.69) Crane and mechanical equipment in use.
252	Longniddry and Prestonpans	Down and Up Between Trains	08 00 to 18 00 daily. Earthwork and bridgework (OB No.40AA).
253	Monktonhall Jn and Portobello	Down and Up Between Trains	07 00 to 19 00 daily. Bridgework (OBs Nos.16 and 23). Mechanical equipment in use.
254	Waverley (East End) and Waverley (West End)	North Loop Siding and North Loop Between Trains	08 00 to 17 00 daily. Construction work.
SATI	JRDAY 20 and SUNDA	AY 21 SEPTEMBER	
255	Berwick-upon- Tweed and Reston GSP	Down and Up BLOCKED Down and Up Between Trains	23 45 Sat to 09 30 Sun ) Track maintenance, 09 30 to 12 00 Sun ) drainage and track ) renewal between ) 54ml080yd and 47m310yd.
256	Reston GSP and Grantshouse	Down and Up BLOCKED Down and Up Between Trains	23 35 Sat to 09 30 Sun ) Bridgework (OB No.136), 09 30 to 12 00 ) track renewal and track ) maintenance between ) 47m310yd and 42m310yd.
257	Innerwick GSP and Oxwellmains	Down and Up BLOCKED	23 30 Sat to 08 30 Sun. Drainage between $32m440yd$ and $31m1320yd$ .
258	Oxwellmains and Dunbar	Down and Up BLOCKED	23 30 Sat to 09 30 Sun. Bridgework (UB No.88).
259	Dunbar and Stenton GSP	Down and Up BLOCKED	$23\ 50\ Sat$ to $09\ 00\ Sun$ . Track renewal between $29m300yd$ and $24m1500yd$ .
260	Stenton GSP and Drem	Down and Up BLOCKED	23 30 Sat to 08 30 Sun. Drainage between 21m510yd and 21m370yd.
261	Drem and Prestonpans	Down and Up BLOCKED	23 30 Sat to 09 30 Sun. Bridgework (OB No.40AA) and slip treatment between 17m320yd and 9m880yd.
262	Portobello and Prestonpans	Up BLOCKED Down BLOCKED Down Between Trains	23 00 Sat to 15 15 Sun ) Track renewal and 23 45 Sat to 09 30 Sun ) bridgeworks (OB Nos.17, 09 30 to 15 15 Sun ) 18 and 23) between 7m748yd and 8m66yd. Single line working over Down line 09 30 to 15 15. Crane in use.
263	Craigentinny and Abbeyhill Jn	Down and Up BLOCKED	23 45 Sat to 09 15 Sun. Tunnelwork (St Margarets) between 2m350yd and 0m1340yd. Trains diverted via Lochend Jn.
SUN	DAY 21 SEPTEMBER		
264	Waverley (East End)	Platforms Nos.10 and 11 and South Loop BLOCKED	00 00 to 08 00. Track maintenance between 0ml5yd 0m20yd.
265	Waverley (East End)	Down and Up South and Motorail Siding BLOCKED	06 30 to 07 30. Bridgework (OB No.1).

At or between

Lines affected Remarks

TWEEDMOUTH TO EDINBURGH WAVERLEY - continued

SUNDAY 21 and MONDAY 22 SEPTEMBER

266 Grantshouse and Down BLOCKED 23 30 Sun to 01 15 Mon. Track maintenance between 41m310yd and 34m880yd.

Innerwick GSP

MONDAY 22 SEPTEMBER

01 15 to 06 45. Track maintenance between 267 Innerwick GSP Up BLOCKED

and Grantshouse 34m880yd and 41m310yd.

MONDAY 22 and TUESDAY 23 SEPTEMBER

23 00 Mon to 01 15 Tue. Track renewal between 268 Dunbar and Down BLOCKED

Stenton GSP 29ml10yd and 24m920yd.

MONDAY 22 to WEDNESDAY 24 SEPTEMBER

23 35 Mon and Tue to 01 15 Tue and Wed. Track 269 Prestonpans and Down BLOCKED

Monktonhall Jn maintenance between 9m880yd and 5m1720yd.

TUESDAY 23 SEPTEMBER

270 Stenton GSP Up BLOCKED 01 15 to 04 30. Track renewal between 24m920yd

and Dunbar

and 29ml10yd. Possession to be given up for the passage of 8X99, 23 35 (Mon) Grangemouth BP to

Haverton Hill.

01 00 to 04 20. Track maintenance between 271 Monktonhall Jn Up BLOCKED

and Prestonpans

5m1720yd and 9m880yd. Possession to be given up for the passage of 8X99, 23 35 (Mon) Grangemouth

BP to Haverton Hill.

WEDNESDAY 24 SEPTEMBER

272 Drem Jn and Up BLOCKED 00 15 to 05 00. Track renewal between 17m1740yd Stenton GSP

and 24m920yd. Single line working over Down line.

273 Monktonhall Jn 01 00 to 04 20. Track maintenance between Up BLOCKED

and Prestonpans 5m1720yd and 9m880yd.

WEDNESDAY 24 and THURSDAY 25 SEPTEMBER

274 Oxwellmains Down BLOCKED 23 00 Wed to 00 50 Thu. Track maintenance between

and Dunbar 31m440yd and 29m110yd.

275 Drem Jn and Down BLOCKED 23 30 Wed to 01 30 Thu. Track renewal between

Prestonpans 17m1740yd and 9m880yd.

THURSDAY 25 SEPTEMBER

276 Dunbar and 01 25 to 04 50. Track maintenance between Up Between Trains

Oxwellmains 29ml10yd and 31m440yd.

THURSDAY 25 and FRIDAY 26 SEPTEMBER

23 00 Thu to 00 55 Fri. Track maintenance between 277 Dunbar and Down BLOCKED

Stenton GSP 29ml10yd and 24m920yd. At or between

Lines affected

Remarks

### TWEEDMOUTH TO EDINBURGH WAVERLEY - continued

FRIDAY 26 SEPTEMBER

278 Stenton GSP and Dunbar

Up BLOCKED

01 15 to 04 40. Track maintenance between

24m920yd and 29mll0yd. Possession to be given up for the passage of 8X99, 23 35 (Thu) Grangemouth

BP to Haverton Hill.

279 Drem Jn and Stenton GSP Up BLOCKED

00 15 to 05 00. Track renewal between 17m1740yd

and 24m920yd. Single line working over Down line.

### PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)

UNTIL FURTHER NOTICE

280 Portobello and

Single

05 00 to 19 00 daily. Bridgework (OB No.49 and UB No.13), excavation and earthwork between

Leith South Between Trains

0 and lmp. Mechanical equipment in use.

SATURDAY 20 SEPTEMBER

281 Portobello and Leith South

Single BLOCKED

12 00 to 13 00. Earthwork.

SUNDAY 21 SEPTEMBER

282 Portobello and

Single BLOCKED

08 00 to 16 00. Earthwork.

Leith South

MONKTONHALL JN TO MILLERHILL JN (GOODS LINE)

MONDAY 22 to THURSDAY 25 SEPTEMBER

283 Millerhill Yard All Between Trains

23 00 Mon to Wed to 06 00 Tue to Thu.

Track maintenance.

THURSDAY 25 and FRIDAY 26 SEPTEMBER

284 Millerhill

Up Between Trains

23 00 Thu to 04 45 Fri. Track renewal.

South Jn and

Monktonhall Jn

MILLERHILL TO PORTOBELLO (GOODS LINE)

UNTIL FURTHER NOTICE

285 Niddrie South Jn Down and Up

and Portobello

Between Trains

07 00 to 19 00 daily. Bridgework (OB No.1).

Mechanical equipment in use.

286 Millerhill and

Niddrie South

Down and Up Between Trains

Between Trains

08 00 to 18 00 daily. Bridgework (OB No.7B). Mechanical equipment in use.

Jn

PORTOBELLO TO NIDDRIE WEST (GOODS LINE)

UNTIL FURTHER NOTICE

287 Portobello and Niddrie West

Single

07 00 to 19 00 daily. Bridgework (OB No.1).

Mechanical equipment in use.

NIDDRIE SOUTH JN TO HAYMARKET WEST JN

SUNDAY 21 SEPTEMBER

288 Niddrie West

Down and Up BLOCKED 09 30 to 16 00. Slip treatment.

Jn and

Craiglockhart Jn

SECTION B - TEMPORAR At or between	Y ENGINEERING WORKS - Lines affected	continued Remarks		
At of between	Lines affected	remarks		
HAYMARKET WEST JN TO UNTIL FURTHER NOTICE				
289 Dalmeny and South Gyle	Up Between Trains	08 00 to 16 00 daily. Lineside excavation.		
290 Ladybank	Down Between Trains	07 30 to 17 00 daily. Construction work.		
291 Tay Bridge South and Dundee Central Jn	Down and Up Between Trains	00 00 to 17 00 daily. Bridgework (Tay Bridge) and signalling work, Crane and mechanical equipment in use.		
292 Dundee Central Jn and Camperdown Jn	All Between Trains	00 00 to 24 00 daily. Work at lineside, tunnelwork (Dock St) and signalling work. Crane and mechanical equipment in use.		
293 Dundee Central Jn and Camperdown Jn	Down Through/ Down Platform and Down Main Between Trains	07 00 to 19 00 daily. Bridgework (OB No.188J). Crane and mechanical equipment in use.		
294 Newtonhill and Ferryhill Jn	Down and Up Between Trains	00 00 to 24 00 daily. Earthwork, rock blasting and work at lineside between 230ml300yd and 239m640yd. Crane and mechanical equipment in use.		
SATURDAY 20 and SUND	AY 21 SEPTEMBER			
295 Leuchars and Cupar	Up BLOCKED Down BLOCKED Down Between Trains	23 45 Sat to 08 00 Sun ) Bridgework (OB No.147). 23 45 Sat to 05 45 Sun ) 05 45 to 08 00 Sun )		
296 Dundee (Intral Jn and Camperdown Jn	Down and Up Between Trains	23 00 Sat to 17 00 Sun. Track maintenance between 58ml562yd and 0m462yd and signalling work.		
297 Laurencekirk and Craigo	Up <u>Between Trains</u> Down <u>Between Trains</u> Down <u>BLOCKED</u> Down <u>Between Trains</u>	22 00 Sat to 24 00 Sun ) Bridgework (OB No.281), 22 00 to 23 30 Sat ) track renewal and track 23 30 Sat to 16 30 Sun ) maintenance between 16 30 to 24 00 Sun ) 210m550yd and 210m110yd. Single line working over Up line 02 30 to 16 30. Crane and mechanical equipment in use.		
298 Newtonhill and Ferryhill Jn	Down and Up Between Trains	22 00 Sat to 18 00 Sun. Bridgework (OB No.365), track renewal between 230ml298yd and 240m858yd and signalling work.		
SATURDAY 20 to FRIDAY 26 SEPTEMBER				
299 Camperdown Jn and Broughty Ferry LC	Down and Up Betwer "rains	08 00 to 17 00 daily. Drainage and earthwork between 0m462yd and 3m990yd.		
SUNDAY 21 SEPTEMBER				
300 North Queensferry and Dalmeny	Up BLOCKED  Down Between Trains	07 30 to 17 00. Bridgework (Forth Bridge) Up trains to run over Down Line.		

At or between Lines affected

Remarks

HAYMARKET WEST JN TO ABERDEEN - continued SUNDAY 21 SEPTEMBER - continued				
301	Inverkeithing East Jn and Burntisland	Down BLOCKED Up BLOCKED Up Between Trains	00 00 to 16 30 ) Track renewal, track maintenance 00 30 to 06 00 ) and reballasting between 06 00 to 16 30 ) 17m550vd and 17m850vd. 1G35 03 04 (News) Edinburgh to Kirkcaldy, 5G35 04 20 (ECS) Kirkcaldy to Edinburgh, 5T74 05 15 (Sun) Craigentinny to Dundee diverted via Cowdenbeath. Single line working over Up line 06 00 to 16 30.	
302	Burntisland and Seafield Shunting Frame	Down and Up BLOCKED	00 00 to 06 00. Drainage between 20m220yd and 25m1540yd. 1G35 03 04 (News) Edinburgh to Kirkcaldy and 5G41 04 20 (ECS) Kirkcaldy to Edinburgh, 5T74 05 15 (Sun) Craigentinny to Dundee diverted via Cowdenbeath.	
<b>3</b> 03	Barry West LC	A11 .	07 30 to 17 00. Signalling work.	
304	Arbroath LC and Inverkeilor	Down and Up Between Trains	08 $00$ to $18$ $00$ . Loading material between $16m1320yd$ and $23m242yd$ .	
305	Inverkeilor and Usan	Down and Up Between Trains	07 00 to 18 00. Loading material between $23m240yd$ and $28m880yd$ and signalling work.	
306	Usan and Montrose South	Single Between Trains	08 00 to 18 00. Loading material between 28m880yd and 30m814yd.	
307	Montrose South and Montrose North	Down and Up Between Trains	$08\ 00\ to\ 18\ 00$ . Loading material between $30m814yd$ and $31m176yd$ .	
308	Montrose North and Craigo	Down and Up Between Trains	$08\ 00$ to $18\ 00$ . Loading material between $31\text{ml}76\text{yd}$ and $205\text{ml}76\text{yd}$ .	
309	Carmont LC and Stonehaven	Down and Up Between Trains	08 30 to 17 00. Track maintenance between 219m858yd and 224m1650yd.	
310	Ferryhill Jn and Aberdeen	A11	07 30 to 17 00. Signalling work.	
MON	DAY 22 SEPTEMBER			
311	Inverkeithing and Burntisland	Down and Up Between trains	00 01 to 06 00. Track maintenance between 13m460yd and 20m220yd.	
312	Craigo and Laurencekirk	Down and Up Between trains	00 00 to 24 00. Track renewal and track maintenance between 210ml10yd and 210m550yd.	
MONDAY 22 to FRIDAY 26 SEPTEMBER				
313	Aberdeen Station	Platforms Nos.3, 4, 5 and 6 Between trains	08 00 to 16 00 daily. latform work. Mechanical equipment in use.	
TUESDAY 23 and WEDNESDAY 24 SEPTEMBER				
314	Inverkeithing East Jn and Burntisland	Down BLOCKED Down Between trains	00 00 to 03 45 ) daily. Track maintenance between 03 45 to 06 00 ) $13m1080yd$ and $20m220yd$ . Down trains diverted via Cowdenbeath 00 00 to $\overline{03}$ 45.	
315	Laurencekirk and Craigo	Up Between trains Down Between trains Down BLOCKED Down Between trains	00 00 to 24 00 ) daily. Track renewal and track 00 00 to 00 15 ) maintenance between 210m550yd 00 15 to 05 30 ) and 210m110yd. Single line 05 30 to 24 00 ) working over Up line 00 15 to	

Down BLOCKED 00 15 to 05 30 ) and 210m110yd. Single line 05 30 to 24 00 ) working over Up line 00 15 to 05 30.

		WON-B22
SECTION B - TEMPORAR	RY ENGINEERING WORKS -	continued
At or between	Lines affected	Remarks
HAYMARKET WEST JN TO TUESDAY 23 to FRIDAY	ABERDEEN - continued 26 SEPTEMBER	
316 Carmont LC and Stonehaven	Down and Up Between trains	23 00 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 219m858yd and 224m1650yd.
317 Newtonhill and Ferryhill Jn	Down and Up Between trains	23 00 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 230ml298yd and 240m858yd.
318 Ferryhill Jn and Aberdeen	Down and Up Between trains	23 00 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 240m858yd and 241m88yd.
THURSDAY 25 SEPTEMBE	<u>er</u>	
319 Laurencekirk and Craigo	Up Between trains Down Between trains Down BLOCKED Down Between trains	00 00 to 24 00 ) Track renewal and track 00 00 to 01 00 ) maintenance between 210m550yd 01 00 to 05 30 ) and 210m110yd. Single line 05 30 to 24 00 ) working over Up line 01 00 to 05 30.
FRIDAY 26 SEPTEMBER		
320 Laurencekirk and Craigo	Op Between trains Down Between trains Down BLOCKED Down Between trains	00 00 to 24 00 ) Track renewal and track 00 00 to 00 15 ) maintenance between 210m550yd 00 15 to 05 30 ) and 210m110yd. Single line 05 30 to 24 00 ) working over Up line 00 15 to 05 30.
THORNTON NORTH JN TO	METHIL WEST (GOODS I	LINE)
321 Double Dykes LC and East Fife Central Jn	Single Between trains	07 00 to 20 00. Bridgework (OB No.10A). Mechanical equipment in use.
SATURDAY 20 and SUNI	DAY 21 SEPTEMBER	
322 Thornton North and Kirkland	Single BLOCKED	08 00 to 17 00 daily. Bridgework (OB No.10A).

East

# INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA COWDENBEATH) UNTIL FURTHER NOTICE

323 Lochgelly and	Down and Up	08 00 to 20 00 daily. Bridgework (UB No.10).
Cardenden	Between trains	Crane and mechanical equipment in use. Finishes 08 00 Sat 20 September.

### SUNDAY 21 SEPTEMBER

324 Halbeath LC and Down and Up BLOCKED 06 30 to 24 00. Bridgework (OB No.24). Cowdenbeath

## TUESDAY 23 to FRIDAY 26 SEPTEMBER

325 Cowdenbeath and	Up BLOCKED	00 00 to 06 00 daily. Bridgework	(OB No.24).
Halbeath LC	Down Between trains	, ,	

### FRIDAY 26 SEPTEMBER

326 Cardenden and	Down Between trains	00 00 to 03 45.	Bridgework (UB No.12).
Clunnybridge			-

SECTION B - TEMPO	KARI ENGINEERING WORKS	- continued
At or between	lines affected	Remarks

PERTH	TO	INVE	RNESS
UNTIL	FUF	THER	NOTICE

<u> </u>	IE TONTHER HOTTOE	•	
327	Dunkeld and Pitlochry	Single Between trains	08 00 to 18 00 daily. Work at lineside, tunnel work (Inver) and bridgework (UB's Nos.33 and 47) between 16ml188yd and 24m700yd. Crane and mechanical equipment in use.
328	Pitlochry and Blair Atholl LC	Single Between trains	00 00 to 19 00 daily. Tunnelwork (Killiecrankie), rock blasting and work at lineside between 30ml210yd and 31m616yd. Crane and mechanical equipment in use.
329	Blair Atholl LC and Dalwhinnie	Down and Up Between trains	08 00 to 20 00 daily. Bridgework (UBs Nos 86J and 126 and 99). Work at lineside between 35ml32yd and 58ml188yd. Crane and mechanical equipment in use.
330	Culloden Moor and Inverness	A11	07 30 to 17 00 daily. Signalling work.
SAT	URDAY 20 and SUND	AY 21 SEPTEMBER	
331	Pitlochry and Blair Atholl LC	Single Between trains	22 00 Sat to 18 00 Sun. Bridgework (NB No.80). Track renewal and track maintenance between 28m638yd and 35m320yd. Crane and mechanical equipment in use.
332	Blair Atholl LC and Dalwhinnie	Down and Up Between trains	22 00 Sat to 17 00 Sun. Bridgework (FB No.152D), (UB's Nos.115, 123, 125, 126 and 130) and track maintenance between 35m132yd and 58m1188yd and signalling work. Mechanical equipment in use.
333	Kingussie LC and Kincraig Loop	Single BLOCKED	22 00 Sat to 18 00 Sun. Track renewal and track maintenance between 73m390yd and 77mp and signalling work. Possession to be given up for passage of booked services. Crane and mechanical equipment in use.
334	Slochd Loop and Tomatin Loop	Single Between trains	22~00~Sat to $17~00~Sun$ . Track maintenance between $95m310yd$ and $98m1716yd$ , and signalling work.
335	Culloden Moor	Up BLOCKED Down Between trains Up BLOCKED Up Between trains	21 00 Sat to 16 30 Sun ) Track renewal, track 21 00 Sat to 18 00 Sun ) maintenance, earthworks 21 00 Sat to 18 00 Sun ) and lineside work 16 30 to 18 00 Sun ) between lllm720yd and lllm320yd. Crane and mechanical equipment in use.
336	Culloden Moor and Millburn Jn	Down and Up Between trains	22 00 Sat to 07 00 Sun. Track maintenance and unloading signalling material between 111m660yd and 117m440yd.
SUN	DAY 21 SEPTEMBER		
337	Perth and Stanley Jn	All	07 30 to 17 00. Signalling work.
338	Stanley Jn and Dunkeld	Single Between trains	08 00 to 18 00. Bridgework (UB's Nos.7 and 14). Tunnel work (Kingswood) and work at lineside between 7m176yd and 15m264yd. Crane and mechanical equipment in use.
339	Dunkeld and Pitlochry	Single Between trains	08 30 to 17 00. Bridgework (UB's Nos.19, 60 and 63). Crane and mechanical equipment in use.

SECTION R - TEMPORAR	Y ENGINEERING WORKS -	WON-B24		
At or between	Lines affected	Remarks		
PERTH TO INVERNESS - SUNDAY 21 SEPTEMBER				
340 Dalwhinnie and Kingussie LC	Single Between trains	07 30 to 18 00. Track maintenance between 58ml188yd and 71ml056yd, and signalling work.		
341 Kincraig Loop and Aviemore	Single Between trains	08 30 to 17 00. Bridgework (UB No.208) and signalling work. Mechanical equipment in use.		
342 Aviemore Station	Down and Up Between trains.	08 30 to 17 00. Bridgework (FB No.213A).		
343 Aviemore and Carr Bridge Loop	Single Between trains	07 30 to 17 00. Track renewal between 83m1078yd and 90mp, and signalling work.		
344 Carr Bridge Loop and Slochd Loop	Single Between trains	08 00 to 17 00. Track renewal and bridgework (UB's Nos.236, 238 and 241) betweem 90mp and 95m310yd, and signalling work. Mechanical equipment in use.		
345 Tomatin Loop and Moy Loop	All	07 30 to 17 00. Signalling work.		
346 Moy Loop and Culloden Moor	Single Between trains	07 30 to 17 00. Track renewal between 103m440yd and 111m660yd, and signalling work.		
347 Millburn Jn and Inverness	A11	07 30 to 17 00. Signalling work.		
MONDAY 22 to FRIDAY 26 SEPTEMBER				
348 Pitlochry and Blair Atholl LC	Single Between trains	00 00 to 24 00 daily. Track renewal and track maintenance between 28m638yd and 35m132yd.		
349 Kingussie LC and Kincraig Loop	Single Between trains	00 00 to 24 00. Track renewal and track maintenance between 73m390yd and 73m990yd. Crane and mechanical equipment in use.		
350 Culloden Moor	All Between trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthworks and lineside work between 111m320yd and 111m710yd. Crane and mechanical equipment in use.		
TUESDAY 23 and WEDNESDAY 24 SEPTEMBER				
351 Dalwhinnie and Kingussie LC	Single Between trains	22 00 Tue to 07 00 Wed. Track maintenance between 58ml188yd and 71ml056yd.		
TUESDAY 23 to FRIDAY	26 SEPTEMBER			
352 Tomatin Loop and Moy Loop	Single Between trains	22 00 Tue to Thu to 07 00 Wed to Fri. Track maintenance between 98m1716yd and 103m990yd.		
PERTH TO DUNDEE CENT	PERTH TO DUNDEE CENTRAL JN			

08 00 to 16 00. Bridgework (UB No.35). Work at lineside between 20ml100yd and 20ml300yd.

07 30 to 21 00 daily. Bridgework (OB No.5/1) and work at lineside between 3m550yd, and 3mp and

signalling work. Crane and mechanical equipment

Mechanical equipment in use.

in use.

UNTIL FURTHER NOTICE

Single

Between trains

All Between trains

353 Perth and

Barnhill

354 Longforgan LC and Dundee

Central Jn

SECTION B - TEMPORA	RY ENGINEERING WORKS	- continued
At or between	Lines affected	Remarks

SECTION B - TEMPORAL At or between	RY ENGINEERING WORKS - Lines affected	- continued Remarks
PERTH TO DUNDEE CENT SUNDAY 21 SEPTEMBER	TRAL JN - continued	
355 Perth	All	07 30 to 17 00. Signalling work.
356 Barnhill and Errol LC	Down and Up Between trains	08 00 to 18 00. Bridgework (OB No.25) and track renewal at 14m462yd. Mechanical equipment in use.
357 Errol LC and Longforgan LC	Down and Up Between trains	08 00 to 17 00. Track renewal between 10m990yd and 5m1210yd. Mechanical equipment in use.
358 Longforgan LC and Dundee Central Jn	All Between trains	08 00 to 17 00. Work at lineside and track renewal between 5ml2l0yd and 0m440yd, and signalling work. Mechanical equipment in use.
MONDAY 22 to FRIDAY	26 SEPTEMBER	
359 Barnhill and Errol LC	Down and Up Between trains	08 00 to 16 00 daily. Track renewal at 14m462yd. Mechanical equipment in use.
360 Errol LC and Longforgan	Down and Up Between trains	$08\ 00\ to\ 16\ 00\ daily.$ Track renewal at $9m1300yd.$ Mechanical equipment in use.
361 Longforgan and Dundee Central Jn	All Between trains	08 00 to 16 00 daily. Track renewal at 5m220yd. Mechanical equipment in use.
ABERDEEN TO INVERNE UNTIL FURTHER NOTICE	_	•
362 Huntly and Keith	Single Between trains	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45ml100yd. Mechanical equipment in use.
363 Forres and Nairn	Single Between trains	00 00 to 24 00 daily. Work at lineside between $128m1200yd$ and $128m1400yd$ . Mechanical equipment in use.
364 Nairn and Inverness	All	07 30 to 17 00 daily. Signalling work.
SATURDAY 20 and SUN	DAY 21 SEPTEMBER	
365 Aberdeen and Dyce Jn	Single Between trains	22 30 Sat to 18 00 Sun. Bridgework (OB No.26) and track renewal between 0m330yd and 6m242yd, and signalling work.
366 Nairn and Millburn Jn	Single Between trains	23 00 Sat to 03 00 Sun. Unloading signalling material.
SUNDAY 21 SEPTEMBER		
367 Insch LC	All	07 30 to 17 00. Signalling work.
368 Keith Jn and Elgin	Single Between trains	08 00 to 17 00. Track renewal and track maintenance between 28m320yd and 28m1640yd.
369 Nairn and Millburn Jn	A11	08 00 to 18 00. Signalling work.

	SECTION B -	- TEMPORARY	ENGINEERING	WORKS -	continue
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At or between	Lines affected	Remarks
ABERDEEN TO INVERNES	<del></del>	
370 Aberdeen Station	Platform No.6 Between trains	08 00 to 16 00 daily. Platform work. Mechanical equipment in use.
371 Keith Jn and Elgin	Single Between trains	00 00 to 24 00 daily. Track renewal and track maintenance between 28m320yd and 28m1640yd.
INVERNESS TO WICK UNTIL FURTHER NOTICE	:	
372 Inverness and Lentran	A11	07 30 to 17 00 daily. Signalling work.
373 Dingwall and Invergordon	Single Between trains	00 00 to 24 00 daily. Bridgework (OB No.69/1) and platform work Alness. Crane and mechanical equipment in use.
374 Invergordon Station	Down and Up Between trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
375 Fearn Station	Single Between trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
376 Tain Station	Down and Up Between trains	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.
377 Dunrobin Station	Single Between trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
SATURDAY 20 to MONDA	Y 22 SEPTEMBER	
378 Helmsdale and Forsinard	Single BLOCKED	21 00 Sat to 06 00 Mon. Bridgework (UB No.276) Track renewal between 109m550yd and 109m700yd. Crane and mechanical equipment in use.
SATURDAY 20 to FRIDA	Y 26 SEPTEMBER	
379 Inverness Station	All Between trains	08 00 to 20 00 daily. Track renewal, platform work and work at lineside. Crane and mechanical equipment in use.
SUNDAY 21 SEPTEMBER		·
380 Welsh's Bridge and Rose Street	A11	07 30 to 17 00. Signalling work.
381 Rose Street and Clachnaharry	Single Between trains	08 00 to 17 00. Track renewal between 117m1562yd and lm1100yd.
382 Clachnaharry and Lentran	A11	07 30 to 17 00. Signalling work.
383 Muir of Ord and Dingwall	Single Between trains	08 00 to 17 00. Track renewal and Bridgework (UB No.41) between 13m88yd and 19mp. Mechanical equipment in use.
384 Dingwall and Invergordon	Single BLOCKED	08 00 to 18 00. Track renewal and track maintenance between 21m710yd and 21m1130yd.  Possession to be given up for the passage of 1H91  08 05 Inverness to Lairg and 2H90 11 10 Lairg to Inverness.

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SECTION	В	-	TEMPORARY	ENGINE	ERING	WORKS	-	conti	nued
T									

At or between	Y ENGINEERING WORKS - Lines affected	Remarks
INVERNESS TO WICK - SUNDAY 21 SEPTEMBER		
385 Invergordon and Fearn	A11	07 30 to 17 00. Signalling work at Nigg LC (AHB).
386 Tain and Ardgay	Single Between trains	08~00 to $17~00$ . Loading material between $44m506yd$ and $57m1540yd$ .
387 Ardgay and Lairg	Single Between trains	08 00 to 18 00. Bridgework (UB's Nos.143, 151, 166), and loading material between 57m1540yd and 66m1716yd. Crane and mechanical equipment in use.
SUNDAY 21 to FRIDAY	26 SEPTEMBER	
388 Clachnaharry and Lentran	A11	07 30 to 17 00 daily. Signalling work at Bunchrew LC (AOCL).
389 Dingwall and Alness	A11	07 30 to 17 00 daily. Signalling work at Foulis LC (RG).
390 Lairg and Rogart	A11	07 30 to 17 00 daily. Signalling work at Lairg (AOCL).
391 Kinbrace and Forsinard	A11	07 30 to 17 00 daily. Signalling work at Kinbrace LC (AOCL) and Forsinard LC (AOCL).
392 Scotscalder and Halkirk LC (AOCL)	All	07 30 to 17 00 daily. Signalling work at Walton LC (AOCL).
393 Georgemas Jn and Wick	A11	07 30 to 17 00 daily. Signalling work at Walton LC (AOCL).
MONDAY 22 to FRIDAY	26 SEPTEMBER	
394 Muir of Ord and Dingwall	Single Between trains	22 00 Mon to Thu to 06 00 Tue to Fri. Bridgework (UB No.41). Mechanical equipment in use.
395 Dingwall and Invergordon	Single Between trains	08 00 to 16 00 daily. Track renewal and track maintenance between 21m710yd and 21m1130yd.
396 Helmsdale and Forsinard	Single Between trains	08 00 to 18 00 daily. Bridgework (UB No.276). Crane and mechanical equipment in use.
TUESDAY 23 to THURSD	AY 25 SEPTEMBER	
397 Rose Street and Clachnaharry	Single Between trains	22 00 Tue and Wed to 06 00 Wed and Thu. Track maintenance between Om900yd and Om1650yd.
THURSDAY 25 and FRID	AY 26 SEPTEMBER	
398 Lentran and Muir of Ord	Single Between trains	$22\ 00\ Thu$ to $06\ 00\ Fri$ . Track maintenance between $10m1320yd$ and $11m440yd$ .
DINGWALL TO KYLE OF UNTIL FURTHER NOTICE		
399 Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.
400 Achnasheen and Strathcarron LC	All	07 30 to 18 00 daily. Signalling work.

		WON-B28
SECTION B - TEMPORAL	RY ENGINEERING WORKS -	continued
At or between	Lines affected	Remarks
DINGWALL TO KYLE OF SUNDAY 21 SEPTEMBER	LOCHALSH - continued	
401 Achnasheen and Strathcarron	Single Between trains	08 00 to 17 00. Track renewal between 28mp and 28ml000yd, and signalling work Balnacra (AOCL).
SUNDAY 21 to FRIDAY	26 SEPTEMBER	
402 Dingwall and Garve	All	07 30 to 17 00 daily. Signalling work at Dingwall No.2 (AOCL) and Achterneed (AOCL).
403 Strathcarron ano Kyle of Lochalsh	Single Between trains	07 30 to 17 30 daily. Platform work at Attadale Halt, and signalling work at Strathcarron LC (AOCL). Mechanical equipment in use.
MONDAY 22 to FRIDAY	26 SEPTEMBER	
404 Achnashellach and Strathcarron	All	07 30 to 17 00 daily. Signalling work at Balnacra LC (AOCL).

# GEORGEMAS JN TO THURSO SUNDAY 21 to FRIDAY 26 SEPTEMBER

405 Georgemas Jn All 07 30 to 17 00 daily. Signalling work at Hoy LC and Thurso (AOCL).

#### SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \*Indicates item which will not appear in future issues

\* and which must be noted

CLYDEBANK DOCK JN - The sketch on page C5 showing the altered permanent way and signalling arrangements refers.

The position light aspect associated with signal CD81 on the Washer line is now shown as ground mounted.

MILLERHILL - The connection on the Up and Down South Curve, facing to Down direction trains and previously laid in and secured out of use, has been brought into use giving access to a new line designated East Arrival line.

A single-sided notice board worded 'STOP - AWAIT INSTRUCTIONS' has been provided on the East Arrival line on left of drivers, 200 yards on the yard side of the new connection from the Up and Down South Curve.

MILLERHILL - Nos.5, 7, 8 and 9 South Down Reception sidings have been secured out of use pending removal and all associated signals disconnected. No.6 siding has been retained meantime together with signal M71.

The area previously designated South Down Reception sidings is now known as the Electrification Depot.

The stencil route indication 'A' associated with signals M88, M92, M94, M95 and M96, applying to signal M79, has been altered to apply to 'Electrification Depot'.

#### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 21 SEPTEMBER - BETWEEN MAUCHLINE AND HURLFORD - A maximum permissible speed of 65mph will be added on the Down line between 35ml630yd and 362mp and between 36ml080yd and 37ml540yd. (29)

SUNDAY 21 SEPTEMBER - CULLODEN MOOR - A new half connection facing to Up direction trains, will be installed on the Up line and secured out of use. (29)

#### DETAILS OF WORK ALREADY CARRIED OUT

RUTHERGLEN - The existing pedestrian level crossing, for use of BR Staff only giving access to the Regional Training Centre from Rutherglen Station over the Down Argyle line, Rutherglen West Curve single line and the Engineer's Training siding, has been converted to a miniature Red/Green warning lights installation as described in the General Appendix, Section 7.

The existing notice boards worded "STOP SOUND HORN BEFORE PROCEEDING", located on the Engineers Training siding 25 yards on each rail approach to the crossing have been removed and replaced by notice boards worded "PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" at the same locations, together with associated Drivers white lights and plungers. (27)

\* \* LARKFIELD JN - The facing crossover Down fast to Clydesdale line is now available for was. (26)

KILWINNING RESIGNALLING (STAGE 2) - The work described and illustrated in the Special Notice entitled KILWINNING RESIGNALLING (STAGE 2) has been introduced.

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

#### WON-C2

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

\* \*BETWEEN GIRVAN AND PINWHERRY - The permanent speed restriction of 20mph in the Down and \* Up directions on the Single line over Bridge No.9 between 1m680yd and 1m730yd has been increased to 45mph in both directions.

See section D of this notice

(26)

HUNTERSTON - The application of the undernoted signals has been altered as shown:-

		Route Indication	Application	
Signal	Aspect	where provided	To or Towards	
H514	Main	G	Up Freight Line	
	Main	P	Up Largs Line	
н516	Main	G	Up Freight Line	
	Main	P	Up Largs Line	
н518	Main	Position 1 Junction Indicator	Up Freight Line	
	Main	-	Up Largs Line (28	()

BO'NESS - The Down Passenger loop and associated signals have been brought back into use.
(27)

CLYDEBANK DOCK JN - The altered permanent way and signalling arrangements shown on the sketch on page C5 have been brought into use.

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

#### RUNNING SIGNALS

	-	Route Indication	Application	
Signal	Aspect	where provided	To or Towards	
UP MAIN				
+ CD72	Main	-	CD71	
	Position Light	-	Reception line or Reception/Departure line	
DOWN MAIN				
CD62	Main	-	CD63	
	Position Light	-	Yard or Washer Line	
k CD74	Main	_	CD82	
	Position Light	-	Reception line or Reception/Departure line	
CD82	Main	Position 1 Junction Indicator	СD70	
YARD				
CD80	Main	_	CD70	
	Position Light	~	East Headshunt	

#### WON-C3

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

DETAILS OF WORK ALREADY CARRIED OUT - continued

CLYDEBANK DOCK JN - continued

#### RUNNING SIGNALS - continued

	_	Route Indication	Application
Signal	Aspect	where provided	To or Towards
WASHER LIN	NE		
CD81	Main	-	CD70
	Position Light	-	East Headshunt
RECEPTION, CD83	DEPARTURE LINE	-	CD64
HEADSHUNT/ CD84	DEPARTURE LINE	-	CD64
RECEPTION CD85	LINE Main	-	CD64

- + Former signal repositioned 6 yards farther from the box and position light aspect provided.
- x Former signal repositioned 6 yards farther from the box and altered to be capable of exhibiting a red or yellow aspect.

Signal CD74R has been altered to be capable of exhibiting a yellow or green aspect.

#### POSITION LIGHT SIGNALS

	Route Indication	,	Application
Signal	where provided	From	Towards
CD6	-	Up Main	Yard
	-	Up Main	Washer line
	_	Up Main	Down Main
CD8	-	East Headshunt	Yard
	_	East Headshunt	Washer line

A double-sided "OFF" indicator, associated with signal CD62, has been provided on Garscadden station Down platform, post-mounted, 8'6" above platform level on right of drivers located on the Hyndland side of the booking office.

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

Although not shown on the sketch, the following telephone signs have been provided, where applicable, in accordance with regional practice.

(at all new signals capable of (displaying a red aspect (28)

\* \*BETWEEN CLYDEBANK CENTRAL JN AND OLD KILPATRICK - The One Train Working Regulations no

\* longer apply. The line is worked as a yard but only one train is allowed on the line at
a time. The maximum permissible speed has been altered to be 5mph.

See section D of this notice (26)

\*MILLERHILL - Signal M46 has been repositioned 67 yards nearer Millerhill South Junction.

A new connection facing to Down direction trains has been installed on the Up and Down South curve, and secured out of use. (26)

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

CULLODEN MOOR - The existing shunt spur has been extended and a new connection, Single line to shunt spur, facing to Up direction trains, installed and secured out of use. (28)

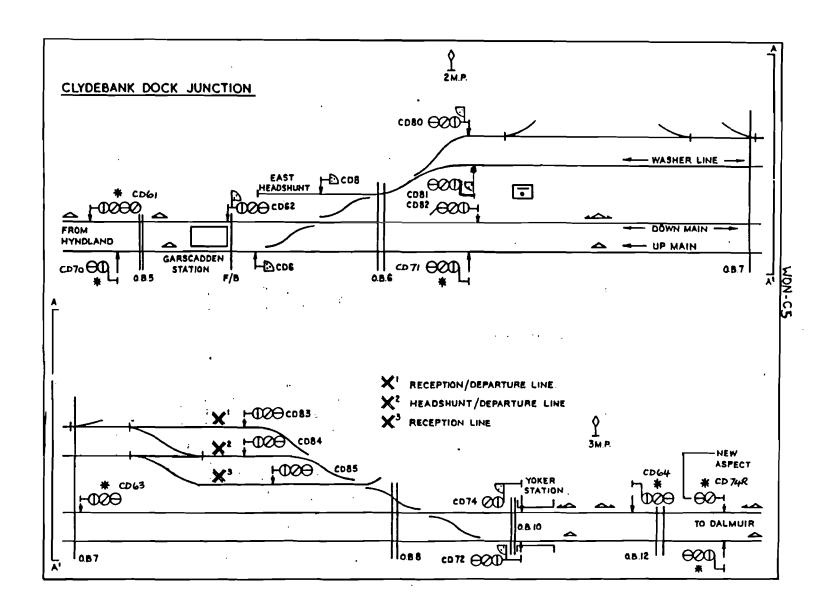
MILLBURN JN - The Up Independent line headshunt has been removed, the Up Independent line end of the connection with the Up Aviemore line being retained as trap points. The yellow small arm signal applying Up Independent line towards Up Aviemore line has become a red small arm signal.

The 5-lever Yard ground frame has been removed together with all points and signals controlled therefrom.

The trailing connection between the Up Aviemore line and Millburn Yard has been renewed in a new alignment nearer the Up Aviemore line. The trap points at the exit from the Marshalling Yard have been renewed approximately 75 yards from the box. The ground disc signal applying Marshalling Yard towards Up Aviemore line has been renewed as a ground position light signal immediately on the Yard side of the new trap points application unaltered.

The Weigh Bridge Road has been slued into the new Yard connection in hand points immediately on the Yard side of the position light Yard exit signal.

\*\_\*The Up Aviemore home 2 signal has been repositioned 39 yards further from the box. (26)



EXPLANATION	ON OF SYMBOLS.	•
COLOUR LIGHT	T SIGNALS.	•
Z ASPECT SIGN	MAL.	. CARABLE OF TO CAPABLE OF
T RED ASPECT	CAPABLE OF DISPLAYING RED OR GREEN ASPECT	RED DISPLAYING DISPLAYING YELLOW OR ASPECT.
3 ASPECT SIG	MÅ1.	ROUTE INDICATOR SUBSIDIARY SIGNAL
RED ASPECT	CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT.	JUNCTION TYPE  RULE BOOK - SECTION 'C'  RULE BOOK - SECTION 'C'  PROCEED ASPECT:  TWO WHITE  LIGHTS AT 45°
4 ASPECT SIG	CAPABLE OF DISPLAYING REO, YELLOW, DOUBLE YELLOW OR GREEN ASPECT.	SHUNT SIGNAL  ELEVATED POSITION LIGHT  NORMAL ASPECT:- RED &  WHITE HORIZONTAL LIGHTS PROCEED ASPECT:- TWO  WHITE LIGHTS AT 45°
POINTS		MISCELLANEOUS
	. CONTROLLED	MILE FOST
	HAND POINTS	# EXISTING SIGNAL
	SPRING POINTS	A.W.S.
	· .	AW.S OPERATIONAL IN DIRECTION OF ARROW
		A.W.S OPERATIONAL IN BOTH DIRECTIONS

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02-C6

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#### 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 3 (PINK PAGES)

Section F2 Paragraph F2/1

Amend Clause (a) to read:~

(a) Keep well clear on the windward side but avoid low lying areas.

(MPF/493) (18/8/86)

PART 6 (WHITE PAGES)

Page E3 Delete footnote.

(This amends item published on page 14 of PON No.19D). (MPF/491/P) (15/8/86)

Page H3

Delete Item 2.6

(MPF/491/CA) (9/8/86)

Page H3

Amend Item 2.8 as follows:-

2.8 Class 40 or 45 ...... (Amended)(MPF/491/CA)(15/9/86)

This supercedes the item published in Weekly Operating Notice No.24.

Page H105 6S56 BLYTH to Mallaig Jn (to Mossend)

Amend as follows:Contract Tonnage - 560
Class 37 = 665

(MPF/491/CA) (16/8/86)

Page H106 6E80 Deanside to Wisbech

Amend line of entry to read as follows:-

 $\overline{\text{CT.858}}$  20 = 356, 26 = 416, 27 = 451, 37 = 603, 45 = 907, 47 = 975.

(MPF/491/CA) (8/9/86)

Page H110 7M36 Mossend to Leicester Humberstone Road

Amend to read as follows:6M36 Mossend to Corby B.S.C.

(MPF/491/CA) (8/9/86)

Page H110 6S56 MOSSEND to Mallaig Jn (ex Blyth)

Amend as follows: - Contract Tonnage - 560

37 + any other locomotive = 560 tonnes trailing load

37/4 or 37/5 = 667

This amends the item published in Periodical Operating Notice No.19D.

(MPF/491/CA) (16/8/86)

#### SECTIONAL APPENDIX

SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

List of lines in sequence used throughout the book

Page number relating Table A

Page 3

Delete :- Cowlairs to Port Dundas (Goods Line) entry.

(28/6/86)

Page 12 Amend eighth paragraph to read:-

Portable AWS magnets will be positioned on the approach side of Warning Boards for Temporary Speed Restrictions, as specified in the Rule Book, Section U, on lines fitted with AWS. Portable AWS magnets will not be provided on lines which are not AWS fitted (clause 1.1.3 of Section  $\overline{U}$  is modified accordingly).

(7/6/86)

			1	Par	manen	t Speed Restrictions	<del></del>
Running	Lines and		Mileage		n Up	Speed Restrictions	
	ing System	Location	M Yd		ph	At or between	Paraula.
			<del> </del>	<del>  "</del> "	)	At or between	Remarks
Page 14	CARLISLE TO C	CLASGOW CENTRAL					
		[·		1			
1	Between Carli	isle South Jn (CE) and	Calder In	(incl	1		
	Amend to read		I	· IIIC I	1		
8	<u>x</u>	i			ı		
1 3 t	S am a d	Carlisle South Jn (CE)	68 1610				AWS inductors not provided at Carlisle Station platform signals.
Platform C'UP AND	isurand by Platform	<u>Carlisle</u>	69 200	ŀ			
	16 urans 16	Carlisle North Jn	0 420		20	All lines and connections Other and 68ml340yd.	
	<u> </u>	1				Opmp and Comistoya.	
				60	<u>60</u>	Okmp and Om1280yd	
	<b>*</b> * T	Caldew Jn	0 1170	<u>30</u>		Main to Goods line	
ļ	l i i	ļ	Goods		ļ		
			line)	1			Amended (6/9/86)
				1	l		
Page 20		l .					
l	Between Law J	In and Garriongill Jn					
	Delete:-			ŀ			
	* *	OHNS	84 510				(21/6/86)
	1 [						(32,2,2,
1			1	ŀ			
Page 28		1			l		
	CARSTAIRS SOU	TH JN TO HAYMARKET EAS	T JN	Į.	l		•
	Delete : Camp	s LC and relevant info	rmation.	·			(23/8/86)
		1	1				(23/0/00)
1			1	ı	1		
Page 29		1					
	MIDCALDER JN	TO HOLYTOWN JN	ļ		l		
		1	I				
	Between Addie	well and Fauldhouse No.	rth				
	Amend:-		$\top$	50	<u>60</u>	13½mp and 11½mp.	
	to read:-	1	}	<u>50</u>	60	132mp and 11m1220yd	(23/8/86)
1				_	ı —	<del></del>	(20,0,10,

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION	1 - TABLE A -	DETAILS OF RUNNING LI	NES_				<del></del>	<del></del>
		l i					Speed Restrictions	
	Lines and				Down			
	ng System	Location	<u>M</u> _	Yd	mp	<u>ի</u>	At or between	Remarks
	Between Benha	r Jn and Carfin			60 60	50 50	9mp and 7½mp. Over curves 2½mp and 1½mp.	(18/8/86)
l	LAW JN TO UDD Between Law J Add:-	INGSTON JN n and Wishaw Central						
Page 32	I AN TO UDD	OHNS	84	510				(21/6/86)
	LAW JN TO UDD Delete:-	INGSION JN						CW Up, Oml30yd (20/4/86)
		NTRAL JN TO FINNIESTON rglen and Rutherglen N Rutherglen Footpath LC (RG)	orth	<u>Jn</u> 506		1		(6/9/86)
Page 36	RUTHERGLEN CE Amend: - to read: -	NTRAL JN TO FINNIESTON Finnieston Exhibition Centre	4	70 70				(21/6/86)
Page 37	RUTHERGLEN WE	ST JN TO RUTHERGLEN NO Rutherglen Footpath LC (RG)		N (WEST	CUR	VE)		(6/9/86)
	LARKFIELD JN Amend table t	TO SHIELDS JN			30	20	MANIMUM DEDMICCIBLE CDEED	(0/7/86)
		Larkfield Jn (See pages 25 and 47) West St tunnel (110 yards)	101	20 350	30 25		MAXIMUM PERMISSIBLE SPEED Through jn to Muirhouse Jn.	All lines in this table are controlled from Glasgow Central.
	• •	OHNS	101	460 530				CW. Down 180 yards after passing Sig G.713.

SECTION	D - GENERAL I	NSTRUCTIONS AND NOTICE	S - continu				·
Dunning	Lines and		W:lassa			t Speed Restrictions	
	ing System	Location	Mileage M Yd		n Up ph	At or between	Remarks
PIRMATIL	ing byocein	Incacton	n 10	<del>  "</del>	<u> </u>	At of between	vemar ka
Page 38	- Amend - con	Terminus Jn (See below and page 48) Shields Jn (See below and page 50)	101 1080 102 330	25		Through jn to Muirhouse Jn.  Through jn.	CW. Up 187 yards after passing Sig G.708.
	SHIELDS JN TO	TERMINUS JN (UP THROU o read :-	l Ghisdg) <u>Goo</u> 	I DS L	INE INE		
	SHIELDS TO TE	RMINUS JN (UP THROUGH	   Termi <u>nus)</u>				
ŀ	ſŢ	Shields (See above and page 50)	1 684		5	MAXIMUM PERMISSIBLE SPEED	Line in this table is controlled from
	2	Terminus Jn (See above and pages 39 and 48).	1 110 102 0 101 20				Glasgow Central.  Amended (7/6/86)
Page 40	CDETNA IN TO	EGLINTON STREET JN (VI.	A WALMARNOO	,			
		ies South (DS) and Hol			\ !		
	† †	Dumfries South (DS)	92 1010	45	60 45	92m700yd and 93m1120yd. Over curve, 92m700yd and 92mp	
	A A A 8	Dumfries Stn. (D) (See page 44)	91 1300	<u>30</u>	<u>30</u>	Through stn. on main lines 92mp to 912mp	
	+ +	Holywood LC	88 680				(3/8/86)

				Perr	anen	t Speed Restrictions	
Running Line			Mileage	Dowt	ı Up	<del>_</del>	
Signalling S	System	Location	M Yd	mj	ph	At or between	Remarks
		ony Jn., dots signifyin		st an	nd al	l associated information.	(27/5/86)
Betv	ween Mauch	line and Hurlford					
Amer	<u>nd</u> :-				<u>65</u>	35m1630yd and 36½mp	
				<u>40</u>	<u>40</u>	36½mp and 36m1080yd	
					<u>65</u>	36m1080yd and 37m1540yd.	
to 1	read:-			<u>65</u>	<u>65</u>	35m1630yd and 36½mp	
				40	<u>40</u>	36½mp and 36ml080yd	
				<u>65</u>	<u>65</u>	36m1080yd and 37m1540yd	(21/9/86)
Page 44							
<u>De le</u>	ete :- BAF	ONY JN TO BARONY COLLIE	RY (GOODS	LINE	tab	le.	(27/5/86)

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Page 47  KILMARNOCK TO BARASSIE Amend:- Gatehead LC (AHB) 2 1320  to read:- Gatehead LC (AHB) 2 1320  Amend: Shewalton Moss CF (incl) to Barassie to read:- Shewalton Moss CF (incl) to Barassie to read:- Moss CF (s) (See below and Local Instructions Page 26  Barassie (See Page 53)  Barassie (See Page 53)  BAILOE STREET JN TO STRANRAER Add as 2nd MAXIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALED LINES IN THE REVERSE DIRECTION  Amended (17/5/86)  Amend item in Remarks column at bottom of page to read  Page 51  Amend:- 45 6tmp and West end of Gilmour Street  To read:- PAISLEY GILMOUR STREET	SECTION	D - GENERAL	INSTRUCTIONS AND NOTICES	- continu				
Page 47							t Speed Restrictions	
Range 47   KILMARNOCK TO BARASSIE   Amend: Gatehead LC (ANB)   2 1320   (29/6/8   Amend: Gatehead LC (ANB)   2 1320   (29/6/8   Amend: Shewalton Moss CF (incl) to Barassie   40   40   5   5   5   40   40   Moss CF (\$\$) (See below and Local Instructions   Page 26   30   0   0   0   0   0   0   0   0					,	• 1	_	
RILMARNOCK TO BARASSIE   Amend: - Gatehead LC (AHB)   2 1320	Signalli	ing System	Location	M Yd	mp	<u>h</u>	At or between	Remarks
Page 50 BRIDGE STREET JN TO STRANRAER Add as 2nd MAXIMUM PERMISSIBLE SPEED entry:  BETWEEN ELDERSLIE AND BOCSIDE  MAXIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALLED LINES IN THE REVERSE DIRECTION  Amend item in Remarks column at bottom of page to read  Amend item in Remarks column at bottom of page to read  Page 51  Amend:  45 45 6tmp and West end of Gilmour St Stn.  62mp and 7mp  (14/9/8)	Page 47	Amend:-	Gatehead LC  Gatehead LC (AHB)  alton Moss GF (incl) to  Shewalton  Moss GF (S) (See below and Local Instructions  Page 26	Barassie to	40	40	Over curve and through jn	(29/6/86) Controlled from Paisley.
Page 50  BRIDGE STREET JN TO STRANRAER Add as 2nd MAXIMUM PERMISSIBLE SPEED entry:- BETWEEN ELDERSLIE AND BOGSIDE  Amend item in Remarks column at bottom of page to read  Amend item in Remarks column at bottom of page to read  Amend:-  to read:-  PAISLEY GILMOUR STREET  Add as 2nd MAXIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALLED LINES IN THE REVERSE DIRECTION  AMAZIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALLED LINES IN THE REVERSE DIRECTION  Amended (17/5/86)  Amended (17/5/86)  Amended:-  45 45 6tmp and West end of Gilmour St St Stn.  (14/9/86)		L	!	/ 1230	l			A1-1 /25/5/94\
Amend item in Remarks column at bottom of page to read - "All lines between Hillington East and Dalrymple Jn (incl) are controlled from Paisley. Amended (1/6/86)  Amend:- 45 45 6tmp and West end of Gilmour St St. Stn.  45 45 6tmp and 7mp (14/9/8)	Page 50	Add as 2nd M	AXIMUM PERMISSIBLE SPEED	entry:-	40	40		
Amend:-  45   45   6½mp and West end of Gilmour   St Stn.    45   45   6½mp and 7mp   (14/9/8)  PAISLEY GILMOUR STREET		Amend item in	Remarks column at bott	om of page	to r	ead	THE REVERSE DIRECTION	Dalrymple Jn (incl) are controlled from
PAISLEY GILMOUR STREET	Page 51	Amend: ~	·				St Stn.	
		to read:-		1	45	45	62mp and 7mp	(14/9/86)
								(6/4/86)

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SECTION D -	GENERAL	INSTRUCTIONS	AND	NOTICES	_	continued
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Running Lines and	1	W: 7	Perma	inen	t Speed Restrictions		
Signalling System	Location	Mileage M Yd	Down mpi		At or between	Remarks	
Pages 51-54 Amend :- Eld	erslie (incl) to Dalryn	ple Jn to r					
† i	Elderslie	9 70				UPL 1285f (390m)	(bi-directiona
<b>†</b>	Johnstone	9 970 10 200 15 530	<u>40</u> <u>40</u>		Through Main line crossover  Through Lochwinnoch crossovers		
	Lochwinnoch	15 1250					
	OHNS	15 1550					
	Glengarnock	19 1390	40	40	Through Main line trailing crossover.	UGL 865f (260m)	(bi-directions
		20 1390	40	40	Through Main line facing crossover.		
			40	40	Entering over and leaving Down Passenger Loop.	(bi-directional)	DPL 2290f (69
	CE Siding GF (S)	21 150			,		
	Brownhill	21 620					
	Swinlees (Roche)	21 840	40	40	Entering over and leaving Up Passenger Loop.	UPL2290f (695m)	(bi-directiona
	Dalry	21 1630	40	40	Through Main line trailing crossover.		
			Ì				
	Kilwinning Jn (See page 61)	25 1560	40	25	Through jn to Ardrossan. Entering over and leaving Up Goods Loop.	UGL 1365f (415m) DRS 1054f	(320m).

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		obtionities 1	INSTRUCTIONS AND NOTICES	Conclin		anen	t Speed Restrictions	T	$\neg$
Runnin				Mileage	Down				1
Signal			Location	M Yd	mp	չի	At or between	Remarks	-1
Pages	.	- Amend -	continued  Kilwinning	26 0	40		Through trailing crossover.		
			Byrehill Jn (See page 63)	26 1540		25	Through jn to Dubbs Jn.		
<b>†</b>	+		Bogside (see page 64)	28 460	40	10	To Snodgrass branch. Through Main line trailing crossover.		
			Irvine	29 620			CTOSSOVET.		l
			Gailes LC (AHB-X)	31 370	<u>x40</u>	<u>x40</u>	Approaching level crossing in wrong direction.		ĺ
<u> </u>					40	40	Over Main line trailing crossover.		1 2
1 1					60		32m1610yd and 0m370yd.	1	ROLNOM
			<u>Barassie</u>	33 0 33 180 0 0	30	30	Over connection, DPL to Kilmarnock single line		
	+		Barassie Jn (See Page 47)	0 20	40	40	Entering, over and leaving DPL Through Main line facing crossover.	DPL 1180f (355m)	
			Up main signal PB286	0 1630	60		Entering, over and leaving UGL Over curves, Om950yd and lm570yd	UGL 1305f(395m)	
			Troon	1 350 1 1100 2 330 35 110					
			Monkton Siding GF (S)	36 620					
			Prestwick	37 750					
	†		Falkland	38 1610	50	50	39m20yd and 40m290yd	DGL 760f (230m)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D - GENERAL	INSTRUCTIONS AND NOTICE	S - continu				
		1			t Speed Restrictions	
Running Lines and	l <sub>-</sub> .	Mileage	1	ιUp		<u></u>
Signalling System	Location	M Aq	_ m	h	At or between	Remarks
Pages 51-54 - Amend	- continued		;			
<b>t t</b>	Newton-on-Ayr	39 730				
	Newton Jn (See page 64)	39 880		10	Through jn to Ayr Harbour Jn.	
	OHNS	39 900	20		Through jn to Killoch branch	
	Down Ayr Signal PA340	39 970	40 40 50	40 25 50	40m290yd and 40m680yd 40m680yd and 40m920yd	
	Ayr	40 1080	50	50	40m920yd and 40m1740yd	Permissive working is authorised on the Up and Down lines through Ayr Station for
	Belmont LC (CCTV)	40 1360 41 990	30	30 45	Through crossover. Through crossover.	passenger train connection purposes. Controlled from Ayr relay room.
<sup>1</sup> <sup>†</sup>	Dalrymple Jn (See page 65)	43 1170	20		Through jn to Benbane branch	Amended (14/9/86)
Page 55  Between Girv  Amend:-	an and Pinwherry		20	20	Bridge No.9, 1m680yd and 1m730yd.	
to read:-			45	45	Bridge No.9, lm680yd and lm730yd.	(1/9/86)

WON-D

	GENERAL	INSTRUCTIONS AND NOTICE	<u>5 - concin</u>			<del></del>	<u> </u>
Running Line	as and	-	Milassa			t Speed Restrictions	
Signalling 5		Location	Mileage M Yd	Down mp	•	At or between	Remarks
Pages 61 and	<u> 62</u>						
Amer	nd:- KILW	VINNING JN TO LARGS tabl	e to read:•	60	60	MAXIMUM PERMISSIBLE SPEED	
Ī	Ī	Kilwinning Jn (See Page <b>5</b> 3)	25 1540		40 25	Through jn. Entering over and leaving Up Goods Loop.	The lines between Kilwinning Jn and Hunterston (excl) are controlled from Paisley SC.
				40	<u>40</u>	25m1560yd and 26m150yd	
	†	Kilwinning	26 0	<u>55</u>	40 55	Through facing crossover. 26m990yd and 26m1450yd.	
+	+	Dubbs Jn (See Page 63)	26 1500		<u>25</u>	Through Jn to Byrehill Jn.	
				<u>40</u> <u>40</u>	40	Through trailing crossover. Entering Down Goods loop.	DGL 1515f (460m)
		Stevenston (See Page 62)	28 550				
		Stevenston LC	28 680	50	50	29m730yd and 29ml690yd	
	יא ל	Saltcoats	29 1210	50	50	29m/30yd and 29ml 690yd	
, ‡	2882		30 160	50		Through connection to Up Largs.	
UP FREIGHT	9	Ardrossan Sth Beach (See Page 63)	30 840 30 1060	$\frac{25}{50}$	50	Through jn to Ardrossan Harbour. 30m1060yd and 31mp.	
9 9 1	UP Pure Sun	West Kilbride Hunterston (H) (See Page 63)	35 220 36 1140		25	Over connection Single line to Up Freight.	All lines between Hunterston and Largs
		Fairlie High Sdg GF (S)	38 1650				are controlled from Hunterston.

	NSTRUCTIONS AND NOTICE	<del></del>		nanen	t Speed Restrictions	Ţ <sup>_</sup>
Running Lines and		Mileage		1 Up	- speed Rodellottono	
	Location	M Yd		ph	At or between	Remarks
Pages 61 and 62 - Ame		39 20 39 260 to 39 1250 39 1300	50 40	50 40	40m660yd and 40m1540yd 41m660yd and Largs Stn.	(Amended 20/9/86)
Page 63  Add: - ARDROSSAN SOL	Stevenston (See Page 61)  TH BEACH TO ARDROSSAN  Ardrossan Sth Beach (See Page 61)  Princes St LC (CCTV)  Ardrossan Hbr LC  Ardrossan Hbr	HARBOUR  30 840 30 1030 31 150 31 620 31 840	25	25	MAXIMUM PERMISSIBLE SPEED	(14/9/86)  Controlled from Paisley SC.  No Train Staff.  Controlled from Ardrossan Hbr LC  (14/9/86)

. . .

						Per	maneni	Speed Restrictions		
unning 1	Lines and			ļ.	Mileage		n Up		1	
ignalli	ng System	Locatio	n		M Yd	mi	ph -	At or between	Remarks	
	AYR HARBOUR T			LINE)					Controlled from Paisley	(1/6/86)
1	NEWTON JN TO	KILLOCH (	COLLIERY (	GOODS	LINE)					
age 65	Add at top of DALRYMPLE JN	TO BENBA	NE (GOODS						Controlled from Paisley	1/6/86)
age 78	Amend referen			ļ	•			·		(1/6/86)
	EDINBURGH WAV Linlithgow En			C Maau	I (VIA FA	TKIK	r HTP			
	Amend:- to read:-	GSP (S)								(21/6/86)
	EDINBURGH WAV	ERLEY TO	GLASGOW Q	QUEEN S'	T (VIA FA	LKIR	 K HIGI	<u>n</u>		
:	<u>Add</u> :- DPL 970	f (295m)	to remark	s colu	mn.	i				(6/9/86)
age 79	EDINBURGH WAV	 Pripy To	CTASCON O	NIBEN C.	T (VIA RA	i Trtp	 K HTCI	1		
	Amend : Cadde					to				
	3	Cadder (CR)	(East end)		5 880	30		Entering Down slow line.  Over and leaving Down slow line		
Wals 9U	Down St.		<b>A.</b>							
1 1		Cadder	(West end)	)	4 1010		30	Entering, over and leaving Up slow line	All lines between Cadder (Wes (incl.) and Queen St are cont Cowlairs.	

nning I gnalli						t Speed Restrictions	
?nerrr:	Lines and	Location	Mileage M Yd		n Up ph	At or between	Remarks
ge 80	EDINBURGH T	CLASCOW QUEEN ST (VIA its West Jn to Queen St Cowlairs West Jn (see page 90 for West Curve line and page 79 for Springburn line)	PALKIRK HI	GH) :0 r	ad:-		TOWN A STATE OF THE STATE OF TH
				40 50 20 40	40	Entering and leaving Down Passenger loop East end	DPL 735f (225m)
			1 330	<u>20</u> 40	40	Entering and leaving Down Passenger loop and Down departure line West end Through facing crossover	
		Queen St High Level tunnel (990 yards)	0 1320 to 0 330	20	20		
<u>¥</u> <u>e 80</u>	I Delete:- CO	Queen St High Level  JUAIRS TO PORT DUNDAS (	0 00  GOODS LINE)	50 tabl		Omp to 2tmp Up direction	(28/6/86)

SECTION	ECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued										
				Pert	nanen	t Speed Restrictions					
Running	Lines and		Mileage	Down	ı Up						
Signalli	ng System	Location	M Yd	այ	oh .	At or between	Remarks				
Page 81											
	POLMONT JN TO	LARBERT JN									
1	Amend:-			50	50	MAXIMUM PERMISSIBLE SPEED					
	to read:-	Between Polmont Jn		<u>50</u>	60	MAXIMUM PERMISSIBLE SPEED					
		and 24m1120yd		—							
		,									
		Between 24ml120yd and		50	50	MAXIMUM PERMISSIBLE SPEED					
		Larbert Jn		~	<u>~</u>						
	Add:-		ļ	50	50	21m440yd and 21½mp.					
	Delete:-			<u>50</u>	40	Over curves 222mp and 23m220yd.					
	berete.			1	🕶	Over Corves 222mp and 25m22oyd.	,				
	Add:-			5.5		00000 000000 22-520004 0004					
	Aud			<u>55</u>	<u>55</u>	Over curves 22m530yd and 22m1210yd.					
				٤٨	E0.		(23/8/86)				
n 00				<u>50</u>	<u>50</u>	23ml340yd and 23ml600yd.	(23/8/80)				
Page 92			l ***								
		H JN TO HYNDLAND WEST	<u> </u>								
1	Hyndland West	Jn	`		l						
1	<u>Add</u> : -						S Down West Curve trailing points to Down main (normal lie is for Down main). (14/6/86)				
				l			main (normal lie is for Down main).				
							(14/6/86)				
		JN TO DALMUIR PARK (V	TA CLADERAN	<u>K)</u>							
	Hyndland West	Ju									
1	<u>Add</u> : -						S Down main, trailing points from Down				
							West Curve (normal lie is for Down main).				
	Clydebank Doc	k Jn			1	l	[ (14/6/86)   ]				
1	<u>Add</u> :-			<u>30</u>		Through east end main line	]				
1						trailing crossover.					
					<u> 30</u>	Through west end main line					
1						facing crossover.	(14/9/86)				
Page 94	1	<b>!</b>	]	1	ı						
Ĭ		NK CENTRAL JN TO OLD K	ILPATRICK (	GOODS	LIN	<u>E)</u>					
ŀ	To read:-	I	Į.	ł	1 ,						
	CLYDEBANK CEN	TRAL JN TO OLD KILPATR	ICK (GOODS	LINE	_						
	•		[	<u>  5</u>	5	MAXIMUM PERMISSIBLE SPEED					
	i	Clydebank Central Jn	0 0				Controlled from Clydebank Dock Jn				
	;	(See page 93)		l							
	Ÿ		_0 _90				Only one train may be allowed on the line				
	!		109 110				at a time (30/8/86)				
	•										
[	:	Old Kilpatrick	111 570	l	I						

		l —			t Speed Restrictions		
Running Lines and	1	Mileage		Up			
Signalling System	Location	M Yd	100]	h_	At or between	Remarks	
0 05			ļ				
Page 95	JN TO FORT WILLIAM		l				
Delete note	in Remarks column.						(5/7/86)
<u>Berete</u> note			Ì				(3),7,007
Page 99	1	l	ļ	1			
CRIANLARICH	TO OBAN		ŀ				
Delete note	in Remarks column.	l .	1				(5/7/86)
							,-,
Page 100	1	}	1				
MALLAIG JN T		•					
Amend note i	n Remarks column to rea	d :-	l			The line between Mallaig Jn and	Annat
	1	1				in both directions is not AWS f	
		Ì	ì				(5/7/86)
. 101		}	ł				
Page 101	0 4477470	Ì		1			
MALLAIG JN T Morar LC (AO		26 3020	}				
MOTET LC (AU	(L)	36 1230	ļ				1
Dalatas mat	 e in remarks column	1	ļ	1			(21/9/86)
belete not	e in remarks corduit	1					(21/3/00/
				ł			
Page 102	l		ł				
	O EDINBURGH WAVERLEY	1	l		<u> </u>		
Amend :- lst	, 2nd and 3rd MAXIMUM P	ERMISSIBLE	SPEEI	ent	ries to read :-		
BETWEEN TWEE	DMOUTH AND BERWICK	ì	125	125	MAXIMUM PERMISSIBLE SPEED		
BETWEEN BERW	ICK AND 69MP		100	100	MAXIMUM PERMISSIBLE SPEED	l control of the cont	
BETWEEN 69MP	AND 52M790YD	1	90	90	MAXIMUM PERMISSIBLE SPEED	1	
Between Twee	dmouth and Berwick-upon	-Tweed		1			
			1	1	)		
Tweedmouth (	• •		1			1	(12/0/0/)
Add: - mileag	e	65 1720			1		(13/9/86)
Amond look o	  atch points entry in Re		1		1	CW. Connection from Down Goods	loon
Wine I as C	acch points entry in Re	Marks Colum	n Lo	read		(north end) to Down Main line.	1009
			1		}	(noten end) to bown nath line.	
Add in Remar	ks column:-	1	1			The Down line through Berwick S	Station is
	1			ĺ		worked in both directions.	
Berwick-upon	· -Tweed	1	1		1		
Add:- mileag		67 00		1			(13/9/86)
		1		1			

٠.

		NSTRUCTIONS AND NOTICES			unen	Speed Restrictions	
Running	Lines and	}	Mileage	Down		<del></del>	}
	ing System	Location	M Yd	mp		At or between	Remarks
Page 103				90 80		67m1520yd and 69mp. 69mp and 69m1450yd.	
I	to read :-			95 90	90 80	67m1520yd and 69mp. 69mp and 69m1450yd.	(19/5/86)
	Add:-	Torness Siding GSP (S)	32 1690	85	<u>85</u>	69m1450yd and 53m750yd.	(15/6/86)
Pages 1	Between Usan Add: T to Sign	T JN TO ABERDEEN and Montrose South nalling System Column the item published in W	NON No.21)				(23/8/86)
Page 130				65 60	65 60	20m510yd and 21m900yd Over curves, 23m1430yd and 23m1650yd	
	To read:-			65 60	65 60	20m510yd and 21m1030yd Over curves, 23m1340yd and 23m1650yd	(19/4/86)
Page 13	<u>Delete</u>	<u>/T</u> / <u>/T</u> /	65 880 68 1450				(21/6/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D GENE	KAL INSTRUCTIONS AND NOTICE	S - continu				<del></del> -	
		w:1			t Speed Restrictions		
Running Lines an		Mileage M Yd		ı Up	At or batuean	Pomorko	
Signalling Syste	m Location	m Id	_ m	ph 1	At or between	Remarks	<del></del>
Page 135	DUNDER CENTRAL IN		ł				
	DUNDÉE CENTRAL JN	1, 1, 1, 1, 1, 1, 1	l				
Amend be	tween Perth and Jn with sin	igie line to	read	1:-			
	Perth (P) (see pages 71 and 129)	21 20		<u>20</u>	Through connection, Dundee Loop line to main line immediately in advance of Sig P46.		
	Perth	20 1410	1			]	
	Jn with single line	20 1080	<u>15</u>	<u>15</u>	Sig P65 and sig P112.		(14/6/86)
Page 140	]						
ABERDEEN	TO INVERNESS		1				
Amend: -	Kinloss LC (AHB)	3 220				]	
to read:	- Kinloss LC (AHB)	2 1650		1			
Amend:-	Forres LC	0 330					
to read:	- Forres LC	0 352					(2/8/86)
				•			
	Lochdhu LC (RG) and Dalcros	s LC (AHB)	١٫٫	1	121-1210-4 4 122-110-4		
<u>Amend</u>			20 60	20 60	131m1210yd and 132m110yd.		
l			اما	00			
to read:	-		20 60	<u>20</u> 60	131m1210yd and 132m110yd.		(9/8/86)
			100	80			(9/0/00)
Page 1/3			l				
Page 143	S TO WICK	ľ	l		,		
	Dingwall and Invergordon		l				
	ET from Signalling System	i coloumn					(21/6/86)
Derece.		1				·	(-1/0/00)
Page 144							
Delny LO	(AOCL)		30	30	Approaching L.C.		
Amend:		1	55	55	<u></u>		
<u></u>		1	] -				
to read:	-	1	30	30	Approaching L.C.		(30/8/86)
		1	30 55	30 55			
	Į.		1	ĺ			
Tain - D	elete!-	1	<u>15</u>	<u>15</u>	Through loop connections.		(21/6/86)
		1					<u> </u>

•

			Per	nanen	t Speed Restrictions	1
Running Lines and		Mileage		n Up		
Signalling System	Location	M Yd		ph	At or between	Remarks
Page 145				4.5		
Amend:	Kirkton LC (Open)		25	25	Approaching LC	
to read:-	Kirkton LC (AOCL)		30 55	30 55	Approaching LC	(1/6/86)
Between Brore	L.C. (AOCL) and Brora					
<u> Amend:-</u>	Brora LC (AOCL)	90 680 90 1060	10 15	10 15		
to read:-	Brora LC (AOCL)	90 680	10 15	10 15		
	Brora	90 1060	15	15		(30/8/86)
Between Brora Add:-	and Helmsdale Dalchalm (AOCL)	91 660	25 50	25 50	Approaching LC	(18/5/86)
Page 148 DINGWALL TO B	(YLE OF LOCHALSH				1	
Delete:-			15	15	Through Loop connections.	(21/6/86)
Page 149 Achnasheen -	Delete:-		15	15	Through loop connections.	
Strathcarron	- Delete:-		15	15	Through Loop connections.	(21/6/86)
	ST JN TO ABERDEEN and Montrose South					
	ignalling System Column edes the item published	in WON No.	ļ 21)			(23/8/86)
Page 157 Amend:- to read:-	Portlethan Portlethen					(30/8/86)

#### WON-D19

### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - continued

#### SECTION 2

TARTE	R	_	CDECTAL	UCDVINC	ARRANGEMENTS

Between	Lines	Authorities	Restrictions	
	n Street Jn (via Kilm	arnock)		
<u>Delete</u> :- Barony Jn/	Auchinleck entry		(27/5	(86)
Page 2 Delete - Admiralty S	dg./Fairlie High entr	у	(11/5	(86)
Stevenston	No.2/Stevenston No.1	entry	(10/8	3/86)
Delete - Holm Jn to Ardrossan	Harbour and relative	entries.	(1/6	5/86)
Page 4 Delete:- Clydebank Central Jn	to Old Kilpartick (G	oods Line) and rela	tive entries	\

TARLE	E	_	RIII.E	BOOK	SECTION	C	CLAHSES	4 6	AND	5.9	į

Signal Box	Signal	Remarks
Page 9		
Inverness t	o Wick	
Dingwall D	elete entry in Remarks column	(21/6/86)

(30/8/86)

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

		Type of		
From	То	Train	Conditions	Remarks
Page 11 Add:-				
Kilwinning Jn to L Stevenston No.1	<u>args</u> Largs	Engineer's Trains (Unfitted)	R	See Local Instructions Page 32
Largs	Stevenston No.1	Engineer's Trains (Unfitted)	R	See Local Instructions Page 32
This reinstates th	e item published in	Weekly Operating Not	ice No.16	Amended (22/7/86)

#### SECTION 3

#### GENERAL INSTRUCTIONS

#### Page (i) - INDEX

Add:- Class 318 Electric Multiple Units-Emergency Couplings	Page 56 (1/9/86)
Anti-Vandal trains	79 (31/5/86)

#### WON-D20

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

#### RULE BOOK SECTION H, CLAUSES 3/16 AND 4/13

Place	Line and Location		Location of Telephone
		· ·	
<b>D</b> 1			

Page 1 Delete:-

Newtonmore entry Culloden Moor entry

Page 2 Add:-

Muir of Ord

Down Platform

South end of platform (21/6/86)

#### SET BACK SIGNALS - RULE BOOK, SECTION J, CLAUSE 4.1

Signal box/Location Movement from Page 2

Delete: - Bridge Street Jn to Stranraer and relative entry.

(21/6/86)

LINES WORKED BY THE TRACK CIRCUIT BLOCK SYSTEM

Page 5 7.

General Appendix 2.1 Single lines worked by the Track Circuit Block System - Instructions to Trainmen.

Clause 6 Delete: - Usan - Montrose South

(23/8/86)

#### STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

Signal	Box	Area/Location	Line	Remarks
Page 7	-			
		. (0)		
		ries (2) to read:-		
P	aisley SC	Ayr	Ũр	Between Signals
				PA356 and PA322
P	aisley SC	Ayr	Down	Between Signals
	•	•		PA319 and PA359
				(1/6/86)
age 8	<b>1</b>			
	-	s entries to read:-		
c	owlairs		Up lines	Between Signals
			•	C8, C10, C13, C22,
				C52 and C81.
C	Cowlairs	_	Up lines	Between Signals
·			op 11co	C93 and C99.
				cys and cys.
C	Cowlairs	-	Down lines	Between Signals
				C96 and C92.
С	Cowlairs	_	Down lines	Between Signals
_	· · · -			C80, C53 and C4, C5,
				C21.
(	Note - Vehic	les must not be propelled	towards C20 or C21).	(28/6/86)

### SINGLE LINES WORKED BY THE SCOTTISH REGION TOKENLESS BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

#### Page 11 - 8. Shunting keys - Delete:-

From To Hunterston Largs

Amended (20/7/86)

Byrehill Jn Dubbs Jn

(6/4/86)

Add:-

Usan

Montrose South

(23/8/86)

Page 12

SECTION OF LINE

Add: - Usan to Montrose South

(23/8/86)

### SINGLE LINES WORKED BY THE RADIO ELECTRONIC TOKEN BLOCK SYSTEM INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

#### Page 13 - Clause 1.1 NOTE

Add as second last item:-

The term "Intermediate siding" refers to a designated siding, where trains can shut-in, which is between the station limits boards at adjacent token exchange points.

(5/7/86)

#### Page 15 - Clause 3.2.7

Add as second sentence:-

The signalman will inform the driver that he no longer has authority to proceed and the driver must confirm that this is understood. (5/7/86)

#### Pages 15/16

Add as new Clause 3.3 -

3.3 Trains requiring to proceed from a token exchange point to work at an intermediate siding will be allowed to enter the single line block section provided the train concerned has been issued with the appropriate "Intermediate siding" token or a "Section" token.

If the train is in possession of an "Intermediate siding" token, it must shut-in at the siding.

If the train is in possession of a "Section" token, it must not shut-in at the siding but when work at the siding has been completed, the train must continue through the section to the token exchange point to which it was authorised to proceed.

In each case, the driver must, before returning the token, give the signalman an assurance that no vehicles have been left on the single line.

Amend numbering of clauses 3.3, 3.4, 3.5 and 3.6 to read:-3.4, 3.5, 3.6 and 3.7 respectively.

(5/7/86)

#### Page 17 - Clause 4.5

Amend reference to Person in Charge to read: - PICOP

#### Page 18 - Clause 5.1.6

Amend third paragraph to read:-

If it is not possible to dispose of the front portion of the disabled train at the token exchange point in advance, then the disabled train must not be divided but assistance obtained in accordance with the foregoing instruction.

#### Clause 5.1.7

Amend reference to "clause 10.2" to read: - "clause 5.2".

(5/7/86)

SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

SINGLE LINES WORKED BY THE RADIO ELECTRONIC TOKEN BLOCK SYSTEM - INSTRUCTIONS TO

TRAINMEN AND OTHERS CONCERNED - continued

#### Page 19 - Clause 6.1

Amend reference to "Annetts key switch" to read: "Radio key switch".

#### Clause 6.2.1

Add new paragraph (iv).

(iv) When the rear cab equipment is in use, "Long section" tokens will not be issued to the train concerned.

Amend numbering of paragraph (iv) to read - (v).

(5/7/86)

#### Page 20A - Clause 7.5

Amend to read:-

The reference in the Rule Book, Section Q, clauses 2.3 and 3.3 to "token" includes electronic "Section" token.

#### Clause 7.6

Amend references (5) to Person in Charge to read: - PICOP

(7/6/86)

Amend reference in fourth paragraph to "Annetts key switch" to read: - "Radio key switch". (5/7/86)

#### Page 20B

Add as new clause 8.4:-

A shunting movement which proceeds from a loop line on to the single line must not be brought to a stand until the whole of the movement is on the approach side to the "Points set" indicator.

Amend numbering of clause 8.4 to read: - 8.5.

(5/7/86)

#### Page 21 SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFF

Add: - Ardrossan South Beach to Ardrossan Harbour

(14/9/86)

Carmondean Jn to Bathgate Station

#### Page 24

#### BREAKDOWN CRANES

#### Amend tabular information to read :-

Crane	Capacity	Location	Maximum
No.	Tonnes	Locomotive	Permissible
	•	Depot	Speed
ADRC 95204	50	Haymarket	45 mph
ADRC 96711	75	Eastfield	75 mph
ADRC 96705	76	Motherwell	60 mph
ADRC 96715	75	Carlisle	75 mph
ADRC 96700	76	Gateshead	60 mph
			(21/6/86)

#### Page 25

#### BREAKDOWN ARRANGEMENTS GENERAL NOTES

#### (1) Breakdown Cranes Working in Sidings

#### Amend tabular information to read:-

Crane No	Location	Capacity	Minimum Radius
ADRC 96711	Eastfield	75 tonnes	5 chains
ADRC 96705	Motherwell	76 tonnes	5 chains
ADRC 96715	Carlisle	75 tonnes	5 chains
ADRC 96700	Gateshead	76 tonnes	5 chains
			(21/

(21/6/86)

#### PROHIBITIONS AND SPEED RESTRICTIONS ON INDIVIDUAL BREAKDOWN CRANES

#### **PROHIBITIONS**

Amend tabular information to read:-

Location	Crane Nos. Affected
Auchmuty Branch ) Inverness Harbour Branch )	ADRC 95204, 96711, 96705, 96715, 96700 (21/6/86)

#### Page 26

#### SPEED RESTRICTIONS

Amend tabular information to read:-

Location	Speed mph	Crane Nos. Affected
Forth Bridge - Up line	10	ADRC 95204
Burghead Branch	5	ADRC 95204, 96711, 96705, 96715, 96700

#### Page 53

#### Removal of Obstructions from Overhead Line by Area Manager's Staff using Insulated Poles.

Amend: - date of Standing Order No.RMEE/EDO/22

to read: - May 1986

(6/9/86)

#### Page 53 - Isolation Procedure

Amend instruction to read:-

Instructions 44(ii) and 55(ii) in BR.29987 - "Working Instructions for AC Electrified Lines, dated 3rd May 1975" are authorised and apply to all lines controlled from Glasgow (10/9/86)Central, Motherwell and Paisley signalling centres.

### Page 54 - Driver/Guard communication on trains hauled by Class 87 locomotive.

Amend heading and relative instruction to read:-

Driver/Guard communication on trains hauled by electric traction.

- All types of class 86 and 87 electric locomotives, together with a number of brake vehicles, are being equipped with a means of communication between the driver and guard.
- 2. Telephone type handsets, push button and buzzers are provided in each driving cab and in the PA cupboard in each guard's compartment so fitted.
- 3. The communication is carried by means of an additional jumper cable and the person coupling the locomotive to the train will also be responsible for attaching the communication jumper between the locomotive and the first vehicle.
- 4. The driver must personally ensure that all couplings, including the comminication jumper has been properly carried out.
- 5. To initiate a call the driver/guard must press the call button to operate the buzzer at the other end of the train using the code 3-3.

The system is linked to the PA system and if the guard is away from his compartment he must leave the PA system switched on. The buzzer code 3-3 will be head over the PA system throughout the train. The guard should return to his compartment immediately to answer the call.

It should be noted that, whilst the buzzer code will be heard over the PA system, speech between the driver/guard will not as it is carried over a separate circuit.

In order to speak it is necessary to press the switch on the handset and this must be released before the other party can reply.

Page 54 - Amend - continued

- 6. The apparatus must be tested by the guard after the locomotive has been coupled to the train. In the event of failure the guard must advise the driver and, if possible, also advise C&W staff at the location concerned.
- 7. In the event of the communication system failing, or any part of the equipment becoming defective, this is not a reason for failing the train.
- 8. The communication must only be used for essential conversions between the driver and guard on matters concerning the operation of the train including:-
- 8.1 (i) To advise the driver of the train particulars and also in connection with the brake continuity test, however, if the apparatus has failed, the brake test must be carried out by conventional means.
- 8.1 (ii) To confer, as outlined in the Rule Book, Section M, in the event of the train being stopped by accident, failure or other exceptional cause provided the driver the guard are satisfied that no other line(s) is affected.
- 8.2 In the event of circumstances on the train, eg defect, illness, hooliganism etc requiring an out-of-course, but not immediate, stop to be made.
- 8.3 When the driver becomes aware of the probability of extended delay, to enable the guard to advise the passengers. (14/6/86)

#### Page 55 - Operation of Thyristor Controlled Traction Units

Amend instruction to read:-

The undernoted Thyristor controlled electric locomotive must not be allowed to run between Shields Jn (exclusive) and Gourock/Wemyss Bay:-

Class 87/1 No.87.101

(30/8/86)

#### Page 56

Amend heading "Route Availability of Class 303/311 and 314 multiple unit trains to read: - Route Availability of Electric Multiple Units. (6/9/86)

#### Page 56

<u>Ad</u>d:-

Class 318 Electric Multiple Units - Emergency couplings
Emergency couplings for use with Class 318 Electric Multiple Units are kept at
Shields ETD, Ayr TMD and Motherwell TMD. (1/9/86)

#### Page 61

#### WORKING OF DIESEL MULTIPLE UNIT TRAINS

<u>Delete</u> - <u>Anti-Vandalism train</u> and relative instruction

(31/5/86)

#### Page 79 - Add

#### ANTI-VANDAL TRAINS

Anti-Vandal (Q) trains are permitted to run over any line in the Region even though limitations on traffic types may be published elsewhere for certain lines. These trains must be signalled by the Train Identification Code 5297 and where train describers are not in use, must be signalled by the special bell signal 3-3-1. Anti-Vandal trains are authorised to stop in section as required, and on other than Track Circuit Block lines must be accepted in accordance with Block Regulation 3, clause 3.8. (31/5/86)

#### Page 81

CONTINUOUS	RRAKE	TRAIN	OPERATION
CONTINUOUS	DIVANE	TEVIL	OFERALIUM

From To Line Maximum unfitted load (tonnes)

1. Assisting in rear

2. Areas of Signalling Restraint

Carlisle to Glasgow Central

Amend - Uddingston to Motherwell entry to read :-

Newton East Jn

1

90 (20/4/86)

Page 101

STABLING OF VEHICLES ON RUNNING LINES AND LOOP LINES

Delete: Cadder Down Goods line from table.

Motherwell

(3/8/86)

SECTION 4

LOCAL INSTRUCTIONS

INDEX

В

Page

Page (i) Delete: - Barony Colliery Branch

26 (27/5/86)

Page (iii)

Delete Fairlie entry

(11/5/86)

Page 20

FINNIESTON STATION

Amend heading to read: - EXHIBITION CENTRE STATION

(21/6/86)

Page 23

#### DUMFRIES

Reception and departure sidings between Dumfries South and Dumfries Station Signal Boxes.

Amend 2nd paragraph to read:-

The Down reception and departure siding between these Signal Boxes must only be worked in the Down direction except in the following circumstances:-

- 1) A Locomotive may set back from the Down main line to the Down departure siding for the purpose of attaching to a train.
- 2) A train from the Maxwelltown branch may proceed onto the Down departure via the Down main line.

In both circumstances the train must be brought immediately to a stand inside Signal D88 and await a handsignal from the guard or shunter. (10/8/86)

Page 26 Delete - BARONY JN TO BARONY COLLIERY (GOODS LINE) and relative instructions. (27/5/86)

Page 26

SHEWALTON MOSS

Main line sdgs Amend reference to "Barassie Jn" to read "Paisley Sc" (25/5/86)

Page 27 - Add:-

#### GLENGARNOCK

Youngs Siding - A one lever ground frame controls access from the RCE Sidings to Youngs Siding. Guards of trains requiring access to Youngs Siding must obtain the padlock key to the ground frame from Glengarnock station, returning it after use. The ground frame must be left set for the RCE Sidings when access to Youngs Siding is not required.

(21/6/86)

Delete: - IRVINE and relative instruction.

(28/6/86)

#### BETWEEN TROON AND PRESTWICK

Prestwick Airport - Trip wires at approach to runway -

Amend second paragraph to read:-

In the event of either of these trip wires being broken it will cause Down line signal PB291 and Up line signal PA314 to be placed or maintained at danger. (25/5/86)

#### Page 32

#### BETWEEN HUNTERSTON AND LARGS

Add:-

All unfitted Engineer's trains requiring to work between Hunterston and Largs must have a locomotive in rear in accordance with the conditions authorised in Table J. (Amended)(22/7/86)

This reinstates the item published in Weekly Operating Notice No.16.

Page 35 Delete FAIRLIE and relative entry.

(11/5/86)

Add

#### LARGS

Friction buffer stops - Drivers of trains, and persons in charge of shunting movements working into Nos. 1 and 2 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 A.C.E to have the buffers reset.

(26/9/86)

Pages 35 and 36

Delete: HOLM JN TO ARDROSSAN HARBOUR and relative instructions.

(3/8/86)

#### Page 36 - NEWTON JN TO KILLOCH COLLIERY (GOODS LINE)

Amend instructions under this heading to read :-

Absolute Possessions - When the Engineer requires to take "Absolute Possession" of this line, protection must be afforded by detonators and flags/lamps placed 1 mile on each side of the work. The train staff must not be used for protection purposes. The Rule Book, Section T, Part III is modified accordingly and clause 12.3.2 does not apply. (7/6/86)

Page 47

A

#### BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)

DESCENDING

Delete: Down line marker lights and associated instructions

Add:-

Marker lights - Marker lights are fixed on the Up and Down sides of the tunnel wall as follows:-

Three lights 108 yards from signals CQ16 and CQ17

lights 62 yards from signals CQ16 and CQ17 Two

light 19 yards from signals CQ16 and CQ17.

The marker lights are continuously lit and given a white indication. They are provided to assist drivers in locating signals CQ16 or CQ17 in conditions of poor visibility.

SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

#### Page 48

Delete: - Engineers' trains and associated instruction

#### Add: ~

Engineers trains - The locomotive must always be on the lower end when working between signals C24, C25, C26, C27, CQ12, and CQ13. The train must not exceed 200 tonnes, exclusive of locomotive and brake van. AWB must be carried out for other than fully fitted trains. Locomotives below class 20 must not be utilised.

#### ASCENDING

Amend fourth paragraph after tabular information to read:For the purpose of uncoupling the locomotive assisting in rear, the train must be brought to a stand at signal C30, C31, the Down Cowlairs passenger loop or the Down Eastfield passenger loop.

Amend sixth paragraph after tabular information to read:When trains are assisted in front, the train must be brought to a stand at signal C30 or
C31 for the leading loco to be uncoupled. (28/6/86)

#### Pages 48 and 49

#### BETWEEN COWLAIRS AND QUEEN ST (HIGH LEVEL)

Amend the instructions headed Failure of Up trains to read:-

Failure of Up trains - Should a train fail and require assistance in rear after the whole of the train has passed CQ14 or CQ15, the guard must advise the signalman by telephone. Should a telephone other than at CQ14 or CQ15 be used for this purpose, the signalman must instruct the guard to proceed to signal CQ14 or CQ15 as appropriate and to telephone the signalman from there.

When an assurance has been given that the train is at a stand, has been properly protected and will not be moved, the signalman must instruct the guard to remain there in a place of safety until the arrival of the assisting locomotive. The signalman must then contact the Station Supervisor and arrange for the assisting locomotive to proceed to meet the guard of the failed train. The assisting locomotive must be signalled from Queen St by position light signal and the driver instructed to stop at CQ14 or CQ15 as appropriate. When confirmation has been received that the guard has joined the assisting locomotive, the signalman must authorise the driver to pass the signal at danger and to proceed with extreme caution to the rear of the failed train.

Should there be no suitable locomotive at Queen St and a locomotive requires to proceed to Queen St on the opposite line for this purpose, the guard must be instructed to proceed to Queen St to join the assisting locomotive which will then be signalled by position light signal towards CQ14 or CQ15 where the driver will be authorised to pass the signal at danger and proceed with extreme caution to the rear of the failed train.

The failed train may be assisted forward to Cowlairs or hauled back to Queen St.

Should an Up train be unable to negotiate the gradient due to inadequate power of the traction unit(s) or for any other reason, the driver must, if the cause cannot be found and rectified within 5 minutes, obtain assistance. (28/6/86)

#### Page 50

#### QUEEN STREET (HIGH LEVEL)

Amend paragraph under tabular information to read:—
A diesel multiple unit train with less than the requisite number of engines working as shown above may be assisted in front to Up line signal C30 or C73, Down line signal C31 or to West curve signal C56 provided the diesel multiple unit train can thereafter proceed under its own power. The continuous brake must be in operation on the train from the assisting locomotive. (28/6/86)

#### Page 51

#### Pages 53/54

Add heading and instructions:-

#### NEWBRIDGE JN TO BATHGATE

Between Cawburn Jn 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.

Friction Buffer Stops - Drivers of trains working into Bathgate station must not allow their trains to come into contact with these buffers in the ordinary course of working.

In the event of a train coming into contact with the buffer stop with sufficient force to displace the complete buffer unit, the signalman at Edinburgh SC must be informed and he must immediately arrange with the ACE to have the buffers reset.

Amended (17/5/86)

#### Page 54

Add heading and instruction:-

#### CARMONDEAN JN TO BATHGATE YARD (GOODS LINE)

Train working - The guard of a train travelling from the Down Freight 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.

When the yard is unstaffed, the driver and guard of an Engineers train requiring to proceed beyond signal EN583 towards the yard will be advised of the circumstances before being authorised to pass signal EN583. Under such circumstances the guard or person-in-charge of the train must carry out the duties of shunters as shown in the Rule Book, Section J, clause 3 before giving the driver authority to pass the Stop Board at the entrance to the yard.

Amended (13/7/86)

#### Page 57

#### Add:-

#### CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)

Propelling of trains is prohibited EXCEPT as follows:-

- Between Old Kilpatrick and Dalmuir Riverside Freight trains less than 340ft in length provided a brake van (in which the guard or shunter will ride) is formed as the leading vehicle.
- Between Chivas Regal Sidings and Dalmuir Riverside Fully fitted freight trains less than 170ft in J th. (30/8/86)

Page 57 Add :-

### BETWEEN CRAIGENDORAN AND MALLAIG JN, CRIANLARICH AND OBAN AND ANNAT AND ARISAIG

Referring to the General Appendix, page 12.5, clause 4.3 "BR Automatic Warning System of Train Control (AWS)", Cancelling Indicators are not provided.

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 Corrour, tokens must only be exchanged at a stop board at Corrour Station or in the loop.

4. Warning Arrangement

When a train is allowed to go forward from Garelochhead, Spean bridge or Glenfinnan, 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 Corrour, when a train is allowed to go forward from Rannoch or Tulloch towards Corrour 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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig under the Warning Arrangement.

- 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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig does not apply.
- 6. Section obstructed by Accident or by Disabled Train
  Should a train fail within the crossing loop at Gareloch , Glen Douglas,
  Arrochar and Tarbet, Ardlui, Crianlarich, Tyndrum Upper, Lidge of Orchy, Rannoch,
  Tulloch, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig and require
  assistance from the rear, it will not be necessary to comply with the provisions
  of clause 6.2.2.

Page 57 - Add - continued

B. 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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig (Glenfinnan 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 which are not permanently rail mounted pass over crossing loop points in the trailing direction, the points must be set, clamped and scotched in the required position.

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.

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 Corrour, 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 it is not illuminated. Illumination of the light in this sign means the points are set correctly.

A shunting movement which proceeds from a loop line on to the single line must not be brought to a stand until the whole of the movement is on the approach side to the 'points set' indicator.

In the case of Corrour, 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 Corrour).

Amended (5/7/86)

#### GLEN DOUGLAS NATO DEPOT

Before entering the depot the guard must remove and extinguish the tail lamp and leave it in a safe position at the security gate leading to the NATO headshunt.

Guards working trains from the depot must, before authorising the driver to leave the siding, ensure that the train has a tail lamp attached in accordance with the relevant instructions.

Page 59

Delete: - Crianlarich and relative instruction.

(12/4/86)

Page 61

**GLENFINNAN** 

Shunt ing

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. (13/4/86)

Pages 61, 62, 63

BETWEEN GLENFINNAN AND MALLAIG

Delete :- Between Glenfinnan and Arisaig and relative instructions.

Working at Arisaig
Delete: - 1st, 2nd, 3rd, 4th and 6th paragraphs.

Amended (26/4/86)

Add:-

Possession of the line when a train is stabled at Mallaig - Possession of the line between Arisaig and Mallaig or Glenfinnan and Mallaig when Arisaig is not open is authorised provided the PICOP has received an assurance from the signalman concerned that the stabled train has been shunted clear of the single line and that line is clear to the buffer stop. Possession of the line may be taken by one of the following methods: -

The PICOP must proceed to Mallaig, collect the train staff and inform the signalman at Arisaig or Glenfinnan (as appropriate) before leaving. When the work is complete, the PICOP must, before giving up the Possession, return the train staff to Mallaig and give the signalman an assurance this has been done and that the line is clear and fit for traffic.

or

2) Where, owing to distance, it is impractical for the PICOP to proceed to Mallaig to uplift the train staff, he must arrange to have 3 detonators 20 yards apart, a red banner flag and a lamp capable of displaying a red light in both directions, placed I mile on the Mallaig side of the possession. When the possession is given up the PICOP must give the signalman an assurance that the protection has been removed and that the line is fit for traffic.

The Rule Book Section T, Part III is modified accordingly.

(5/7/86)

Page 63

Amend instructions under this heading to read:-When the last train for the day has to be shunted clear of the single line at Mallaig, the driver will be issued with two copies of a special written instruction (specimen below) which he should sign and hand to the signalman at Glenfinnan or Arisaig as appropriate when receiving the Arisaig/Mallaig train staff. The signalman will countersign both copies and return one to the driver.

On arrival at Mallaig the signalman must be informed that the train has arrived, complete with tail lamp. The train must then be shunted clear of the single line, the train staff deposited in the staff room together with the special written instruction, and the signalman given an assurance that the single line is clear to the buffer stop.

When the first train of the day is shut-in, the train must be shunted to the platform line after the driver has collected the train staff. The signalman must be informed before the train is about to depart. The special instruction must be given to the signalman when surrendering the train staff.

The stabling of locomotives and vehicles in the platform line is prohibited except for the last train for the day.

	DATE SH RAILWAYS tish Region)	
To the Driver of	train.	
	are instructed to shunt the train n accordance with the Local	_
Designation		
Signalman Arisaig/Glenfinnan*	_	
Driver	-	
* Delete as appropriate		(5/7

/86)

Page 64 Add :-

#### TORNESS SIDINGS

The siding connection is controlled from a switch panel located in a cabinet adjacent to the points. The panel is electrically released from Edinburgh SC.

To operate the siding connection, trainman must first communicate with the signalman thereafter open the door of the switch panel cabinet by means of the plunger provided. When the signalman gives permission for the panel to be operated, the 'F' indication above No.2 switch will become illuminated and No.2 switch must be turned to the right hand position. When this has been done, the'F' indication will be extinguished and replaced by the illumination of the 'ACC' indication. Thereafter, No.1 switch must be turned to the right hand position to operate the points.

The illuminated 'R' indicates that the points are correctly set.

After the train movement is completed, the switches must be restored to the left hand position, the signalman advised when this has been done and the cabinet door closed.

(13/6/86)

#### WON-D33

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 84

#### THORNTON YARD

Departing trains - West End

Amend references in first and second paragraphs to "Area Freight Assistant" to read Person in charge of yard. (5/7/86)

#### INVERNESS

Page 91 - Millburn Yard ground frame -

Amend heading and relative instructions to read:-

Millburn Yard - When Millburn yard is unstaffed, the guard of a train terminating there, on arrival via the Up Aviemore line or Up Independent line, must ensure that all points within the yard are properly set for a movement in to an empty siding.

When Millburn yard is unstaffed, the guard of a train departing from the yard must ensure that all points are properly set for a movement from the yard to the main line and then advise the signalman at Millburn Jn that the train is ready to depart. The guard must not signal the driver to start the train until the yard exit signal has been cleared. (27/8/86)

Page 92

#### INVERNESS

Delete: - Welsh's Bridge - Temporary Fuelling facilities and relative entry.

(21/6/86)

Harbour Branch

Amend reference in second paragraph to "harbour railman" to read " Leading Railman (Shunter)" (21/6/86)

# INVERNESS TO WICK DINGWALL TO KYLE OF LOCHALSH GEORGEMAS JN TO THURSO

Add as first sentence:
Automatic Warning System - Referring to the General Appendix, page 12.5, clause 4.3,
Cancelling Indicators are not provided. (5/7/86)

Page 93 - Crossing Loop Points

Add as last sentence:—
The fouling point at crossing loop points is indicated by an orange marker, placed between the loop lines, at ground level. (5/7/86)

Page 94

#### DINGWALL

Amend: - Authority for Up trains to proceed to read: -

Authority for Down trains to proceed

(21/6/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 95

#### BETWEEN INVERGORDON AND FEARN

Amend instructions under this heading to read:-

Intermediate Sidings - When a train issued with an "Intermediate siding" token has arrived at the intermediate siding concerned and subsequently requires to proceed to another intermediate siding between Invergordon and Fearn, the train will be issued with a special "Trip" token. Possession of the "Trip" token allows the train to work between any of the sidings in the section but not to proceed beyond the "Station Limits" boards on the approaches to Invergordon or Fearn token exchange points.

A train in possession of the "Trip" token need not shut-in at an intermediate siding if it will subsequently proceed to another intermediate siding but the driver must advise the signalman of his arrival at each intermediate siding and obtain his permission to depart from the intermediate siding.

When a train in possession of the "Trip" token requires to proceed to a token exchange point, the train must be shut-in at an intermediate siding and an assurance given to the signalman that no vehicles have been left in the single line block section. The "Trip" token must then be returned and the appropriate "Intermediate siding" token will then be issued.

(5/7/86)

Page 96

#### KYLE OF LOCHALSH

Shunting

O

3

Amend reference in last line to "are" to read "have been".

(5/7/86)

#### MISCELLANEOUS INSTRUCTIONS

#### MOTHERWELL TMD

The engineering work at this Depot and also the construction work in connection with the new fuelling shed at the north end of the depot referred to in P.O.N. 11D have now been completed.

No.3 and 4 roads are now permanently shortened.

The level crossing has been permanently extended to cover Roads Nos.1 and 2 and the arrival and departure roads. The temporary barriers at either side of the crossing have now been removed.

(MR/NOT3A)(2/8/86)

#### UDDINGSTON STATION

The Up and Down platforms at the Motherwell end have been permanently shortened by 55 yards.

The 3 and 6 car stop marker boards have been re-positioned accordingly.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at these platforms. (MR/NOT3A)(7/9/86)

#### DALRY

The Ayr ends of the Up and Down platforms, previously temporarily shortened, have now been reinstated to their former length, and the 3 car stop marker repositioned accordingly. This amends the item published in Periodical Operating Notice No.19D. (MR/NOT3A)(23/8/86)

#### IRVINE STATION

The Up platform at the Glasgow end, previously temporarily shortened, has now been reinstated to its former length. The 3 and 6 car stop marker boards have been repositioned accordingly. This amends the item published in Periodical Operating Notice No.19D.

(MR/NOT3A)(23/8/86)

#### KILWINNING RESIGNALLING (STAGE 2)

With reference to the item appearing under this heading in Section C of this Notice, the attention of trainmen is specially drawn to the fact that the stations at Ardrossan South Beach and Ardrossan Harbour are now single platform only. (14/9/96)

#### FAIRLIE HIGH

The Large end of the Down platform previously temporarily shortened, has now been reinstated to its former length. The 3 and 6 car stop markers have been repositioned accordingly. This amends the item published in Periodical Operating Notice No.19D.

(MR/NOT3A)(23/8/86)

#### LARGS STATION

Friday 26 September - The existing buffer stops for platforms 1 and 2 will be replaced by new friction buffer stops positioned 15 yards on the Fairlie side of the existing buffer stops.

Trainmen must exercise care when bringing their trains to a stand at these platforms.

#### EDINBURGH WAVERLEY

UNTIL FURTHER NOTICE - The Hotel Lye siding has been put out of use.

(MR/NOT/3A)(1/9/86)

#### DUNFERMLINE STATION

<u>UNTIL FURTHER NOTICE</u> - The Down platform has been temporarily shortened by 70 yards at the Townhill end and a temporarary stop marker erected.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (MR/NOT3A)(19/5/86)

#### FAILURE OF LOCOMOTIVE HAULED AIR-BRAKED TRAINS

Staff are reminded that in the event of a locomotive failure on air-braked trains on the single-pipe, or partial single-pipe system, assistance must be requested from the front if the failed locomotive cannot maintain main reservoir pipe presssure.

(MR/TRN/19)(2/8/86)

### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANEOUS INSTRUCTIONS - continued

#### AIRDRIE - HELENSBURGH LINE : EMERGENCY TELEPHONES

PABX telephone extensions have been provided at the undernoted locations for use by trainmen during emergency, principally at weekends when stations are unstaffed and signal boxes switched out of circuit.

The telephones are housed in lockfast cabinets, access being gained by means of a standard carriage key.

Station	Location
Coatdyke Sunnyside Blairhill Easterhouse Garrowhill Shettleston	Down platform, on station buildings. Down platform, on station buildings Down platform, under road overbridge (Glasgow end) Down platform, on station buildings Down platform, under footbridge Down platform, on station buildings
Carntyne Bellgrove Drumry Singer	Up platform, Airdrie end Down side island platform, on station buildings Up platform, on station buildings Up platform, under footbridge (Glasgow end)

(MR/NOT3A)(2/8/86)

#### MATCH/ADAPTOR WAGONS

Two RFQ wagons recently arrived at their destination coupled together in contravention of the instruction in clause F4/5 of the White Page Section of the Working Manual for Rail Staff.

The reason why the coupling of the FQ wagons to each other is prohibited is because of the damage that can be caused to the dual couplings fitted to these wagons.

When moving these wagons around all staff involved must abide by the instructions contained in clause F4/5 of the White Pages. (MPF/491/CA) (1/9/86)

#### RELEASE OF HANDBRAKES - CARTIC WAGONS

Recent instances of "flats" on wheels of Cartic wagons have led to loss of use of wagons for a period whilst remedial work was undertaken which has undermined our marketing responsibilities to our customers.

Closer attention <u>must</u> be given by staff involved to ensure that all handbrakes are released before these wagons are moved. (MPF/491/CA) (1/9/86)

### STRATHCLYDE MANNING ARRANGEMENT VIEWING AIDS AND REPOSITIONED STOP BOARDS

GLASGOW-GOUROCK-WEMYSS BAY ROUTE - The item published in Periodical Operating Notice 19D refers:

Add after end of existing item as follows:-

#### GLASGOW-PAISLEY-KILWINNING-AYR AND KILWINNING-ARDROSSAN-LARGS ROUTES

In connection with the introduction of trains operated under the Strathclyde Manning Arrangement, platform mirrors and CCTV have been installed at certain stations on the Glasgow-Paisley-Kilwinning-Ayr and Kilwinning-Ardrossan-Largs routes.

To assist drivers in stopping within the viewing distance of the equipment the 3 and 6 car stop boards have been repositioned. Stop boards have been relocated about 5 metres in rear of the relative mirror or CCTV monitor.

Where platforms are straight, or when a curve is advantageous to driver viewing, platform viewing aids are not provided.

Equipment detail and location of the repositioned stop boards are as shown below:-

STATION	PLATFORM	VIEWING EQUIPMENT LOCATION	DETAIL OF REPOSITIONED STOP BOARD
Paisley Gilmour St	Down Ayr Southbound	l large mirror 47m from south end of platform	3/6 car boards 5m in rear of mirror (on wall)
Johnstone	Down Southbound	1 large mirror and 1 monitor 17m from south end of platform	6 car board 5m in rear of this position
		1 monitor 9m to south of footbridge	3 car board 5m in rear of monitor
	(for Up direction)	l large mirror 3m from north end of platform	3/6 car boards 5m in rear of mirror.
Lochwinnoch	Down Southbound	l large mirror 6m from south end of platform	6 car board 5m in rear of mirror
		l small mirror 63m from south end of platform	3 car board 5m in rear of mirror
	(for Up direction)	l large mirror at north end of platform	3/6 car boards 5m in rear of mirror
Dalry	Up Northbound	l small mirror and l monitor 4m from north end of platform	3/6 car boards 5m in rear of this position
	(for Down direction)	l large mirror 6m from south end of platform	3/6 car boards 5m in rear of mirror

#### WON-D38

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANEOUS INSTRUCTIONS - continued

#### STRATHCLYDE MANNING ARRANGEMENT : VIEWING AIDS AND REPOSITIONED STOP BOARDS - continued

STATION	PLATFORM	VIEWING EQUIPMENT LOCATION	DETAIL OF REPOSITIONED STOP BOARD
Kilwinning	P2 (BI-DI) Down Westbound	l monitor 8m from west end of platform	6 car board 5m in rear of monitor
		l monitor 68m from west end of platform	3 car board 5m in rear of monitor (on leg of OB 1)
	P2 (BI-DI) Up Northbound	<pre>1 small mirror 7m from north end of platform</pre>	3/6 car boards 5m in rear of monitor (on awning column)
	P3 Up Northbound	l large mirror and l monitor 22m from north end of platform	3/6 car boards 5m in rear of this position (on O/H mast)
	(for Down direction)	<pre>l large mirror and l monitor 42m from south end of platform</pre>	3/6 car boards 5m in rear of this position
Saltcoats	Down Westbound	l large mirror and l monitor 9m from west end of platform	6 car board 4m in rear of this position
		l small mirror 48m from west end of platform	3 car board 5m in rear of mirror
Troon	Down Southbound	No viewing equipment required	6 car board 15m from south end of platform
	Up Northbound	<pre>l small mirror and l monitor 9m from north end of platform</pre>	3/6 car boards 5m in rear of mirror
Prestwick	Down Southbound	l large mirror on ramp at south end of platform	3/6 car boards 5m in rear of mirror
Newton-on-Ayr	Up Northbound	<pre>l smal! mirror and l monitor 5m from north end of platform</pre>	6 car board 5m in rear of mirror (on lighting pole)
		l small mirror 62m from north end of platform	3 car board 5m in rear of mirror

AMENDED (MPP/58/M1)(21/9/86)

#### AUTOMATIC OPEN CROSSINGS, LOCALLY MONITORED (AOCL)

All staff are reminded of the General Appendix instruction that where a plunger is provided to operate the road traffic signals, it must not be operated until the train is ready to start.  $\varphi^{\mathcal{R}}$ 

A. Mari

(MR/NOT3A)(20/9/86)



No.27

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 27 SEPTEMBER

FRIDAY 3 OCTOBER 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER



### WARNING



# A.C. ELECTRIFICATION

#### ENERGISATION OF OVERHEAD LINE EQUIPMENT

Additional equipment as detailed below, has been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

Location	Lines affected	At or between
7 miles 1730 yds (between Paisley and Elderslie) and Ayr - 41 miles 490 yds on Down line 40 miles 1580 yds on Up line (between Ayr Station and Belmont LC)	Down and Up Ayr	Existing live equipment at structure Nos.LA/01/19 and LA/01/20 to LA/55/30 and LA/55/06
Elderslie	Up and Down Passenger Loop	·
Brownhill	Up Passenger Loop Down Passenger Loop	·
Kilwinning	Up Goods Loop	
Between Kilwinning Jn and Dubbs Jn	Down and Up Largs	Junction with Ayr lines at Kilwinning and structure Nos.LB/02/02 and LB/02/01.

Location	Lines affected At or between
Between Byrehill Jn and Dubbs Jn	Single
Barassie	Up Goods Loop  Down Passenger Loop
Falkland	Down Goods Loop Nos.1 and 2 Up Goods Loops
Ayr Station	Nos.1 and 2 Platforms
Ayr Townhead	Washing Plant Road Washing Plant shunt spur By-Pass Loop Carriage Sidings shunt spur Nos.3-8 Carriage Sidings

#### LINESIDE BUILDINGS

All concerned to note that the bare wires from the roof of the undernoted Track Section Cabins to the adjacent overhead line equipment have been energised at 25,000 volts and must be considered ALIVE at all times.

Lochwinnoch TSC - locate on the Up side of the line, 440 yards west of Lochwinnoch Station.

Kilwinning TSC - located on the Up side of the line at Kilwinning Jn.

Barassie TSC - located on the Up side of the line, 655 yards west of Barassie Station.

Ayr TSC - located on the Down side of the line opposide Townhead Yard.

IT IS EMPHASIZED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE. (MR/EL/14/E/2/86)



### WARNING



# A.C. ELECTRIFICATION

#### ENERGISATION OF OVERHEAD LINE EQUIPMENT

THE OVERHEAD LINE EQUIPMENT detailed below, has been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

OVERHEAD LINE EQUIPMENT

Location

Lines affected

At or between

Paisley TSC and 7 miles 1730yds

(Between Paisley &

Elderslie)

Down and Up Ayr Existing live equipment at structure Nos.LA/00/04 and LA/00/05 to LA/01/19

and LA/01/20.

IT IS EMPHASIZED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE. (MR/EL/14/E/1/86)

#### SECTION A

#### TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified)

Warning Boards and indicators provided unless otherwise shown.

op Indicates that the Warning Boards and Indicators will be moved as the work progresses.

Where two speeds are shown for restriction eg  $\frac{20}{40}$  The Rule Book, Section U, Clause 1.2 applies.

					Mil	eage		Restri-	
		Line	-		At or			ction	
Loc	ation	<u>affec</u>	ted	M	Yd	M	Yd_	mph_	Remarks
CAR	LISLE TO GLASGOW CEN	TRAL							٠.
1	Shieldmuir Jn and Garriongill Jn	-	Uр	86	·1046	85	1740	<u>20</u> 40	Trackwork. (86/26
2	Uddingston Jn	Down	-	93	000	93	1087	20	Trackwork. (86/24
3	Uddingston Jn	Down	-	93	1087	93	1220	40	Condition of track. (86/24
4	Polmadie and Larkfield Jn	Down Clyde sdale		100	1500	101	44	20	Condition of track. (86/20
CAR	STAIRS SOUTH JN TO H	AYMARK	ET EA	ST JN					
5	Auchengray LC and Carstairs East Jn	-	Up	78	860	78	600	20	Trackwork. (86/27 Begins 08 00 Sun 28 Se
MID	CALDER JN TO HOLYTOW	N JN							
6	Hartwood and Bellside GF	Down	-	6	980	6	985	40	Condition of track. (86/4)
LAW	JN TO UDDINGSTON JN	!							
7	Holytown Jn and Ravenscraig No.2	-	Up	88	1340	88	1260	40	Condition of track. (86/23
8	Uddingston Jn	-	Up	<b>M</b> : 0	1 NUS 70	0	400	20	Condition of track. (86/20
RUT	HERGLEN CENTRAL JN T	O FINN	<u>IESTO</u>	<u>N</u>					
9	Anderston Tunnel and Bridgeton	~	Up	1	1230	1	880	20	Condition of track. (85/34
LAR	KFIELD JN TO SHIELDS	JN							
10	Terminus Jn and Shields Jn	Down	-	101	1140	101	1320	20	Condition of track. (86/63)

		Line	c		Mil At or	eage	245	Restri- ction	•
Loc	ation	affec		M		M	Yd Yd	mph_	Remarks
GRE	TNA JN TO EGLINTON	STREET	JN (VIA	KI	LMARNO	CK)			
11	Dumfries South	Down	-	92	1100	92	920	<u>20</u> 40	Condition of track. (85/50)
12	Dumfries South	-	Up	92	920	92	1100	40	Condition of track. (85/43)
13	Dumfries Station	Down	-	92	000	91	880	20	Trackwork. (86/22)
14	Dumfries Station	-	Up	91	440	91	1400	20	Trackwork. (86/19)
15	Auchinleck and Mauchline	Down	-	46	440	46	00	20	Trackwork. (86/22) Finishes 10 00 Sun 28 Sep.
16	Auchinleck and Mauchline	Down	Up	46	440	46	00	20	Trackwork. (86/27) Begins 10 00 Sun 28 Sep.
17	Muirhouse North Jn and Eglinton Street Jn	Down Branch	Up Branch	0	704	0	1084	20	Trackwork. (86/23)
MUI	RHOUSE CENTRAL JN I	o muirh	OUSE NO	RTH	<u>ј</u> и (V	IA C	ATHCAR'	T) (CATHC	ART CIRCLE)
18	Crosshill and Pollokshields East	Inner	•	0	1550	0	880	20	Trackwork. (86/17/18)
BRI	DGE STREET JN TO ST	RANRAER							
19	Lochwinnoch and Johnstone	-	Up	10	1320	10	700	20	Trackwork. (86/20) Finishes 05 45 Sun 28 Sep
20	Lochwinnoch and Johnstone	-	Up	15	1190	15	600	20	Trackwork (86/20) Finishes 05 45 Sun 28 Sep.
21	Lochwinnoch and Glengarnock	Down	Up	18	750	18	790	20	Condition of bridge (UB No.43). (86/24) NOTE: For all trains except Electric/Diesel Multiple Units.
22	Lochwinnoch and Glengarnock	Down	Up	18	750	18	790	40	Condition of bridge (UB No.43). (86/24) NOTE: For Electric/Diesel Multiple Units Only.
23	Kilwinning Jn and Dalry	-	Up	25	1375	25	820	20	Trackwork. (86/25)
PAI	SLEY TO GOUROCK								
24	Port Glasgow and Woodhall	-	Up	120	740	119	1550	20	Trackwork. (86/24)
25	Wemyss Bay Jn and Ladyburn	Down	-	121	700	121	1610	20	Trackwork. (86/12) Finishes 07 30 Sun 28 Sep.

					Mi	leage		Restri-	<del></del>	
		Line		M	At or Yd	betwo		ction	Remarks	
roc	ation	affec	ted	m	10	<u>m</u>	Yd	<u> </u>	<u>Remarks</u>	
WEM	WEMYSS BAY JN TO WEMYSS BAY									
26	Wemyss Bay Jn and Containerbase	Down	-	0	120	0	640	20	Trackwork.	(86/25)
27	NOT USED									
KIL	WINNING JN TO LARGS									
28	Ardrossan South Beach	Sing	le	30	920	30	1540	40	Trackwork. Finishes 05 00	(86/26) Sun 28 Sep.
29	West Kilbride and Ardrossan South Beach	-	Up Goods	33	1100	33	440	20	Trackwork.	(86/26)
MOT	HERWELL TO PERTH									
<b>3</b> 0	Greenhill Lower Jn and Carmuirs West Jn	Down	-	106	1252	107	440	<del>20</del> 40	Trackwork. Finishes 08 00	(86/24) Sat 27 Sep.
31	Dunblane and Greenloaning	Down	Up	124	1020	124	1180	20	Bridgework (UB	(86/27)
									Begins 08 00 St	un 28 Sep.
WHI	FFLET NORTH JN TO RU	THERGL	EN EAS	ΓJN						
32	Langloan Jn and Carmyle Jn .	Down	-	2	1300	2	1230	20	Condition of to	rack. (86/10)
EDI	NBURGH WAVERLEY TO G	LASGOW	QUEEN	STRI	EET (V	IA F	LKIRK	HIGH)		
33	Newbridge Jn and Haymarket West Jn	-	Up	39	660	39	1320	20	Trackwork. Begins 09 00 Tr	(86/27) nu 2 Oct.
<b>34</b> .	Lenzie	Down	-	6	780	6	308	<u>20</u> 40	Trackwork. Finishes 10 00	(86/24) Sat 27 Sep.
35	Bishopbriggs	-	Up	3	000	3	577	<del>20</del> 40	Trackwork. Finishes 10 00	(86/24) Sat 27 Sep.
NFU	BRIDGE JN TO BATHGAT	F						40	1211201103 10 00	but 17 bep.
IVLIA	DRI DGL JW TO DATHGAT	<u> </u>								
36	Newbridge Jn and Cawburn Jn	Down	-	33	1060	<b>≠</b> 32	1320	20	Trackwork.	(86/17/18)
HYN	HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)									
37	Garscadden and Clydebank Dock Jn	Down	-	1	1520	1	1750	20	Trackwork.	(86/24)
38	Clydebank Dock Jn and Garscadden	-	Up	1	1750	1	1520	20	Trackwork.	(86/26)
CRA	GENDORAN JN TO FORT	WILLI	AM							
39	Garelochhead and Glen Douglas	Sing	Le	12	400	12	500	10	Condition of br (UB No.34).	idge (86/12)
40	Arrochar & Tarbet and Ardlui	Sing	le	23	200	23	400	20	Bridgework. (UE	No.70) (86/25)

					M = 1			D = 2 + 2 - 2	
		Line	s	A	mil t or	eage betwe	en	Restri- ction	
Loc	ation	affec		M	Υď	M	Υd	mph	Remarks
TWE	EDMOUTH TO EDINBURGH	WAVER	LEY						
41	Reston GSP and Berwick-upon- Tweed	-	Up	53	1214	54	416	20	Trackwork.  Applies 23 45 Mon 29 to 03 45 Tue 30 Sep.
42	Reston GSP and Berwick-upon- Tweed	-	Up	52	1214	53	691	20	Trackwork.  Applies 22 45 Tue 30 Sep to 03 45 Wed 1 Oct.
43	Berwick-upon- Tweed and Reston GSP	Down	_	54	416	53	691	20	Trackwork. Applies 02 00 to 06 55 Thu 2 Oct.
44	Berwick-upon- Tweed and Reston GSP	Down	-	53	691	52	1214	20	Trackwork. Applies 02 00 to 06 55 Fri 3 Oct.
45	Prestonpans and Monktonhall Jn	Down	-	8	66	7	880	20	Trackwork.  Applies 08 00 to 15 15  Sun 28 Sep.
46	Monktonhall Jn and Prestonpans	-	Up	7	748	8	66	20	Trackwork. (86/25)
MON	KTONHALL JN TO MILLE	RHILL	SOUTH	JN (C	OODS	LINE	)		
47	Monktonhall Jn and and Millerhill South Jn	Sing		0	220	0	180	10	Trackwork. (86/26)
MIL	LERHILL TO PORTOBELL	o ( <u>Goo</u>	DS LI	NE)					
48	Millerhill and Niddrie South Jn	Down	Up	4	1280	4	1100	20	Condition of track. (85/22)
HAY	MARKET WEST JN TO AB	ERDEEN	<u> </u>					٠,	
49	Inverkeithing East Jn and Burntisland	Down	-	17	550	17	880	20	Trackwork. (86/24)
50	Burntisland and Inverkeithing East Jn	-	Up	17	880	17	550	20	Trackwork.  Applies 08 00 to 16 00  daily, Sun 28 Sep to Fri 3 Oct.
51	Laurencekirk and Craigo	-	Up	210	550	210	110	40	Trackwork.  Applies 22 00 Sat 27 to 24 00 Sun 28 Sep.
52	Craigo and Laurencekirk	Down	-	210	110	210	550	20	Trackwork. (86/20) Finishes 10 00 Fri 3 Oct.
<u>LA</u> D	YBANK JN TO HILTON J	N							
53	Ladybank Jn and Clatchard Craig South GF	Sing	gle	5	1680	6	00	20	Bridgework (UB No.13) (86/8)

			Mil	eage		Restri-	•
	Lines		At or	betw	een	ction	
Location	affected	М	Yd	M	Υd	mph	Remarks
PERTH TO INVERNESS							
54 Pitlochry and Blair Atholl LC	Single	29	1380	30	320	40	Condition of track. (86/24)
55 Kingussie LC and Kincraig Loop	Single	73	390	73	990	<del>20</del> 40	Trackwork. (86/25) Finishes 10 00 Fri 3 Oc
56 Culloden Moor	- Up	111	710	111	660	20	Trackwork. (86/26) Finishes 10 00 Fri 3 Oc
ABERDEEN TO INVERNESS							
57 Keith and Rosarie LC	Single	28	1640	<b>≠</b> 28	320	<del>20</del> 40	Trackwork. (86/15) Finishes 10 00 Fri 3 Oc
58 Rosarie LC and Elgin	Single	27	198	26	1078	<del>20</del> <del>40</del>	Condition of track. (85/33)
59 Rosarie LC and Elgin	Single	14	235	13	1227	<del>20</del> 40	Trackwork. (86/27) Begins 10 00 Fri 3 Oct.
INVERNESS TO WICK		ŕ					
60 Dingwall and Foulis LC (RG)	Single	21	710	21	1130	20	Trackwork. (86/24)
61 Tain and Ardgay	Single	49	1606	49	1716	20	Condition of bridge. (UB No.113). (86/24)
62 Helmsdale and Kildonan LC (Open)	Single	109	550	109	700	20	Bridgework (UB No.276) (86/25)
							Finishes 12 00 Fri 3 Oc

#### SECTION B

#### TEMPORARY ENGINEERING WORKS

At	or between	Lines affected	Remarks
	LISLE TO GLASGOW		
63	Shieldmuir Jn and Motherwell	A11	00 00 to 05 00 daily. Signalling work.
64	Glasgow Central	All	00 00 to 06 00 daily. Signalling work.
SAT	URDAY 27 SEPTEMBE	R	
65	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 50 to 05 10. Overhead line work. Trains diverted via Wishaw Cen. Isolation of electrical sections MCl (f) and MC2 (a).
66	Larkfield Jn and Glasgow Central	Down and Up Slow No.1 Down and Up and Nos.2 and 3 Carriage Sidings BLOCKED Lines W and X and Platforms Nos.1 to 6 BLOCKED (to electric trains)	00 00 to 05 00. Overhead line work. Isolation of electrical sections EG1 and 2.
67	Bridge Street Jn and Glasgow Central	Lines Nos.3 and 4 BLOCKED Line Y, Nos.4, 5 and 6 Carriage Sidings and Platforms Nos.7, 8 and 9 BLOCKED (to electric trains)	00 00 to 05 00. Overhead line work. Isolation of electrical sections EG3 (a to g) and EG4 (d and e).
68	Glasgow Central	No.3 Line BLOCKED	00 30 to 05 30. Track renewal at Points No.380B. Possession to be given up for passage of 1804, 23 45 Manchester Vic to Glasgow Central.
SUN	DAY 28 SEPTEMBER		
69	Carlisle South Jn	All Between Trains	06 00 to 16 00. Signalling work and track renewal. Points and signals disconnected.
70	Caldew Jn and Mossband Jn	Down and Up Main ) BLOCKED Up Goods ) Between Trains )	05 00 to 15 00. Track renewal. Single line working over Up Goods/Up Arrival/Up Goods/Up Main Caldew Jn and Gretna Jn. Electric locos off down electric trains arriving Carlisle to be
	Caldew Jn and Floriston LC	All BLOCKED (to ) electric trains) )	cleared by Diesel locomotive. Isolation of electrical sections EU5 (a and b), EU6 (d and e) and EU7 and 8 (complete).
Pas	senger trains are	authorised to travel	over the Up Goods/Up arrival/Up Goods line

Passenger trains are authorised to travel over the Up Goods/Up arrival/Up Goods line between Caldew Jn and Mossband Jn under Single line working conditions.

71 Caldew Jn and All 05 00 to 16 00. Signalling work. Points and signals disconnected.

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	Αt	or between	Lines affected	Remarks
	CAR	LISLE TO GLASGOW	CENTRAL - continued	
		DAY 28 SEPTEMBER		
	72	Caldew Jn and Kingmoor	Down Goods BLOCKED	07 00 to 16 00. Track renewal.
	73	Kirtlebridge GF and Lockerbie	Down and Up BLOCKED	08 00 to 16 00. Track renewal.
	74	Wamphray GF and Lockerbie	Up BLOCKED Down BLOCKED	07 00 to 16 00 ) Track renewal, loading material, 07 55 to 16 00 ) Signalling work (Lockerbie), overhead line work and bridgework (UB No.126).  Isolation of electrical sections EM3 and 4, 07 55 to 16 00.
2	75	Wamphray GF and Beattock	Down and Up BLOCKED	08 00 to 16 00. Overhead line work. <u>Isolation of</u> electrical sections LM3 and 4 and EM3 and 4.
,	76	Summit and Beattock South	Up BLOCKED Down BLOCKED	08 00 to 16 30 ) Signalling work (Beattock RR), 08 20 to 16 30 ) track renewal at Points No.354 and drainage. Isolation of electrical sections LM3 and 4 08 20 to 16 30.
	77	Symington GF and Abington	Up BLOCKED Down BLOCKED	07 35 to 16 15 ) Track renewal, track 08 35 to 16 15 ) maintenance and drainage.  Isolation of electrical sections LC3 and 4 08 35 to 16 15.
	78	Law Jn and Lanark Jn	Up BLOCKED Down BLOCKED	02 30 to 16 00 ) Track renewal and 09 30 to 16 30 ) track maintenance.
	79	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 00 to 16 00. Unloading rails, loading material and track renewal. Trains diverted via Wishaw 00 00 to 08 00. Isolation of electrical sections MCl, 2, 3 and 4.
	80	Shieldmuir Jn and Motherwell	Down and Up BLOCKED	08 00 to 16 00. Signalling work (Shieldmuir Jn), track renewal and loading material. <u>Isolation of electrical sections MCl and 2.</u>
	81	Logans Road LC and Uddingston Jn	Down and Up BLOCKED	and track maintenance. Inter-Regional trains diverted via R&C lines 00 15 to 08 30 and via Hamilton and Holytown Jn 16 00 to 22 30.  Motherwell/Dalmuir/Motherwell services diverted via Hamilton Central and terminate/start Bellshill. Isolation of electrical sections MN1 (b, c and d) and MN2 (e, f and g).
	82	Uddingston Jn and Newton West Jn	Down and Up BLOCKED	00 15 to 22 30. Platform work (Uddingston) and overhead line work. Inter-Regional trains diverted via R&C lines 00 15 to 08 30 and via Hamilton and Holytown Jn 16 00 to 22 30, Motherwell/Dalmuir/Motherwell services diverted via Hamilton Cen and terminate/start Bellshill. Isolation of electrical sections MN5 and 6, 00 15 to 05 00, MN1 and 2, 00 15 to 07 30, MN1(b,c and d) and MN2(e,f and g), 07 30 to 22 30.
	83	Newton West Jn and Rutherglen East Jn	Down and Up BLOCKED	00 00 to 07 30. Drainage. Trains diverted via R&C lines. Isolation of electrical sections EN1 and 2.

SECTION	R	_	TEMPORARY	ENGINEERING	WORKS	_	continued

		Y ENGINEERING WORKS -				
<u>At</u>	or between	Lines affected	Remarks			
	CARLISLE TO GLASGOW CENTRAL - continued SUNDAY 28 SEPTEMBER - continued					
84	Polmadie	All	08 00 to 17 00. Signalling work.			
85	Polmadie and Eglinton Street Jn	Down Fast and Down and Up Clydesdale BLOCKED	08 00 to 17 50. Track renewal. <u>Possession to be given up for passage of 1S41, 10 05 Manchester Vic to Edinburgh</u>			
86	Larkfield and Glasgow Central	Down and Up Slow No.1 Down and Up and Nos.2 and 3 Carriage Sidings BLOCKED Lines 3 and 4 W, X, Y and Platforms Nos.1 to 9 BLOCKED (to electric trains)	00 00 to 08 00. Overhead line work. <u>Isolation of electrical sections EG1, 2, 3, 4, 5 and 6.</u>			
87	Glasgow Central	A11 '	08 00 to 17 00. Signalling work.			
88	Glasgow Central	No.6 Line/ No.1 Branch BLOCKED	08 00 to 18 00. Track renewal at points No.370. No access to Country End Engine Siding.			
89	Glasgow Central	Top of Platforms Nos.5 and 6 BLOCKED	00 00 to 08 00. Track renewal at points No.306.			
90	Glasgow Central	No.1 Down and No.1 Up Line BLOCKED Lines Nos.3 and 4, Platforms Nos.1 to 9 Nos.4, 5 and 6 Carriage Sidings and No.7 Engine Siding BLOCKED (to electric trains)	00 30 to 08 00. Painting gantry G. Isolation of electrical sections EG1, 2, 3 and 4.			
MON	DAY 29 SEPTEMBER	to FRIDAY 3 OCTOBER				
91	Wamphray GF and Beattock South	Down BLOCKED (to electric trains)	06 30 to 09 30 daily. Overhead line work.  Isolation of electrical sections LM4 and EM4.			
TUE	TUESDAY 30 SEPTEMBER					
92	Kirtlebridge GF and Quintinshill		03 05 to 06 00. Track renewal.			
93	Symington GF and Carstairs South Jn	Down BLOCKED	07 35 to 10 30. Track maintenance.			
94	Polmadie and Larkfield Jn	Down Slow BLOCKED	00 00 to 06 00. Track renewal.			
TUE	SDAY 30 SEPTEMBER	AND WEDNESDAY 1 OCTO	BER			

95	Quintinshill	 BLOCKED	06	10	to	09	00	daily.	Track	renewal.
	and Kirtlebridge									
	GF									

			WON-B4
		Y ENGINEERING WORKS -	
<u>At</u>	or between	Lines affected	Remarks
		CENTRAL - continued	
WED	NESDAY 1 OCTOBER		
96	Wamphray GF and Lockerbie	Up BLOCKED	02 45 to 05 45. Track maintenance.
97	Abington and Symington GF	Down BLOCKED	07 20 to 10 00. Track maintenance.
THU	RSDAY 2 OCTOBER		
98	Kirtlebridge GF and Lockerbie	Down BLOCKED	06 15 to 09 15. Track maintenance.
99	Beattock (Signals MC718 and MC724)	Up BLOCKED	02 35 to 05 35. Track renewal.
100	Beattock South and Beattock North	Down BLOCKED	07 00 to 09 45. Track renewal.
101	Symington GF and Abington	Up BLOCKED	02 20 to 05 15. Track maintenance.
FRI	DAY 3 OCTOBER		
102	Lockerbie and Kirtlebridge GF	Up BLOCKED	02 55 to 05 50. Track maintenance.
103	Wamphray GF and Beattock. South	Down BLOCKED	06 30 to 09 40. Track renewal.
104	Beattock North and Beattock South	Up BLOCKED	02 35 to 05 35. Track renewal.
105	Summit and Beattock North	Up BLOCKED	02 35 to 05 35. Track maintenance.
	STAIRS SOUTH JN T IL FURTHER NOTICE	O HAYMARKET EAST JN	
106	Slateford Jn and Haymarket East Jn	Down Between Trains	07 00 to 16 00 daily. Construction work. Mechanical equipment in use.
SUNI	DAY 28 SEPTEMBER		
107	Auchengray LC and Carstairs East Jn	Up BLOCKED Down BLOCKED	08 15 to 16 00 ) Track renewal and 09 10 to 16 00 ) unloading rails.
108	Midcalder Jn and Auchengray LC	Up BLOCKED Down BLOCKED	08 30 to 16 00 ) Loading material 09 10 to 16 00 ) and drainage.
.09	Curriehill GSP and Midcalder Jn	Up BLOCKED Down BLOCKED	07 00 to 16 00 ) Track renewal. 09 30 to 16 00 )
10	Kingsknowe LC and Curriehill GSP	Up BLOCKED Down BLOCKED	07 00 to 16 00 ) Track renewal. 09 30 to 16 00 )

GSP

SEC'	NOIT	В	-	TEMPORARY	ENGINE	ERING	WORKS	-	continued
<b>A</b> .	•							_	

At or between Lines affected Remarks

MIDCALDER JN TO HOLYTOWN JN

SUNDAY 28 SEPTEMBER

111 Midcalder Jn Down and Up BLOCKED 00 00 to 08 00. Loading material between and West Calder 23m260yd and 18m620yd.

112 Benhar Jn and Up BLOCKED 00 00 to 16 00 ) Track renewal and loading West Calder Down BLOCKED 00 00 to 08 00 ) material between llmll00yd ) and 18m630yd.

LAW JN TO UDDINGSTON JN UNTIL FURTHER NOTICE

113 Wishaw Central All and Wishaw Central Jn

00 00 to 05 00 daily. Signalling work.

SUNDAY 28 SEPTEMBER

114 Law Jn and Down and Up BLOCKED 08 30 to 16 30. Loading material and signalling work (Wishaw). Isolation of electrical sections

MLl(c,d,e and k) and ML2(e,f and g).

115 Mossend West Down BLOCKED 08 00 to 3

Jn and Up Between Trains work at Uc
Bellshill over Up 1

08 00 to 24 00. In connection with engineering work at Uddingston Station. Single line working over Up line. 1011 09 35 Edinburgh to Poole and 1841 10 05 Manchester Vic to Edinburgh diverted via R&C lines.

WISHAW CENTRAL JN TO SHIELDMUIR JN UNTIL FURTHER NOTICE

116 Wishaw Central All 00 00 to 08 00 daily. Signalling work.
Jn and
Shieldmuir Jn

MOTHERWELL TO NEWTON EAST JN (VIA HAMILTON) UNTIL FURTHER NOTICE

117 Motherwell and Down Between Trains 05 00 to 17 00. Earthwork. Ramilton Central

SUNDAY 28 SEPTEMBER

118 Motherwell and Down and Up BLOCKED 00 00 to 08 00. Earthwork and track renewal.

Newton East Jn

Isolation of electrical sections MH1.

TUESDAY 30 SEPTEMBER to FRIDAY 3 OCTOBER

119 Motherwell and Down and Up 00 30 to 05 00 daily. Earthwork and overhead Newton East Jn BLOCKED line work. Isolation of electrical section MH1.

NEWTON WEST JN TO CATHCART WEST JN SATURDAY 27 SEPTEMBER

120 Newton West Jn Down and Up BLOCKED 00 30 to 05 00. Overhead line work.

and Cathcart
East Jn Down and Up BLOCKED 00 30 to 05 00. Overhead line work.

Isolation of electrical sections MN5 and 6.

SUNDAY 28 SEPTEMBER

121 Newton West Jn Down and Up BLOCKED 00 00 to 07 30. Track renewal. and Cathcart East Jn

SECTION B - TEMPORARY ENGINEERING WORKS - conti
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Lines affected Remarks At or between

#### NEWTON WEST JN TO CATHCART WEST JN - continued TUESDAY 30 SEPTEMBER to FRIDAY 3 OCTOBER

122 Newton West Jn and Cathcart

West Jn

Down and Up BLOCKED 00 30 to 05 00 daily. Overhead line work. Isolation of electrical sections MN5 and 6.

#### CATHCART EAST JN TO CATHCART NORTH JN SUNDAY 28 SEPTEMBER

123 Cathcart North Jn and Cathcart

East Jn

Up BLOCKED

07 30 to 22 00. In connection with engineering work between Muirhouse North Jn and Eglinton Street Jn. Single line working over Down line.

#### RUTHERGLEN CENTRAL JN TO FINNIESTON SUNDAY 28 SEPTEMBER

124 Rutherglen North Jn and Finnieston

Down and Up BLOCKED 00 00 to 08 00. Track renewal.

#### WEDNESDAY 1 and THURSDAY 2 OCTOBER

125 Rutherglen North Jn and Finnieston

Down and Up BLOCKED 00 00 to 05 30 daily. Tunnelwork. (Anderston). Isolation of electrical sections PR1 and 2.

#### GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK) SUNDAY 28 SEPTEMBER

126 Annan

All

07 30 to 16 00. Signalling work (LM Region).

127 Dumfries South

Down BLOCKED

00 30 to 13 45 ) Track renewal.

and I mfries

Station

**BLOCKED** 

00 30 to 10 45 )

and 4.

128 Thornhill and New Cumnock

Down and Up BLOCKED 00 30 to 10 00. Track renewal.

129 New Cumpock

Down and Up BLOCKED 00 00 to 10 15. Drainage.

and Auchinleck 130 Auchinleck and

Down and Up BLOCKED 00 00 to 10 15. Track renewal.

Mauchline 131 Muirhouse North

Down and Up Branch

BLOCKED

Eglinton Street Jn

Jn and

00 00 to 22 00. Track renewal and track maintenance. Glasgow Cen/Newton services terminate/start at Pollokshields East. The following trains are all diverted via Muirhouse Cen Jn and Shields Jn. 1M14, 22 00 Sat Stranraer Hbr to Euston, 1899 01 28 Carstairs to Kilmarnock, 1806 20 38 Sat Euston to Stranraer Hbr, 5M12 09 25 (Empty NPCCS) Glasgow Cen to Redbank, 1M35 10 10 Glasgow Cen to Euston, 1011 09 35 Edinburgh to Poole, 1M42 12 10 Glasgow Cen to Euston, 1M19 14 10 Glasgow Cen to Euston, 1M56 14 45 Glasgow Cen to Carlisle, 1S41 10 05 Manchester Vic to Edinburgh, 1888 19 20 Carlisle to Glasgow Cen. Isolation of electrical sections EG3 (i), EG4 (a), EW1 (a), EW2 (b and c) and EW3

132 NOT USED.

At or between

Lines affected

#### GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK) - continued

TUESDAY 30 SEPTEMBER

133 Thornhill and Kirkconnel

Down BLOCKED Up BLOCKED

10 30 to 11 30 ) Track maintenance.

11 30 to 13 10 )

TUESDAY 30 SEPTEMBER to FRIDAY 3 OCTOBER

134 Muirhouse North Down and Up BLOCKED 00 30 to 06 10 daily. Unloading rails.

Jn and Eglinton

Street Jn

EAST KILBRIDE TO BUSBY JN UNTIL FURTHER NOTICE

135 East Kilbride and Busby

Down and Up Between Trains 07 00 to 18 00 daily. Earthwork. Crane and

mechanical equipment in use.

KILMARNOCK TO BARASSIE UNTIL FURTHER NOTICE

136 Kilmarnock and

Single

08 00 to 18 00 daily. Bridgework (OB No.4B).

Gatehead LC

SUNDAY 28 SEPTEMBER

137 Kilmarnock and

Single BLOCKED

09 45 to 24 00. Bridgework (OB No.4).

Barassie

MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)

SUNDAY 28 SEPTEMBER

137A Cathcart North

Jn and

Inner and Outer BLOCKED

00 00 to 07 30. Track renewal.

Muirhouse North

Jn (via Queens Park)

138 Pollokshields

East and

Cathcart North

Outer BLOCKED

07 30 to 22 00. In connection with engineering work between Muirhouse North Jn and Eglinton

Street Jn. Single line working over Inner line.

Jπ

WEDNESDAY 1 OCTOBER

139 Cathcart West

Inner BLOCKED

00 00 to 05 30. Track renewal.

Jn and Muirhouse

North In

WEDNESDAY 1 to FRIDAY 3 OCTOBER

140 Muirhouse

Inner and Outer BLOCKED

Central Jn and

Cathcart West Jn (via Maxwell

00 00 to 05 30. Overhead line work and stationwork (Maxwell Park). Isolation of electrical sections EW1,2,3,4,5 and 6.

Park)

NEILSTON HIGH TO CATHCART WEST JN

SUNDAY 28 SEPTEMBER

141 Neilston High and Cathcart West Jn

Down and Up BLOCKED 08 00 to 22 00. Overhead line work. Isolation of

electrical sections EW5 and 6.

		WON-B8
SECTION B - TEMPORAR At or between	Y ENGINEERING WORKS - Lines affected	continued
BRIDGE STREET JN TO	STRANRAER	NCBB1 K 3
142 Bridge Street Jn	Branches Nos.1 and 2	08 00 to 16 00 daily. Work on lineside wall.
143 Bridge Street Jn and Cardonald	A11	00 00 to 06 00 daily. Signalling work.
144 Elderslie and Lochwinnoch	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (FB No.18).
145 Lochwinnoch and Glengarnock	Down and Up Between Trains	08 30 to 18 00 daily. Bridgework (OB No.33 and FB No.34).
146 Glengarnock	Down and Up	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
147 Glengarnock and Kilwinning Jo	Down and Up .	08 00 to 18 00 daily. Bridgework (OB No.49) and station work (Dalry and Kilwinning).
148 Bogside and Irvine	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (UB No.21). Crane and mechanical equipment in use.
149 Irvine	Down and Up Between Trains	08 00 to 17 00 daily. Platform work.
150 Barassie and Prestwick	Down and Up Between Trains	08 00 to 16 00 daily. Bridgework (FB No.4).
151 Prestwick	Down and Up Between Trains	08 00 to 18 00 daily. Stationwork.
152 Newton Jn and Ayr	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.50). Crane and mechanical equipment in use.
153 Ayr	All Between Trains	08 00 to 16 00 daily. Platform work.
SUNDAY 28 SEPTEMBER		
153A Bridge Street Jn and Shields Jn	Nos.1 and 2 Branch and Down and Up Main BLOCKED	00 30 to 05 30. Track renewal and loading material. Possession to be given up for passage of 1899 01 28 (News) Carstairs to
		Kilmarnock.
154 Smithy Lye	Nos.1 and 2 Sidings BLOCKED	00 30 to 05 00. Track renewal at Points No.388B.
155 Shields Jn and Cardonald Jn	Down and Up BLOCKED	00 30 to 05 00. Track maintenance.
156 Arkleston Jn and Cardonald Jn	Up BLOCKED	00 30 to 05 10. Track maintenance
157 Cardonald	Down and Up	08 00 to 17 00. Signalling work.

Down and Up BLOCKED 00 00 to 05 45. Track renewal and

maintenance.

Down and Up BLOCKED 00 00 to 05 45. Track renewal and track

158 Paisley and

Johnstone

159 Johnstone and Lochwinnoch

SECTION B - TEMPO	RARY ENGINEERING WORKS - contin	nued
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170 Langbank and

Wemyss Bay Jn

Down and Up BLOCKED

		WON-B9
SECTION B - TEMPORAR At or between	Y ENGINEERING WORKS - Lines affected	continued Remarks
At of between	Lines affected	remarks
BRIDGE STREET JN TO SUNDAY 28 SEPTEMBER	STRANRAER - continued - continued	
159A Glengarnock and Kilwinning Jn	Down and Up BLOCKED	00 15 to 05 45. Loading material.
160 Dalrymple Jn and Kilkerran LC	Single BLOCKED	00 30 to 05 30. Track maintenance.  Possession to be given up for the passage of 1806 20 38 Euston to Stranraer.
161 Kilkerran LC and Girvan	Single BLOCKED	00 30 to 05 30. Track maintenance.  Possession to be given up for the passage of 1806 20 38 Euston to Stranraer.
162 Barrhill and Glenwhilly	Single Between Trains	07 00 to 16 00. Track renewal.
TUESDAY 30 SEPTEMBER	and WEDNESDAY 1 OCTO	BER
163 Bridge Street Jn and Shields Jn	No.1 Branch BLOCKED	00 30 to 05 30 daily. Track renewal at points No.286A.
TUESDAY 30 SEPTEMBER	to FRIDAY 3 OCTOBER	
163A Arkleston Jn and Paisley Gilmour Street	Down and Up BLOCKED	00 15 to 05 30 daily. Loading rails.  Isolation of electrical sections EB1(a to g) and EB2(g to m).
164 Paisley and Johnstone	Down and Up BLOCKED	00 00 to 05 35 daily. Track renewal.
165 Johnstone and Lochwinnoch	Down and Up BLOCKED	00 00 to 05 35 daily. Track renewal and track ma atenance.
WEDNESDAY 1 OCTOBER		
166 Newton Jn and Barassie Jn	Up BLOCKED	00 25 to 05 30. Track maintenance.
WEDNESDAY 1 to FRIDA	Y 3 OCTOBER	
166A Paisley and Kilwinning Jn	Down and Up BLOCKED (to electric trains)	00 15 to 05 15 daily. Overhead line construction work. Isolation of electrical sections EL1 and 2 and SL3 and 4.
THURSDAY 2 and FRIDA	Y 3 OCTOBER	
167 Bridge Street Jn and Shields Jn	No.2 Branch BLOCKED	00 30 to 05 30 daily. Track renewal at points No.386B.
168 Newton Jn and Barassie	Up BLOCKED Down BLOCKED	00 25 to 05 30 ) daily. Track maintenance. 00 30 to 02 45 )
PAISLEY TO GOUROCK SUNDAY 28 SEPTEMBER		
169 Bishopton and Langbank	Down and Up BLOCKED	00 45 to 07 30. Slip treatment.  Isolation of electrical sections GB3 and 4.

00 45 to 07 30. Track renewal and track

GB3 and 4.

maintenance. Isolation of electrical sections

			WON-B10				
SECT	ION B - TEMPORARY	Y ENGINEERING WORKS -	continued				
At c	r between	Lines affected	Remarks				
	SLEY TO GOUROCK -						
SUNI	MI 20 SEPTEMBER	Continued					
171	Wemyss Bay Jn and Gourock	Down and Up	08 00 to 17 00. Signalling work.				
172	Wemyss Bay Jn and Greenock Central	Down and Up BLOCKED	00 40 to 07 00. Track renewal and track maintenance. <u>Isolation of electrical</u> sections GB1,2,3 and 4 and GW1.				
173	Greenock Central and Gourock	Down and Up BLOCKED	01 00 to 07 30. Drainage and track renewal.  Isolation of electrical sections GG1 and 2.				
WEDI	WEDNESDAY 1 to FRIDAY 3 OCTOBER						
174	Paisley and Bishopton	Down and Up BLOCKED	00 15 to 05 30 daily. Bridgework (UB No.61). <u>Isolation of electrical sections EB3 and 4 and GB3 and 4.</u>				
175	Bishopton and Wemyss Bay Jn	Down and Up BLOCKED	00 30 to 05 30 daily. Overhead line work and track maintenance. <u>Isolation of electrical sections GB1,2,3 and 4 and GW1.</u>				
WEDI	NESDAY 1 to FRIDA	Y 3 OCTOBER					
176	Gourock	Platform No.3 BLOCKED	00 30 to 05 30 daily. Stationwork (Gourock).  No EMUs on platform No.3. Isolation of electrical sections GG1 and 2.				
_	KSS BAY JN TO WEMDAY 28 SEPTEMBER	YSS BAY					
177	Wemyss Bay Jn and Wemyss Bay	Down and Up Single BLOCKED	00 15 to 08 30. Earthwork, drainage, track maintenance and track renewal. <u>Isolation of electrical sections GB1,2,3 and 4 and GW1 00 40 to 07 00.</u>				
178	Wemyss Bay	Single	08 00 to 17 00. Signalling work.				
WEDI	VESDAY 1 to FRIDA	Y 3 OCTOBER					
	Wemyss Bay Jn and Wemyss Bay	Single BLOCKED	00 30 to 06 00 daily. Overhead line work.  Isolation of electrical sections GW1.				
	KILWINNING JN TO LARGS UNTIL FURTHER NOTICE						
180	Stevenston No.2 and South Beach	Down and Up/Single and Up Goods	08 00 to 18 00 daily. Bridgework (OB's Nos.7B, 8 and 12) and station work (Saltcoats).				
181	South Beach and Hunterston	Single and Up Goods	07 30 to 18 00 daily. Bridgework (OB No.18) and platform work (West Kilbride).				
SAT	JRDAY 27 SEPTEMBE	<u>R</u>					
182	Kilwinning Jn and Saltcoats	Down and Up BLOCKED	00 30 to 05 45. Overhead line construction work.				
183	Saltcoats and Hunterston	Single and Up Goods BLOCKED	00 30 to 05 30. Overhead line construction work.				
184	Hunterston and Largs	Single BLOCKED	00 40 to 05 45. Overhead line construction work.				

SECTION B - TEMPORAL	RY ENGINEERING WORKS -	- continued
At or between	Lines affected	Remarks
KILWINNING JN TO LAN SUNDAY 28 SEPTEMBER	RGS - continued	
185 Kilwinning Jn and Saltcoats	Down and Up BLOCKED	00 30 to 06 00. Overhead line construction work. and track renewal.
186 Saltcoats and South Beach	Single BLOCKED Up Goods BLOCKED Single Between Trains	00 30 to 05 45 ) Track renewal, track 00 30 to 18 00 ) maintenance, earthwork, 05 45 to 18 00 ) overhead line construction work, platform work at Ardrossan South Beach Station and bridgework (OB No.3).
186A South Beach and Hunterston	Single BLOCKED Up Goods BLOCKED	00 30 to 09 15 ) Track renewal, track maintenance, 00 30 to 18 00 ) earthwork, overhead line construction work, demolition work (West Kilbride) and bridgework (OB Nos.8 and 18 and FB No.1).
187 Hunterston and Largs	Single BLOCKED	00 40 to 09 15. Overhead line construction work and bridgework (FB No.51 and OB No.43).
188 South Beach and Hunterston  TUESDAY 30 SEPTEMBER	Single BLOCKED Up Goods BLOCKED to FRIDAY 3 OCTOBER	00 30 to 09 15 ) Track renewal, track maintenance 00 30 to 18 00 ) earthwork, overhead line construction work, demolition work (West Kilbride) and bridgework (OB Nos.8 and 18 and FB No.1).
	<u> </u>	
189 Kilwinning Jn and Saltcoats	Down and Up BLOCKED	00 30 to 05 45 daily. Overhead line construction work and unloading rails.
190 Saltcoats and Hunterston	Single and Up Goods BLOCKED	00 30 to 05 45 daily. Track renewal, track maintenance, overhead line construction work and bridgework (FB No.1).
191 Hunterston and Largs	Single BLOCKED	00 40 to 05 45 daily. Overhead line construction work and tunnelwork (Fairlie).
ARDROSSAN SOUTH BEAC	H TO ARDROSSAN HARBOU	R
WEDNESDAY 1 to FRIDA	Y 3 OCTOBER	<del>-</del> ,
191A Ardrossan South Beach and Ardrossan Hbr	Single Between Trains	08 00 to 18 00 daily. Overhead line construction work. Crane and mechanical equipment in use.
MOTHERWELL TO PERTH		
SATURDAY 27 SEPTEMBE 192 Mossend Yard	R Up Sidings and Up Reception Lines BLOCKED (to electric trains)	13 30 to 22 30. Overhead line work.  Isolation of electrical section MLl(g).
193 Stirling North and Dunblane	Down BLOCKED Up Between Trains Down Between Trains	00 15 to 04 00 ) Tunnel work (Kippenross). 00 15 to 06 00 ) Single line working over 04 00 to 06 00 ) Up line.
SUNDAY 28 SEPTEMBER 194 Mossend Yard	Down and Up Main, Down and Up Reception and Up Yard BLOCKED (to electric trains)	07 30 to 17 00. Overhead line work. <u>Isolation of electrical sections ML1 (b, f, g, 1 and m) and ML2 (c, d and j to q).</u>
195 Auchterarder	A11	07 30 to 17 00. Signalling work.
196 Perth	<b>A11</b>	07 30 to 17 00. Signalling work.
197 Blackford LC	Down and Up Between Trains	08 00 to 17 00 daily. Loading and unloading material. Crane and mechanical equipment in use.

			WON-B12
		Y ENGINEERING WORKS -	
At	or between	Lines affected	Remarks
	HERWELL TO PERTH DAY 28 SEPTEMBER	- continued to FRIDAY 3 OCTOBER	
198	Dunblane and Greenloaning	Down and Up Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 124m1020yd and 124m1180yd and bridgework (UB No.6). Crane and mechanical equipment in use.
TUE	SDAY 30 SEPTEMBER	to FRIDAY 3 OCTOBER	
199	Dunblane and Stirling North	Up BLOCKED Down Between Trains Up Between Trains	00 40 to 04 30 ) daily. Track maintenance and 00 40 to 06 00 ) tunnel work (Kippenross). 04 30 to 06 00 ) Single line working over Down ) line.
WEDI	NESDAY 1 OCTOBER		
200	Gartsherrie South Jn and Garnqueen North Jn	Down and Up Between Trains	00 00 to 06 00. Track maintenance.
	FFLET NORTH JN TO	RUTHERGLEN EAST JN	
201	Carmyle Jn and Rutherglen East Jn	Down and Up Between Trains	08 00 to 20 00 daily. Bridgework (UB's Nos.4 and 5). Crane and mechanical equipment in use.
	NBURGH WAVERLEY T	O GLASGOW QUEEN STREE	T (VIA FALKIRK HIGH)
202	Haymarket West Jn and Newbridge Jn	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.3A) and construction work. Mechanical equipment in use.
203	Newbridge Jn and Winchburgh Jn	Down and Up Between Trains	07 30 to 16 30. Retaining wall work.
204	Winchburgh Jn and Linlithgow	Down and Up Between Trains	07 30 to 16 30. Retaining wall work.
SUN	DAY 28 SEPTEMBER		
205	Princes Street Gardens and Haymarket East Jn	Down and Up North BLOCKED Down and Up South BLOCKED	00 00 to 07 30 ) Tunnel work (Haymarket South) ) and track maintenance.  09 45 to 16 00 ) North trains to run over South ) lines 00 00 to 07 30.  South trains to run over North lines 09 45 to 16 00.
206	Haymarket Station and Haymarket Central Jn	A11	00 00 to 08 00. Signalling work.
207	Haymarket Central Jn and Haymarket West Jn	Down North Between Trains	07 30 to 17 30. Track maintenance between lm1320yd and 2m700yd.

208 Linlithgow and  $\;$  Down and Up BLOCKED  $\;$  00 00 to 07 30. Earthwork. Polmont Jn  $\;$ 

At or between Lines affected Remarks

EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued MONDAY 29 SEPTEMBER to FRIDAY 3 OCTOBER

209 Linlithgow and Down and Up 00 00 to 05 00 daily. Earthwork.
Polmont Jn Between Trains Crane and mechanical equipment in use.

WEDNESDAY 1 OCTOBER

210 Polmont Jn and Down and Up BLOCKED 00 00 to 06 00. Track maintenance.

Greenhill Upper

Jn

211 Gartshore and Down and Up BLOCKED 00 00 to 05 00. Track maintenance.

THURSDAY 2 and FRIDAY 3 OCTOBER

212 Newbridge Jn and Down BLOCKED 00 00 to 04 30 daily. Bridgeworks (UB No.15).
Winchburgh Jn Single line working over Up line.

213 Cadder West and Down and Up BLOCKED 00 00 to 05 00 daily. Track maintenance. Cowlairs East
Jn

FRIDAY 3 OCTOBER

214 Queen Street HL Up BLOCKED 00 30 to 04 00. Tunnel work (Queen St HL).

and Cowlairs
West Jn

POLMONT JN TO LARBERT JN SUNDAY 28 SEPTEMBER

COWLAIRS TO BELLGROVE SUNDAY 28 SEPTEMBER

216 Sighthill Jn Down and Up BLOCKED 08 00 to 18 00. Overhead line work.

and Bellgrove Isolation of electrical sections PS1 and 2

NEWBRIDGE JN TO BATHGATE SUNDAY 28 SEPTEMBER

217 Newbridge Jn Down and Up 07 30 to 16 30. Track maintenance and track and Cawburn Jn BLOCKED renewal between 35m460yd and 31m1310yd.

TUESDAY 30 SEPTEMBER to FRIDAY 3 OCTOBER

218 Cawburn Jn and Single BLOCKED 00 00 to 06 00 daily. Track renewal. Carmondean Jn

AIRDRIE TO HELENSBURGH UNTIL FURTHER NOTICE

219 Airdie and Down Between Trains 08 30 to 16 00 daily. Earthwork. Coatdyke

SATURDAY 27 SEPTEMBER

220 Airdrie and Down and Up 00 10 to 04 40. Overhead line work. <u>Isolation</u> Sunnyside Jn BLOCKED of electrical sections PA3 and 4.

221 Sunnyside Jn Down and Up 00 10 to 05 00. Overhead line work. <u>Isolation</u> and Shettleston BLOCKED of electrical sections PA1 and 2.

SECTION B - TEMPORAR	Y ENGINEERING WORKS -	WON-B14 continued
At or between	Lines affected	Remarks
AIRDRIE TO HELENSBUR MONDAY 29 SEPTEMBER		
222 Finnieston West Jn and Hyndland Jn	Down and Up BLOCKED	00 30 to 05 00 daily. Station work (Partick). Possession to be given up for the passage of T71.
WEDNESDAY 1 to FRIDA	Y 3 OCTOBER	
223 Airdrie and Sunnyside Jn	Down and Up BLOCKED	00 10 to 04 40 daily. Overhead line work.  Isolation of electrical sections PA3 and 4.
224 Sunnyside Jn and Shettleston	Down and Up BLOCKED	00 15 to 05 00 daily. Overhead line work. Isolation of electrical sections PAl and 2.
DALREOCH TO BALLOCH SATURDAY 27 SEPTEMBE	<u>:R</u>	
225 Dalreoch Jn and Balloch	Single BLOCKED	00 00 to 06 00. Bridgework (OB No.81A).  Isolation of electrical section DBl.
SUNDAY 28 SEPTEMBER	•	
226 Balloch	A11	08 00 to 16 00. Signalling work.
HYNDLAND WEST JN TO SUNDAY 28 SEPTEMBER	DALMUIR PARK (VIA CLY	DEBANK)
227 Clydebank Dock Jn	A11	08 00 to 16 00. Signalling work.
MONDAY 29 SEPTEMBER	to FRIDAY 3 OCTOBER	
228 Hyndland West Jn and Dalmuir Park	Down and Up BLOCKED	00 00 to 05 30 daily. Track maintenance and overhead line wo: . <u>Isolation of electrical sections DF5 and 6</u> .
CRAIGENDORAN TO FORT SATURDAY 27 SEPTEMBE		
229 Crianlarich	Down and Up Loops BLOCKED	00 00 to 06 00. (Cont'd from WON No.26). Station work.
SUNDAY 28 SEPTEMBER		
230 Garelochhead and Glen Douglas	Single BLOCKED	08 00 to 18 00. Bridgework (OB No.27A).
MONDAY 29 SEPTEMBER	to FRIDAY 3 OCTOBER	

maintenance.

work.

work.

20 30 Mon to Thu to 06 30 Tue to Fri. Track

21 00 Wed and Thu to 06 00 Thu and Fri. Station

21 00 to 24 00. (Cont'd in WON No.28). Station

3

230A Arrochar and Single BLOCKED

Down and Up Loops

Down and Up Loops

BLOCKED

BLOCKED

WEDNESDAY 1 to FRIDAY 3 OCTOBER

Tarbet and

Ardlui

231 Crianlarich

FRIDAY 3 OCTOBER

232 Crianlarich

		WON-B15
	RY ENGINEERING WORKS -	
At or between	Lines affected	Remarks
TWEEDMOUTH TO EDINBUNTIL FURTHER NOTICE		
233 Beal and Tweedmouth	All	08 00 to 16 00 daily. Signalling work between 58ml140yd and 65m1720yd.
234 Reston GSP and Grantshouse	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.128 and OB No.136).
235 Innerwick GSP and Oxwellmains	Down and Up Between Trains	07 00 to 18 00 daily. Earthwork and track maintenance between 33ml10yd and 33mp.
236 Stenton GSP and Drem	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.69) Crane and mechanical equipment in use.
237 Longniddry and Prestonpans	Down and Up Between Trains	08 00 to 18 00 daily. Earthwork and bridgework (OB No.40AA).
238 Monktonhall Jn and Portobello	Down and Up Between Trains	07 00 to 19 00 daily. Bridgework (OBs Nos.16 and 23). Mechanical equipment in use.
239 Waverley (East End) and Waverley (West End)	North Loop Siding and North Loop Between Trains	08 00 to 17 00 daily. Construction work.
SATURDAY 27 and SUN	DAY 28 SEPTEMBER	•
240 Berwick-upon- Tweed and Reston GSP	Down and Up BLOCKED	23 45 Sat to 09 30 Sun. Drainage and track renewal between 54ml080yd and 47m310yd.
241 Reston GSP and Grantshouse	Down and Up BLOCKED	23 35 Sat to 09 30 Sun. Bridgework (OB No.136).
242 Innerwick GSP and Oxwellmains	Down and Up BLOCKED	23 30 Sat to 08 30 Sun. Drainage between $32m440yd$ and $31m1320yd$ .
243 Stenton GSP and Drem	Down and Up BLOCKED	23 30 Sat to 08 30 Sun. Drainage between 21m510yd and 21m370yd.
244 Drem and Prestonpans	Down and Up BLOCKED	23 30 Sat to 09 30 Sun. Bridgework (OB No.40AA) and slip treatment between 17m320yd and 9m880yd.
245 Portobello and Prestonpans	Up BLOCKED Down BLOCKED Down Between Trains	23 00 Sat to 16 30 Sun ) Track renewal, track 23 45 Sat to 09 30 Sun ) maintenance and 09 30 to 16 30 Sun ) bridgework (OB No.17) between 7m748yd and 8m66yd. Single line working over Down line 09 30 to 16 30.
246 Craigentinny Jn and Abbeyhill Jn	Down and Up BLOCKED	23 45 Sat to 09 15 Sun. Tunnel work (St Margarets) and track maintenance between Om1340yd and Omp. Trains diverted via Lochend Jn.
MONDAY 29 SEPTEMBER		
247 Monktonhall Jn and Portobello	Down and Up Between Trains	00 00 to 06 00. Track maintenance between $6m90yd$ and $3m730yd$ .
MONDAY 29 SEPTEMBER	to WEDNESDAY 1 OCTOBE	<u>.</u> R
248 Berwick-upon-	Down BLOCKED	22 55 Mon and Tue to 03 45 Tue and Wed. Track

248 Berwick-upon-	Down BLOCKED	22 55 Mon and Tue to 03 45 Tue and Wed. Track
Tweed and		maintenance between 54ml080yd and 47m310yd.
Reston GSP		Single line working over Up line.

WON-B16

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between Lines affected Remarks

TWEEDMOUTH TO EDINBURGH WAVERLEY - continued TUESDAY 30 SEPTEMBER to THURSDAY 2 OCTOBER

249 Prestonpans and Down BLOCKED

Monktonhall Jn

23 35 Tue and Wed to 01 15 Wed and Thu. Track maintenance between 9m880yd and 6m90vd.

WEDNESDAY 1 and THURSDAY 2 OCTOBER

250 Monktonhall Jn Up BLOCKED and Prestonpans

00 55 to 04 15 daily. Track maintenance between

6m90yd and 9m880yd.

THURSDAY 2 and FRIDAY 3 OCTOBER

251 Reston GSP and Berwick-upon-

Tweed

Up BLOCKED

02 00 to 06 55 daily. Track maintenance between

47m310yd and 54m1080yd. Single line working over

Down line.

PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)

UNTIL FURTHER NOTICE

252 Portobello and Leith South

Single

Between Trains

05 00 to 19 00 daily. Bridgework (OB No.49 and UB No.13), excavation and earthwork between

0 and 1mp. Mechanical equipment in use.

SUNDAY 28 SEPTEMBER

253 Portobello and Leith South

Single BLOCKED

08 00 to 16 00. Earthwork.

MONKTONHALL JN TO MILLERHILL SOUTH JN (GOODS LINE)

SUNDAY 28 SEPTEMBER

254 Millerhill

A11

08 00 to 24 00. Signalling work.

MONDAY 19 SEPTEMBER to THURSDAY 2 OCTOBER

255 Millerhill Yard All Between Trains

23 00 Mon to Wed to 06 00 Tue to Thu. Track

maintenance.

MILLERHILL TO PORTOBELLO (GOODS LINE)

UNTIL FURTHER NOTICE

256 Niddrie South Jn and

Down and Up Between Trains 07 00 to 19 00 daily. Bridgework (OB No.1).

Mechanical equipment in use.

Portobello 257 Millerhill and

Niddrie South

Down and Up

Between Trains

08 00 to 18 00 daily. Bridgework (OB No.7B). Mechanical equipment in use.

Jn

SATURDAY 27 SEPTEMBER

258 Niddrie South

Down and Up BLOCKED 12 00 to 18 00. Bridgework (OB No.1).

Jn and

Portobello

BILSTON GLEN TO MILLERHILL (GOODS LINE)

SUNDAY 28 SEPTEMBER

and Millerhill

259 Bilston Glen

Single BLOCKED

07 30 to 16 00. Bridgework (OB No.10).

			WON-B17						
	TION B - TEMPORAR or between	RY ENGINEERING WORKS - Lines affected	Remarks						
	PORTOBELLO TO NIDDRIE WEST (GOODS LINE) UNTIL FURTHER NOTICE								
260	Portobello and Niddrie West	Single Between Trains	07 00 to 19 00 daily. Bridgework (OB No.1). Mechanical equipment in use.						
SAT	URDAY 27 SEPTEMBE	<u>IR</u>							
261	Portobello and Niddrie West	Single BLOCKED	12 00 to 18 00. Bridgework (OB No.1).						
	DRIE SOUTH JN TO DAY 28 SEPTEMBER	HAYMARKET WEST JN							
·262	Niddrie South Jn and Haymarket West Jn	Down and Up BLOCKED	09 30 to 16 00. Slip treatment.						
	IGENTINNY TO ABBE DAY 28 SEPTEMBER	YHILL JN (VIA LOCHEND	JN)						
263	Lochend Jn	Down and Up	09 00 to 16 30. Signalling work.						
	MARKET WEST JN TO IL FURTHER NOTICE								
264	Dalmeny and South Gyle	Up Between Trains	08 00 to 16 00 daily. Lineside excavation.						
265	Ladybank	Down Between Trains	07 30 to 17 00 daily. Construction work.						
266	Tay Bridge South and Dundee Central Jn	Down and Up Between Trains	00 00 to 17 00 daily. Bridgework (Tay Bridge) and signalling work. Crane and mechanical equipment in use.						
267	Dundee Central Jn and Camperdown Jn	All Between Trains	00 00 to 24 00 daily. Work at lineside, tunnel work (Dock St) and signalling work. Crane and mechanical equipment in use.						
268	Dundee Central Jn and Camperdown Jn	Down Through/ Down Platform and Down Main Between Trains	07 00 to 19 00 daily. Bridgework (OB No.188J). Crane and mechanical equipment in use.						
269	Newtonhill and Ferryhill Jn	Down and Up Between Trains	00 00 to 24 00 daily. Earthwork, rock blasting and work at lineside between 230ml300yd and 239m640yd. Crane and mechanical equipment in use.						
SAT	JRDAY 27 and SUND	AY 28 SEPTEMBER							
270	Tay Bridge South Jn and Leuchars	Up BLOCKED Down BLOCKED Down Between Trains	23 45 Sat to 08 00 Sun ) Bridgework (UB No.171). 23 45 Sat to 05 45 Sun ) 05 45 to 08 00 Sun )						
271	Laurencekirk and Craigo	Up Between Trains Down Between Trains Down BLOCKED Down Between Trains	22 00 Sat to 24 00 Sun ) Bridgework (OB No.281), 22 00 to 23 30 Sat ) track renewal and track 23 30 Sat to 16 30 Sun ) maintenance between 16 30 to 24 00 Sun ) 210m550yd and 210m110yd. Single line working over Up line 02 30 to 16 30. Crane and mechanical equipment in use.						

#### LION-RIS

0500	TAN D TEMPORADI		WON-B18
_	or between	Lines affected	Remarks
_		ABERDEEN - continued AY 28 SEPTEMBER - cont	tinued
272	Stonehaven and Newtonhill	Down and Up Between Trains	$23\ 00$ Sat to 17 00 Sun. Track maintenance between $224m1650yd$ and $230m1298yd$
SATI	URDAY 27 SEPTEMBE	R to FRIDAY 3 OCTOBER	
273	Camperdown Jn and Broughty Ferry LC	Down and Up Between Trains	08 00 to 17 00 daily. Drainage and earthwork between 0m462yd and 3m990yd. Mechanical equipment in use.
SUNI	DAY 28 SEPTEMBER		
274	Dalmeny and Haymarket West Jn	Up Between Trains	00 00 to 08 00. Track maintenance between $9\pi770 yd$ and $2\pi620 yd$ .
275	North Queensferry and Dalmeny	Up BLOCKED Down Between Trains	07 30 to 17 00. Bridgework (Forth Bridge) Up trains to run over Down line.
276	Inverkeithing East Jn and Burntisland	Down BLOCKED Up BLOCKED Up Between Trains	00 00 to 16 30 ) Track renewal, track 00 30 to 06 00 ) maintenance, earthwork and 06 00 to 16 30 ) unloading rails between 17m550yd and 17m850yd. 1G35 03 04 (News) Edinburgh to Kirkcaldy, 5G35 04 20 (ECS) Kirkcaldy to Edinburgh, 5T74 05 15 (Sun) Craigentinny to Dundee diverted via Cowdenbeath. Single line working over Up line 06 00 to 16 30.
277	Burntisland and Seafield Shunting Frame	Down and Up BLOCKED Up Between Trains Down Be ween Trains	00 00 to 06 00 ) Drainage and track maintenance 06 00 to 16 30 ) between 20m880yd and 22m440yd. 06 00 to 08 30 ) 1G35 03 04 (News) Edinburgh to Kirkcaldy, 5G41 04 20 (ECS) Kirkcaldy to Edinburgh, 5T74 05 15 (Sun) Craigentinny to Dundee diverted via Cowdenbeath.
278	Ladybank	All Between Trains	00 00 to 06 30. Signalling work.
279	Ladybank and Cupar	Down and Up Between Trains	08 00 to 16 00 daily. Track maintenance between 39m220yd and 44m1100yd.
280	Cupar and Leuchars	Down and Up Between Trains	07 30 to 16 30. Loading material.
281	Leuchars and Tay Bridge South	Down and Up Between Trains	07 30 to 16 30. Loading material.
282	Dundee Central Jn	A11	07 30 to 17 00. Signalling work.
283	Broughty Ferry LC and Carnoustie LC	Down and Up Between Trains	08 00 to 17 00. Track renewal between 3m990yd and 10m638yd.
284	Usan and Montrose South	Single Between Trains	08 00 to 17 30. Loading material between 28m880yd and 30m814yd.
285	Arbroath	A11	07 30 to 17 00. Signalling work.
286	Inverkeilor	All	07 30 to 17 00. Signalling work.
287	Newtonhill and Aberdeen	A11	07 30 to 17 00. Signalling work.

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SECTION R - TEMPORAL	RY ENGINEERING WORKS -	WON-B19
At or between	Lines affected	Remarks
HAYMARKET WEST JN TO MONDAY 29 SEPTEMBER	O ABERDEEN - continued	1
288 Dalmeny and Haymarket West Jn	Up <u>Between Trains</u>	00 00 to 06 00. Track maintenance between $9\mathrm{m}770\mathrm{yd}$ and $2\mathrm{m}620\mathrm{yd}$ .
289 Craigo and Laurencekirk	Down and Up Between Trains	00 00 to 24 00. Track renewal and track maintenance between 210m110yd and 210m550yd.
TUESDAY 30 SEPTEMBER	2	
290 Inverkeithing East Jn and Burntisland	Down BLOCKED Down Between Trains	00 00 to 03 45 ) Track maintenance between 03 45 to 06 00 ) 13m460yd and 20m220yd. Down trains diverted via Cowdenbeath 00 00 to 03 45.
TUESDAY 30 SEPTEMBER	and WEDNESDAY 1 OCTO	BER
291 Laurencekirk and Craigo	Up Between Trains Down Between Trains Down BLOCKED Down Between Trains	00 00 to 24 00 ) daily. Track renewal and track 00 00 to 00 15 ) maintenance between 210m550yd 00 15 to 05 30 ) and 210m110yd. Single line 05 30 to 24 00 ) working over Up line 00 15 to 05 30.
TUESDAY 30 SEPTEMBER	to FRIDAY 3 OCTOBER	
292 Stonehaven and Newtonhill	Down and Up Between Trains	23 00 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 224ml650yd and 230ml298yd.
THURSDAY 2 OCTOBER		
293 Laurencekirk and Craigo	Up Between Trains Down Between Trains Down BLOCKED Down Between Trains	00 00 to 24 00 ) Track renewal and track 00 00 to 01 00 ) maintenance between 210m550yd 01 00 to 05 30 ) and 210m110yd. Single line 05 30 to 24 00 ) working over Up line 01 00 to 05 30.
FRIDAY 3 OCTOBER		
294 Laurencekirk and Craigo	Up Between Trains Down Between Trains Down BLOCKED Down Between Trains	00 00 to 24 00 ) Track renewal and track 00 00 to 00 15 ) maintenance between 210m550yd 00 15 to 05 30 ) and 210m110yd. Single line 05 30 to 24 00 ) working over Up line 00 15 to 05 30.

### THORNTON NORTH JN TO METHIL WEST (GOODS LINE)

HOTUED	NOTICE
UKINEK	HOLICE
	URTHER

295 Double Dykes LC and East Fife Central Jn	Single Between trains	07 00 to 20 00. Bridgework (OB No.10A). Mechanical equipment in use.
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#### SUNDAY 28 SEPTEMBER

296	Thornton North	Single BLOCKED	07 30 to 16 30.	. Track maintenance between
	Jn and East		Om880yd and 3mp	) <sub>*</sub>
	Fife Central Jn			

SECTION B - TEMPOR	<u> ARY ENGINEERING WORKS -</u>	- continued	 	
At or between	Lines affected	Remarks	 	

INVERKEITHING	CENTRAL	JN	TO	THORNTON	NORTH	JN	(VIA	COWDENBEATH)
0.0000000000000000000000000000000000000								

SATURDAY	21	SEPTEMBER	

297 Clunybridge and Cowdenbeath Up BLOCKED

00 30 to 05 00. Bridgework (UB No.12).

SUNDAY 28 SEPTEMBER

298 Halbeath LC and Down and Up BLOCKED 09 30 to 24 00. Bridgework (OB No.24).

Cowdenbeath

299 Cowdenbeath and Down and Up BLOCKED 09 30 to 18 00. Bridgework (UB No.17).

Clunybridge

TUESDAY 30 SEPTEMBER

300 Clunybridge and Up BLOCKED

00 30 to 05 00. Bridgework (UB No.17).

Cowdenbeath

TUESDAY 30 SEPTEMBER to FRIDAY 3 OCTOBER

\* 301 Cowdenbeath and Halbeath LC

Up .BLOCKED Down Between trains 00 00 to 06 00 daily. Bridgework (OB No.24).

PERTH TO INVERNESS UNTIL FURTHER NOTICE

302 Dunkeld and Pitlochry

Single

Between trains

08 00 to 18 00 daily. Work at lineside, tunnel work (Inver) and bridgework (UB's Nos.33 and 47)

between 16ml188yd and 24m700yd. Crane and

mechanical equipment in use.

303 Pitlochry and

Blair Atholl LC

Single Between trains 00 00 to 19 00 daily. Tunnelwork (Killiecrankie),

rock blasting and work at lineside between 30ml210yd and 31m616yd. Crane and mechanical

equipment in use.

304 Blair Atholl LC

and Dalwhinnie

Down and Up

Between trains

08 00 to 20 00 daily. Bridgework (UBs Nos 86J and 126 and 99). Work at lineside

between 35ml32yd and 58ml188yd. Crane and

mechanical equipment in use.

305 Culloden Moor

and Inverness

A11

07 30 to 17 00 daily. Signalling work.

SATURDAY 27 and SUNDAY 28 SEPTEMBER

306 Dalwhinnie and Kingussie LC

Single Between Trains 22 00 Sat to 07 00 Sun. Track maintenance between

58ml188yd and 71ml056yd.

307 Kingussie LC and Kincraig

Loop

Single BLOCKED

22 00 Sat to 18 00 Sun. Track renewal, track maintenance and loading rails between 73m390yd

and 73m990yd. Possession to be given up for the passage of booked services. Crane in use.

308 Moy Loop and

Culloden Moor

Single

Between Trains

22 00 Sat to 17 00 Sun. Work at lineside, track renewal and track maintenance between 103m440yd

and lllm660yd.

WON-R21 SECTION B - TEMPORARY ENGINEERING WORKS - continued Lines affected At or between Remarks PERTH TO INVERNESS - continued SATURDAY 27 and SUNDAY 28 SEPTEMBER - continued 309 Millburn Jn and Down and Up Forres 21 00 Sat to 08 40 Sun ) Signalling work, track Welsh's Bridge Lines BLOCKED ) renewal, track ) maintenance, earthwork Down and Up Aviemore Lines and Single ) and work at lineside. ) Crane and mechanical Between Trains Down and Up Forres 08 40 to 24 00 Sun ) equipment in use. Lines and Down and Up Aviemore and ) Single Between Trains 21 00 Sat to 24 00 Sun. Signalling work, track 310 Welsh's Bridge Single Between Trains and Inverness renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in HSP. SUNDAY 28 SEPTEMBER 07 30 to 17 00. Signalling work. 311 Perth and A11 Stanley Jn 312 Stanley Jn Single 08 00 to 18 00. Tunnel work (Kingswood) and loading material between 7ml76yd and 15m264yd. and Dunkeld Between trains 313 Dunkeld and 08 30 to 17 30. Track renewal and loading Single material between 15m264yd and 28m638yd. Between Trains Pitlochry 08 00 to 18 00. Track renewal, track 314 Pitlochry and Single Blair Atholl LC Between Trains maintenance and loading material between 28m638yd and 35m132yd. 08 30 to 17 00. Bridgework (UB Nos.115, 123, 125, 315 Blair Atholl LC Down and Up and Dalwhinnie Between Trains 130 and FB No.152D). Track maintenance between 35ml32yd and 58ml188yd and signalling work. Mechanical equipment in use. Single 08 30 to 17 00. Bridgework (UB No.208). 316 Kincraig Loop Mechanical equipment in use. and Aviemore Between trains 08 30 to 17 00. Bridgework (FB No.213A). 317 Aviemore Down and Up Station Between trains 318 Carr Bridge Single 08 00 to 17 00. Bridgework (UB's Nos.236, 238 and 241). Mechanical equipment in use. Loop and Between trains Slochd Loop 319 Tomatin Loop 07 30 to 17 00. Signalling work. and Moy Loop

## and Millburn Jn Between Trains MONDAY 29 SEPTEMBER to FRIDAY 3 OCTOBER

Down and Up

320 Culloden Moor

321 Pitlochry and	Single	00 00 to 24 00 daily. Track renewal and track
Blair Atholl LC	Between trains	maintenance between 28m638yd and 35m132yd.

322 Kingussie LC Single 00 00 to 24 00. Track renewal and track maintenance between 73m390yd and 73m990yd. Crane Loop and mechanical equipment in use.

08 00 to 17 00. Track renewal between lllm660yd

and 117m440yd and signalling work.

SECTION 1	В-	TEMPORARY	ENGINEERING	WORKS	-	continued

Lines affected Remarks At or between

#### PERTH TO INVERNESS - continued

#### MONDAY 29 SEPTEMBER to FRIDAY 3 OCTOBER - continued

323 Millburn Jn and Inverness Down and Up and

Single Between Trains 00 00 to 24 00 daily. Signalling work, track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.

#### TUESDAY 30 SEPTEMBER and WEDNESDAY 1 OCTOBER

324 Moy Loop and Culloden Moor Single Between Trains 22 00 Tue to Thu to 07 00 Wed to Fri. Track maintenance between 103m440yd and 111m660yd.

#### TUESDAY 30 SEPTEMBER to FRIDAY 3 OCTOBER

325 Blair Atholl LC and Dalwhinnie

Down and Up Between Trains 22 00 Tue to Thu to 07 00 Wed to Fri. Track maintenance between 35ml32yd and 58ml188yd.

#### PERTH TO DUNDEE CENTRAL JN UNTIL FURTHER NOTICE

326 Perth and Barnhill

Single

Between trains

08 00 to 16 00. Bridgework (UB No.35). Work at lineside between 20ml100yd and 20ml300yd.

Mechanical equipment in use.

327 Longforgan LC and Dundee Central Jn

All Between trains

07 30 to 21 00 daily. Bridgework (OB No.5/1) and work at lineside between 3m550yd, and 3mp and signalling work. Crane and mechanical equipment in use.

#### SUNDAY 28 SEPTEMBER

328 Perth

All

07 30 to 17 00. Signalling work.

329 Perth and Barnhill

Single '

08 00 to 17 00. Work at lineside and track renewal between 20m1408yd and 19m1518yd.

330 Barnhill and Errol LC

Down and Up

Between trains

Between Trains

08 00 to 18 00. Bridgework (OB No.25), track renewal and work at lineside between 19m1518yd and 10m99yd. Mechanical equipment in use.

331 Dundee Central Jn

332 Errol LC and

A11

07 30 to 17 00. Signalling work.

SUNDAY 28 SEPTEMBER to FRIDAY 3 OCTOBER

Down and Up Between trains

08 00 to 16 00 daily. Work at lineside and track renewal between 10m990yd and 5ml210yd. Mechanical equipment in use.

333 Longforgan and Dundee Central

Longforgan

All Between trains

08 00 to 16 00 daily. Track renewal at 5m220yd. Mechanical equipment in use.

### MONDAY 29 SEPTEMBER to FRIDAY 3 OCTOBER

334 Barnhill and Errol LC

Down and Up Between trains 08 00 to 16 00 daily. Track renewal at 14m462yd. Mechanical equipment in use.

250	111	– פ אכ	1 EFT	UKAKI	EMCTI	NEEKING	WOKK 2	 cont inued
At	or	betwee	en	I	ines	affecte	d	Remarks

ABERDE	EN	TO	INV	ERN	<u>ess</u>
UNTIL	FUI	THE	RN	OTI	ÇE

335	Huntly and Keith	Single Between trains	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45mll00yd. Mechanical equipment in use.
336	Forres and Nairn	Single Between trains	00 00 to 24 00 daily. Work at lineside between 128m1200yd and 128m1400yd. Mechanical equipment in use.

337 Nairn and All Inverness 07 30 to 17 00 daily. Signalling work.

#### SATURDAY 27 and SUNDAY 28 SEPTEMBER

338 Millburn Jn and Welsh's Bridge		21	00	Sat	to	08	40	Sun		Signalling work, track renewal, track
•	Down and Up Aviemore		•						)	maintenance, earthwork
	Lines and Single .								)	and work at lineside.
	Between Trains								)	Crane and mechanical
	Down and Up Forres	80	40	to	24	00	Sun		)	equipment in use.
	Lines and Down and								)	
	Up Aviemore and								)	
	Single								)	
	Between Trains								)	

339 Welsh's Bridge Sing and Inverness Betw

Single Between Trains 21 00 Sat to 24 00 Sun. Signalling work, track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.

#### SUNDAY 28 SEPTEMBER

340 Aberdeen and Dyce Jn	All Between Trains	07 30 to 17 00. Signalling work and bridgework (OB No.26).
341 Dyce Jn and Inverurie	Single Between Trains	08 00 to 17 00. Bridgework (OB No.43).
342 Insch LC and Kennethmont	Single Between Trains	$08$ $00$ to $17$ $00. Track renewal between 27 \mathrm{m} 1034 \mathrm{yd} and 32 \mathrm{m} 1562 \mathrm{yd} .$
343 Keith Jn and Elgin	Single Between trains	08 00 to 17 00. Track renewal and track maintenance between 28m320yd and 28m1640yd.
344 Forres and	Single	08 00 to 17 00. Track renewal between 0m330yd

344 Forres and Nairn

Between Trains

and 128m1584yd and signalling work at Brodie LC (AHB).

345 Nairn and Millburn Jn A11

08 00 to 18 00. Signalling work.

#### SUNDAY 28 and MONDAY 29 SEPTEMBER

346 Aberdeen and Single
Dyce Jn Between Trains

22 00 Sun to 06 00 Mon. Track maintenance between 0m330yd and 6m242yd.

#### MONDAY 29 SEPTEMBER to FRIDAY 3 OCTOBER

347 Dyce Jn and Single 22 00 Mon to Thu to 06 00 Tue to Fri. Track maintenance between 6m242yd and 16m1738yd.

		WON-B24
	RY ENGINEERING WORKS	
At or between	Lines affected	Remarks
ABERDEEN TO INVERNE MONDAY 29 SEPTEMBER	SS - continued to FRIDAY 3 OCTOBER -	- continued
348 Keith and Elgin	Single Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 28m320yd and 28m1640yd.
349 Millburn Jn and Inverness	Down and Up and Single Between Trains	00 00 to 24 00 daily. Signalling work, track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.
INVERNESS TO WICK UNTIL FURTHER NOTICE	<u>E</u>	
350 Inverness and Lentran	All	07 30 to 17 00 daily. Signalling work.
351 Dingwall and Invergordon	Single Between trains	00 00 to 24 00 daily. Bridgework (OB No.69/1) and platform work Alness. Crane and mechanical equipment in use.
352 Invergordon Station	Down and Up Between trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
353 Fearn Station	Single Between trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
354 Tain Station	Down and Up Between trains	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.
355 Dunrobin Station	Single Between_train.>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
SATURDAY 27 to MONDA	AY 29 SEPTEMBER	•
356 Helmsdale and Forsinard	Single BLOCKED	21 00 Sat to 06 00 Mon. Bridgework (UB No.276). Track renewal between 109m550yd and 109m700yd. Crane and mechanical equipment in use.
SATURDAY 27 SEPTEMBI	ER to FRIDAY 3 OCTOBER	<u>a</u>
357 Inverness Station	All Between trains	08 00 to 20 00 daily. Track renewal, platform work and work at lineside. Crane and mechanical equipment in use.
358 Welsh's Bridge and Rose Street	All Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthwork and work at lineside between 117m1230yd and 117m1560yd and signalling work. Crane and mechanical equipment in use.
SUNDAY 28 SEPTEMBER	•	
359 Rose Street and Lentran	All	07 30 to 17 00. Signalling work.
360 Muir of Ord and Dingwall	Single Between Trains	08 30 to 17 00. Bridgework (UB No.41). Mechanical equipment in use.
361 Tain and Ardgay	Single Between Trains	08 00 to 17 00. Work at lineside between 44m506yd and 66m1716yd. Mechanical equipment in use.
362 Lairg and Rogart	Single Between Trains	08 00 to 17 00. Bridgework at (UB No.198) and signalling work at Lairg LC (AOCL). Mechanical equipment in use.

		WON-B25
	RY ENGINEERING WORKS	- continued
At or between	Lines affected	Remarks
INVERNESS TO WICK -		
SUNDAY 28 SEPTEMBER	to FRIDAY 3 OCTOBER	
363 Clachnaharry and Lentran	A11	07 30 to 17 00 daily. Signalling work at Bunchree LC (AOCL).
364 Dingwall and Alness	A11	07 30 to 17 00 daily. Signalling work at Foulis LC (RG).
365 Lairg and Rogart	A11	07 30 to 17 00 daily. Signalling work at Lairg (AOCL).
366 Kinbrace and Forsinard	All	07 30 to 17 00 daily. Signalling work at Kinbrace LC (AOCL) and Forsinard LC (AOCL).
367 Scotscalder and Halkirk LC (AOCL)	A11	07 30 to 17 00 daily. Signalling work at Halkirk (AOCL).
368 Georgemas Jn and Wick	, All .	07 30 to 17 00 daily. Signalling work at Walton LC (AOCL).
DINGWALL TO KYLE OF UNTIL FURTHER NOTICE		
369 Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.
370 Achnasheen and Strathcarron LC	A11	07 30 to 18 00 daily. Signalling work.
SULDAY 28 SEPTEMBER	to FRIDAY 3 OCTOBER	•
371 Dingwall and Garve	Single Between Trains	07 30 to 18 00 daily. Bridgework (UB Nos.5 and 23) and signalling work at Dingwall No.2 (AOCL) and Achterneed (AOCL). Crane and mechanical equipment in use.
372 Garve and Achnasheen	Single Between Trains	08 00 to 18 00 daily. Bridgework (UB Nos.32 and 33). Crane and mechanical equipment in use.
373 Achnasheen and Strathcarron	Single Between Trains	07 30 to 18 00 daily. Bridgework (UB Nos.85, 87 and 89) and signalling work at Balnacra LC (AOCL). Crane and mechanical equipment in use.
374 Strathcarron and Kyle of Lochalsh	Single Between Trains	07 30 to 18 00 daily. Bridgework (UB Nos.130, 135, 146 and 153). Track renewal between 45ml672yd and 63m946yd and signalling work at Strathcarron LC (AOCL). Crane and mechanical equipment in use.

WON-B26

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between

Lines affected

Remarks

GEORGEMAS JN TO THURSO

SUNDAY 28 SEPTEMBER to FRIDAY 3 OCTOBER

375 Georgemas Jn and Thurso

A11

07 30 to 17 00 daily. Signalling work at Hoy LC

(AOCL).

#### 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 28 SEPTEMBER - BETWEEN GLENGARNOCK AND FALKLAND - The MAXIMUM PERMISSIBLE SPEED between Glengarnock and Falkland will be increased to 90mph on both lines for other than electric trains (75mph MAXIMUM PERMISSIBLE SPEED will continue to apply for electric trains). In consequence, the undernoted three new permanent speed restrictions will become operational:-

75mph between 32m1610yd and 0m370yd (Up direction only)
75mph between 0m370yd and 0m950yd (Up and Down)
75mph between 1m570yd and 35m200yd (Up and Down).

(See Section D of this notice)

(30)

SUNDAY 28 SEPTEMBER - MILLERHILL - Down East Goods Signal M41 will be renewed 2 yards nearer the box on left of drivers red aspect 12 feet above rail level. A position 4 junction route indicator will be provided and the application of the signal will be altered to be:-

Main

to M98

Main with position 4 junction route indicator - to Cl

A new colour light signal, C1, with associated position light aspect, will be provided on the East Arrival line at the North end, on left of drivers, red aspect 11 feet above rail level. This signal will be controlled from the Up Yard (South End) Supervisor's office. The single-sided notice board previously provided at this location will be removed.

Signal M44, applying from East Departure to Up East Goods, will be renewed at the same location, red aspect 11 feet above rail level and the associated position light aspect removed.

The application of Up East Goods ground position light signal, M42, will be altered to be towards signal M98 or towards East Arrival line. (30)

SUNDAY 28 SEPTEMBER - BETWEEN MILLBURN JN AND INVERNESS STATION - The Up Forres line between Millburn Jn at its connection with the Up Avienore line, and locomotive signal box will be secured out of use together with the following connections:-

Millburn Jn - Facing between Up Forres and Up Aviemore.

Welsh's Bridge - All facing and trailing between Porres and Aviemore lines.

- Forres lines trailing crossover.

Locomotive - Forres lines crossovers.

- All connections to Platforms 3 and 4 and the station sidings.

The station ground frame, released by Rose St. signal box will be secured out of use.

All signals associated with the Up Forres line and the connections secured out of use will be removed together with the signals on the Down Forres line.

The portion of the Down Forres line between Millburn Jn, at its connection with the Down Aviemore line, and locomotive signal box, will be redesignated Up and Down Forres line and will be worked in accordance with the Tokenless Block system.

Welsh's Bridge signal box will act as a block post on the Avienore lines only.

#### WON-C2

# SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued DETAILS OF WORK REFERRED TO IN SECTION B - continued SUNDAY 28 SEPTEMBER - BETWEEN MILLBURN JN AND INVERNESS STATION - continued

The following signals associated with the Up and Down Forres line will be provided as shown on the sketch on pages C5 and C6 of this notice:-

Description of signals: - Millburn Jn

- 67 Up Forres to Up Aviemore home 1, situated 416 yards from the box, arm 16 feet above rail level.
- 66 Up Forres home, situated 416 yards from the box, arm 18 feet above rail level.
- (57) Down Aviemore towards Up Aviemore.
- (74) Up Forres distant, situated 480 yards from the home signals.

#### · Welsh's Bridge

Own Aviemore home, situated 209 yards from the box, arm 18 feet above rail level.

Rose St Down outer distant, on the same post, 14 feet above rail level.

34 - Up Aviemore towards Down Aviemore.

77) - Back along Up Aviemore. (30)

#### DETAILS OF WORK ALREADY CARRIED OUT

\* \* RUTHERGLEN - The existing pedestrian level crossing, for use of BR Staff only giving
access to the Regional Training Centre from Rutherglen Station over the Down Argyle
line, Rutherglen West Curve single line and the Engineer's Training siding, has been
converted to a miniature Red/Green warning lights installation as described in the
General Appendix, Section 7.

The existing notice boards worded "STOP SOUND HORN BEFORE PROCEEDING", located on the Engineers Training siding 25 yards on each rail approach to the crossing have been removed and replaced by notice boards worded "PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" at the same locations, together with associated Drivers white lights and plungers. (27)

BETWEEN MAUCHLINE AND HURLFORD - New Permanent speed restrictions of 65mph have become operational on the Down line between 35ml630yd and 36½mp and between 36ml080yd and 37ml540yd. (29)

KILWINNING RESIGNALLING (STAGE 2) - The work described and illustrated in the Special Notice entitled KILWINNING RESIGNALLING (STAGE 2) has been introduced.

Station and Depots with trainmen working through the area not having received the Special Notice must advise the Regional Operations Manager, ScotRail House, Glasgow by telephone (041-2603/2716). (28)

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

DETAILS OF WORK ALREADY CARRIED OUT - continued

HUNTERSTON - The application of the undernoted signals has been altered as shown:-

		Route Indication	Application	
Signal	Aspect	where provided	To or Towards	
H514	Main	G	Up Freight Line	
	Main	P	Up Largs Line	
H516	Main	G	Up Freight Line	
	Main	P	Up Largs Line	
н518	Main	Position 1 Junction Indicator	Up Freight Line	
	Main	~	Up Largs Line	(28)

<sup>\* \*</sup> BO'NESS - The Down Passenger loop and associated signals have been brought back into use. (27)

CLYDEBANK DOCK JN - The altered permanent way and signalling arrangements shown on the sketch on page C7 have been brought into use.

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

#### RUNNING SIGNALS

	Route Indication	Application	
Aspect	where provided	To or Towards	
		•	
Main	-	CD71 ·	
Position Light	-	Reception line or	
		Reception/Departure line	
_			
	•	CD63	
Position Light	-	Yard or Washer Line	
Main	<u></u>	CD82	
Position Light	_	Reception line or	
•		Reception/Departure line	
Main	Position 1 Junction Indicator	CD70	
Main	-	CD70	
Position Light	-	East Headshunt	
Main	•	CD70	
Position Light	-	East Headshunt	
EPARTURE LINE			
Main	-	CD64	
EPARTURE LINE			
Main	<del>-</del>	CD64	
	•	•	
INE			
Main	-	CD64	
	Main Position Light  Main Position Light  Main Position Light  Main Position Light  Main Position Light  EPARTURE LINE Main  EPARTURE LINE Main	Main - Position Light -  Main - Position Light -  Main - Position Light -  Main - Position Light -  Main - Position Light -  Main - Position Light -  Main - Position Light -  EPARTURE LINE Main -  EPARTURE LINE Main -  EPARTURE LINE Main -  EPARTURE LINE Main -  EPARTURE LINE Main -  EPARTURE LINE Main -  EPARTURE LINE Main -  EPARTURE LINE Main -  EPARTURE LINE Main -	

<sup>+</sup> Former signal repositioned 6 yards farther from the box and position light aspect provided.

Signal CD74R has been altered to be capable of exhibiting a yellow or green aspect.

The position light aspect associated with signal CD81 on the Washer line has been altered to be ground mounted.

x Former signal repositioned 6 yards farther from the box and altered to be capable of exhibiting a red or yellow aspect.

#### WON-C4

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

DETAILS OF WORK ALREADY CARRIED OUT - continued

CLYDEBANK DOCK JN - continued

POSITION LIGHT SIGNALS

	Route Indicatio	n	Application
Signal	where provided	From	Towards
CD6	-	Up Main	Yard
	-	Up Main	Washer line
	-	Up Main	Down Main
CD8	-	East Headshunt	Yard
	-	East Headshunt	Washer line

A double-sided "OFF" indicator, associated with signal CD62, has been provided on Garscadden station Down platform, post-mounted, 8'6" above platform level on right of drivers located on the Hyndland side of the booking office.

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

Although not shown on the sketch, the following telephone signs have been provided, where applicable, in accordance with regional practice.



MILLERHILL - The connection on the Up and Down South Curve, facing to Down direction trains and previously laid in and secured out of use, has been brought into use giving access to a new line designated East Arrival line.

A single-sided notice board worded 'STOP - AWAIT INSTRUCTIONS' has been provided on the East Arrival line on left of drivers, 200 yards on the yard side of the new connection from the Up and Down South Curve.

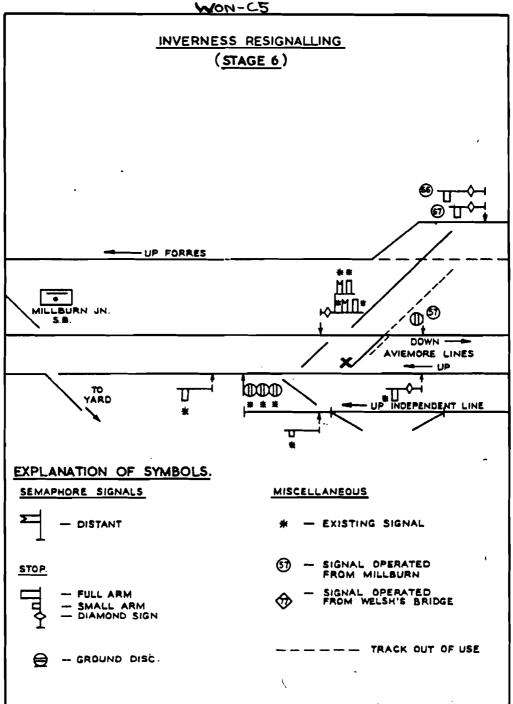
Nos.5, 7, 8 an 9 South Down Reception sidings have been secured out of use pening removal and all associated signals disconnected. No.6 siding has been retained mentione together with signal M71.

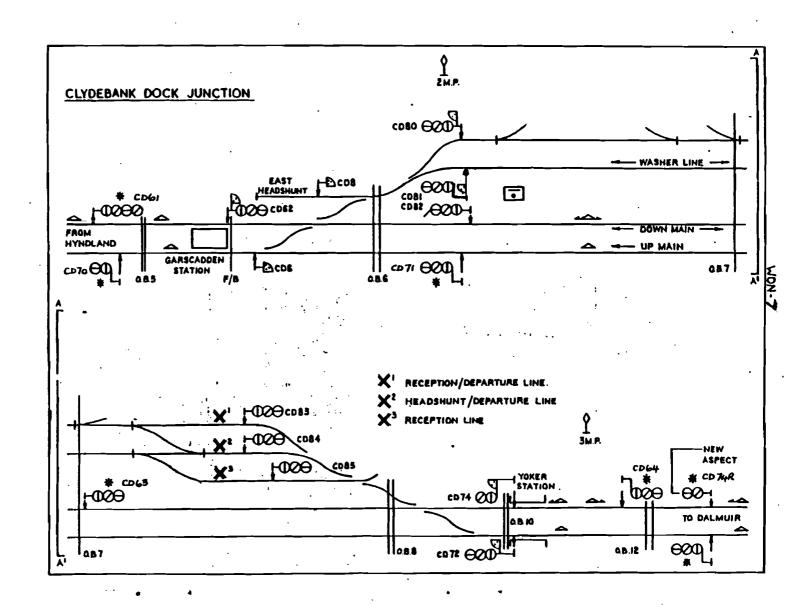
The area previously designated South Down Reception sidings is now known as the Electrification Depot.

The stencil route indication 'A' associated with signals M88, M92, M94, M95 and M96, applying to signal M79, has been altered to apply to 'Electrification Depot'. (28)

CULLODEN MOOR - The existing shunt spur has been extended and a new connection, Single line to shunt spur, facing to Up direction trains, installed and secured out of use.

A new half connection facing to Up direction trains, has been installed on the Up line and secured out of use. (29)





EXPLANATION COLOUR LIGHT	ON OF SYMBOLS.	
ASPECT SIGN	IAL.  CAPABLE OF  DISPLAYING  RED OR GREEN  ASPECT	CAPABLE OF CAPABLE OF DISPLAYING ASPECT.
3 ASPECT SIGN	CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT.	RULE BOOK -SECTION 'C'  SUBSIDIARY SIGNAL  POSITION LIGHT (NORMALLY OUT) PROCEED ASPECT: TWO WHITE LIGHTS AT 45°
4 ASPECT SIG	CAPABLE OF OISPLAYING REQ YELLOW, DOUBLE YELLOW OR GREEN ASPECT.	SHUNT SIGNAL  ELEVATED POSITION LIGHT  NORMAL ASPECT: - RED &  WHITE HORIZONTAL LIGHTS  PROCEED ASPECT: - TWO  WHITE LIGHTS AT 45°
POINTS		MISCELLANEOUS
	CONTROLLED HAND POINTS SPRING POINTS	# EXISTING SIGNAL.
	·	A.W.S OPERATIONAL IN DIRECTION  OF ARROW  A.W.S OPERATIONAL IN BOTH DIRECTIONS

#### 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 3 (PINK PAGES)

Section F2 Paragraph F2/1

Amend Clause (a) to read:-

(a) Keep well clear on the windward side but avoid low lying areas.

(MPF/493) (18/8/86)

#### PART 6 (WHITE PAGES)

Page E3 Delete footnote.

(This amends item published on page 14 of PON No.19D). (MPF/491/P) (15/8/86)

Page H3

Delete Item 2.6

(MPF/491/CA) (9/8/86)

Page H3

Amend Item 2.8 as follows:-

2.8 Class 40 or 45 ...... (Amended)(MPF/491/CA)(15/9/86)

This supercedes the item published in Weekly Operating Notice No.24.

Page H105 6S56 BLYTH to Mallaig Jn (to Mossend)

Amend as follows:-

Contract Tonnage - 560

Class 37 = 665

(MPF/491/CA) (16/8/86)

Page H106 6E80 Deanside to Wisbech

Amend line of entry to read as follows:-

 $\overline{\text{CT.858}}$  20 = 356, 26 = 416, 27 = 451, 37 = 603, 45 = 907, 47 = 975.

(MPF/491/CA) (8/9/86)

Page H110 7M36 Mossend to Leicester Humberstone Road

Amend to read as follows:-

6M36 Mossend to Corby B.S.C.

(MPF/491/CA) (8/9/86)

Page H110 6S56 MOSSEND to Mallaig Jn (ex Blyth)

Amend as follows:-

Contract Tonnage - 560

37 + any other locomotive = 560 tonnes trailing load

37/4 or 37/5 = 667

This amends the item published in Periodical Operating Notice No.19D.

(MPF/491/CA) (16/8/86)

Page H116 BILSTON OR BLINDWELLS

Add:-

Cockenzie 1 x 20 = 19 Loads + BV

 $2 \times 20 = 38$  Loads

(MPF/491/CA) (29.9.86)

#### GENERAL INSTRUCTIONS AND NOTICES - continued

#### SECTIONAL APPENDIX

#### SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

List of lines in sequence used throughout the book

Page number relating Table A

Page 3

Delete :- Cowlairs to Port Dundas (Goods Line) entry.

(28/6/86)

Page 12 Amend eighth paragraph to read:-

Portable AWS magnets will be positioned on the approach side of Warning Boards for Temporary Speed Restrictions, as specified in the Rule Book, Section U, on lines fitted with AWS. Portable AWS magnets will not be provided on lines which are not AWS fitted (clause 1.1.3 of Section U is modified accordingly).

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

SECTION I - TABLE A	- DETAILS OF RUNNING L	LNES				
	1		Peru	unen	Speed Restrictions	
Running Lines and	1	Mileage	Down			
Signalling System	Location	M Yd	mp	h	At or between	Remarks
Between Carl	GLASGOW CENTRAL lisle South Jn (CE) and	Caldew Jn (	incl)		·	
Amend to rea	Carlisle South Jn	68 1610		i	·	AWS inductors not provided at Carlisle Station platform signals.
Platform	Carlisle Carlisle North Jn	69 200 0 420		<u>20</u>	All lines and connections Other and 68m1340yd.	
	Caldew Jn	0 1170	<u>60</u> <u>30</u>	_	Olmp and Oml280yd Main to Goods line	
Pages 19 and 20		Goods line)				Amended (6/9/86)
	 ghorn LC (AHB) and Garr ad:-	 iongill (inc	  1) 			
<b>†</b>	Cleghorn LC (AHB)	76 530	90 95 100 90		77m260yd and 78m620yd 78m620yd and 79m290yd 79m290yd and 81 dmp 81 dmp and 84mp	
	<u>Carluke</u>	81 1650	80	95 90	84mp and 84m570yd 84mp and 84m570yd 84mp and 81m510yd	CW Up 84m70yd

SECTION D - GENERAL	INSTRUCTIONS AND NOTICE	35 <u>- continu</u>					
					Speed Restrictions		)
Running Lines and		Mileage		Up		•	
Signalling System	Location	M Yd	mj	h	At or between	Remarks	
Pages 19 and 20 - A	mend - continued						
1 } }	Law Jn (see page 31)	84 150	15		Over DPL Entering over and leaving UPL	DPL 191 UPL 2290f (695m)	5f (580m)
	(see page 31)	<b>j</b>	<u>50</u>	_	Through in to Holytown line 84m570yd and 84m.p.	UFL 22501 (055m)	
1 1			<u>70</u>	70	84m570yd and 84m970yd 84m970yd and 84m1430yd	•	
<b> </b>	Garriongill Jn (see page 27)	84 1300	_				(27/9/86)
Page 28	COURTS THE TO HAVMADEPER BAS	PT IN				,	ľ
Delete : Ca	OUTH JN TO HAYMARKET EAS	ormation.					(23/8/86)
Page 29 MIDCALDER J	IN TO HOLYTOWN JN						
Between Add Amend: - to read: -	liewell and Fauldhouse No	orth 	50 60	60 60	13tmp and 11tmp. 13tmp and 11m1220yd		(23/8/86)
Page 30	han in and Confin			==	Adap une Ilmilione		(25, 5, 50,
Delete:	har Jn and Carfin		60 60	50 50	9mp and 7tmp.  Over curves 2tmp and 1tmp.		(18/8/86)
	IDDINGSTON JN						
Delete:	Jn and Wishaw Central		70	<u>70</u>	Through in to 842 (for multiple unit trains)		
<u>Amend</u> :			<u>50</u>	<u>50</u>	Through in to 842 (for other than multiple unit		
to read:			<u>50</u>	<u>50</u>	trains) Through jn to 844mp		(27/9/86)
<u>Add:−</u>	OHNS	84 510					(21/6/86)

	INSTRUCTIONS AND NOTICE		Perma		Speed Restrictions	
nning Lines and		Mileage	Down			1
gnalling System	Location	M Yd	mph		At or between	Remarks
ge 32	1		1 1			
LAW JN TO UD	DINGSTON JN		1 1			45.4.4.4.
Delete:-			1			CW Up, Oml30yd (20/4/86
	]	)	1 1			
e_35		ļ	1 1			•
	ENTRAL JN TO FINNIESTON	i	{ }			
Between Ruth	erglen and Rutherglen N					
Add: -	Rutherglen Footpath	0 506			•	(6/9/86
	LC (RG)	ľ				(4,5,00)
	ì	1	1 1			1
ge 36	1	4				
	ENTRAL JN TO FINNIESTOR  Finnieston	N 1 4 70	1			
Amend:-	Exhibition Centre	4 70				(21/6/8
to read.	DANIES CONTRACTOR					
		ļ	1			
	ļ		1 1		· ·	
ge 37	1 EST JN TO RUTHERG <u>len</u> No	I ORTH JN (WRS	ST CURV	/E)		
Add: -	Rutherglen Footpath	0 467	1	<u></u> -		// 10 /0/
<del></del>	LC (RG)	1	i i			(6/9/86
	ł		1 ]			
			1 1			
ge 38	Į.	ļ	1 1			
	TO SHIELDS JN					
Amend table	to read :-				WATER DEDUCATE STEED	
	Larkfield Jn	101 20	$\left  \begin{array}{c} 30 \\ 25 \end{array} \right $	30	MAXIMUM PERMISSIBLE SPEED Through jn to Muirhouse Jn.	All lines in this table are controlled
I T	(See pages 25 and 47	1	1 <del></del> }		and a line of the state of the	from Glasgow Central.
ŢI	West St tunnel	ĺ 101 350	1 1			-
	(110 yards)	to				Oli Davis 190 wands often noneins
		101 460	1 1		l	CW. Down 180 yards after passing Sig G.713.
	OHNS	101 530	1 f			DAS GOTAGO
<b>~</b> ~	Oim 5	1 ,,,,	] [			

SECTION D - GENERAL	INSTRUCTIONS AND NOTICE	S - continu	ed			
		1			Speed Restrictions	
Running Lines and		Mileage		n Up		1
Signalling System	Location	M Aq	m	ph	At or between	Remarks
Page 38 - Amend - co	Terminus Jn (See below and page 48) Shields Jn (See below and page 50)	101 1080 102 330	25		Through jn to Muirhouse Jn.  Through jn.	CW. Up 187 yards after passing Sig G.708.
SHIELDS JN 1	TO TERMINUS JN (UP THROU to read :-	I GH SDG) GOO	DS L	I INE		
SHIELDS TO	Shields (See above	TERMINUS)		5	MAXIMUM PERMISSIBLE SPEED	
3	and page 50)	$\frac{1}{102}$ 0				Line in this table is controlled from Glasgow Central.
\ \frac{1}{2}	Terminus Jn (See above and pages 39 and 48).	101 20				Amended (7/6/86)
Page 40	COLINTON CTORET IN (UI	A MILMADNOC	۲. ا	1		
	O EGLINTON STREET JN (VI fries South (DS) and Hol		Ť	ľ		
Amend to rea		1	i	:		
1 1	Dumfries South (DS)	92 1010	45	60 45	92m700yd and 93mll20yd.  Over curve, 92m700yd and 92mp	
A B A B	Dumfries Stn. (D) (See page 44)	91 1300	30	30	Through stn. on main lines 92mp to 914mp	
1 + 1	Holywood LC	88 680				(3/8/86)
		L	L	ـــــ		

unning Lines a	nd .	Mileage	Down	anen Vp	t Speed Restrictions	
ignalling Syst	Location Location	M Yd			At or between	Remarks
age 41 Delete	- Barony Jn., dots signify	ring block po	st ar	nd #1	l associated information.	(27/5/86
age 41	IN TO ECLINTON ST JN (VIA I	KILMARNOCK)			·	•
Amend:			40	65 40	35m1630yd and 36½mp 36½mp and 36m1080yd	,
				<u>65</u>	36m1080yd and 37m1540yd.	
<u>to read</u>	; <del>-</del>		65 40	65 40	35ml630yd and 36½mp 36½mp and 36ml080yd	·
			65	<u>65</u>	36m1080yd and 37m1540yd	(21/9/86
age 44 Delete	:- BARONY JN TO BARONY COLI	LIERY (GOODS	LINE	tab	le.	(27/5/86

		STRUCTIONS AND NOTICES		Pern	anen	t Speed Restrictions	
unning 1	Lines and		Mileage	Dowt		1	
		Location	M Yd	TOTAL		At or between	Remarks
Ricartt	ing Dyacem	DOCACTON	<u> </u>	<del>  "</del>	<del>"-</del>	At or between	Venar Vs
47				ĺ		1	
age 47	**************************************	DADAGGTE			!		
	KILMARNOCK TO				l		
4	Amend:-	Gatehead LC					
			- 4000			1	
	to read:-	Gatehead LC (AHB)	2 1320				(29/6/86
	A1 - Ch1	 	, Bananain b	, 	· .a.		
		ton Moss GF (incl) to		•			
		Shewalton	5 1540	40	<u>40</u>	5m1320yd and 5m1540yd	Controlled from Paisley.
		Moss GF (S) (See below		1	Ì		
	ļ	and Local Instructions			l		
	i	Page 26	Ì	<u>30</u>	<u> 30</u>	Over curve and through jn	i
	İ					72mp and 7m1230yd.	<u>.</u>
					ł		· ·
	1	Barassie	7 1230		-		•
	_	(See Page 53)	'	ĺ		1	Amended (25/5/8)
ge 50							
	BRIDGE STREET	IN TO STRANRAER					
		and 3rd MAXIMUM PERMI	SSIRLE SPE	I FD ar	tria	, 4 to read:-	
-	Thuche Tot, Inc	I	SOIDED DID	i e.	1	lo read.	
	Batusan Bridge	St Jn and 19m1390yd		75	75	MAXIMUM PERMISSIBLE SPEED	
				<u>  75</u>	<u>75</u>	HARTHUM FERMISSIBLE SPEED	
•	at Glengarnock	,					
				١,,			
	Between Elders	lie and Bogside		<u>40</u>	<u>40</u>	MAXIMUM PERMISSIBLE SPEED ON	
			i	l		REVERSIBLE SIGNALLED LINES IN	
						THE REVERSE DIRECTION.	
		<u> </u>					
		Oyd at Glengarnock		<u>90</u>	<u>90</u>	MAXIMUM PERMISSIBLE SPEED FOR	
	and 39m20yd at	Falkland				OTHER THAN ELECTRIC TRAINS	
						-	
	Between 19m139	Oyd at Glengarnock		75	<u>75</u>	MAXIMUM PERMISSIBLE SPEED FOR	
	and 39m2Oyd at	Falkland		_		ELECTRIC TRAINS	
	Ť						
	Between 39m20y	d at Falkland and		60	60	MAXIMUM PERMISSLBLE SPEED	
	Omp at Girvan			_	_		(28/9/86
		1					1
	Amend item in	ı Remarks column at bott	om of page	to *	ead	-	"All lines between Hillington East and
:	ALEM III	Hermites Cotomic at DOLL	on or bage		cau		Dalrymple Jn (incl) are controlled from
		. 1				1	I DATIAMOTE BUTTUCTA WEE COUPLOTIES LLOW
		] 1		1			Paisley. Amended (1/6/86)

JON-US

<u> 36</u>	CITON	D - GENERAL I	NSTRUCTIONS AND NOTICES	- continu				
							Speed Restrictions	
		Lines and ing System	Location	Mileage M Yd	Down mp		At or between	Remarks
							ne or between	Actual Ko
Pa	ges >	1 - 54 - Amend	- continued		(			
			Glengarnock	19 1390	40	40	Through Main line trailing crossover.	UGL 865f (260m) (bi-directional
				20 1390	<u>40</u>	<u>40</u>	Through Main line facing crossover.	
					<u>40</u>		Entering over and leaving Down Passenger Loop.	(bi-directional) DPL 2290f (695m
			CE Siding GF (S)	21 150				
			Brownhill	21 620				
			Swinlees (Roche)	21 840	40		Entering over and leaving Up Passenger Loop.	UPL2290f (695m) (bi-directional
				21 1630	40	<u>40</u>	Through Main line trailing	,
			Dalry	22 920		,	crossover.	
	ł	Ť	Kilwinning Jn (See page 61)	25 1560	<u>40</u>	<u>25</u>	Through in to Ardrossan. Entering over and leaving Up Goods Loop.	UGL 1365f (415m) DRS 1054f (320m).
	+		Kilwinning	26 0	40		Through trailing crossover.	
	}		Byrehill Jn (See page 63)	26 1540		25	Through jn to Dubbs Jn.	
	+	+	Bogside (see page 64)	27 1560	<u>40</u>	<u>10</u>	To Snodgrass branch. Through Main line trailing crossover.	
			_					

	STRUCTIONS AND MUTICES			manen	t Speed Restrictions	T
Running Lines and	Yanak!	Mileage	Down	ı Up		
Signalling System	Location	M Yd	_ mg	oh 1	At or between	Remarks
Pages 51 - 54 - Amend	- continued					,
	Irvine	29 620		İ		
	Gailes LC (AHB-X)	31 370	<u>x40</u>	<u> x40</u>	Approaching level crossing in wrong direction.	İ
	•		<u>40</u>	40	Over Main line trailing crossover.	
			<u>60</u>	<u>75</u>	32m1610yd and Om370yd.	
	Barassie	33 0 33 180	ļ 			-
		0 0	<u>30</u>	<u>30</u>	Over connection, DPL to Kilmarnock single line	
	Barassie Jn (See Page 47)	0 20	40		Entering, over and leaving DPL Through Main line facing crossover.	DPL 1180f (355m)
	Up main signal PB286	0 1630	75 60 75	$\frac{75}{60}$	Entering, over and leaving UGL Om370yd and Om950yd Over curves, Om950yd and lm570yd	UGL 1305f(395m)
	Troon	1 350 1 1100 2 330	<u>75</u>	75	lm570yd and 35m200yd (total distance 1610yd)	
1	Monkton Siding GF (S)	35 110 36 620			`	
	Prestwick	37 750		}		
	Falkland	38 1610	50	50	9m20yd and 40m290yd	DGL 760f (230m)
				_		002 7001 (23011)
					·	
	<u> </u>	, ,				

SECTION D - GENERAL	INSTRUCTIONS AND NOTICES	- continu	ed			
					t Speed Restrictions	
Running Lines and		Mileage		υp		
Signalling System	Location	M, Aq	m	h	At or between	Remarks
Pages 51-54 - Amend	 - continued					
1 ‡ ↓	Newton-on-Ayr	39 730				
	Newton Jn (See page 64)	39 880		10	Through jn to Ayr Harbour Jn.	
	OHNS	39 900	<u>20</u>		Through jn to Killoch branch	,
	Down Ayr Signal PA340	39 970	l '	40		
1 1	PA340		40 40 50	40 25 50	40m290yd and 40m680yd 40m680yd and 40m920yd 40m920yd and 40m1740yd	Permissive working is authorised
†	Ayr	40 1080	==	=	Tomoroya and Tomoroya	on the Up and Down lines through Ayr Station for
1 7 1	n 1 (2000)	40 1360	<u>30</u>	30 45	Through crossover.	passenger train connection purposes.
	Belmont LC (CCTV)	41 990	' '	≝⊇	Through crossover.	Controlled from Ayr relay room.
1 T ±	Dalrymple Jn (See page 65)	43 1170	20		Through jn to Benbane branch	Amended (28/9/86)
		,				
Page 55	an and Pinwherry			ļ		,
Amend: -	at and Finwhelly		20	20	Bridge No.9, 1m680yd and 1m730yd.	·
to read:-			45	<u>45</u>	Bridge No.9, lm680yd and lm730yd.	(1/9/86)
				ļ .		
	,		1	l l	1	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

PECTION D - GENE	RAL INSTRUCTIONS AND	morros - concin		ent Speed Restrictions	<del>                                     </del>
Running Lines and		Mileage	Down Up		
Signalling System	n Location	M Yd	mph	At or between	Remarks
Pages 61 and 62					
Amend:- 1	KILWINNING JN TO LARG	S table to read:		MAXIMUM PERMISSIBLE SPEED	
1	Kilwinning Jn (See Page 53)	25 1540	$\frac{40}{25}$	Through jn. Entering over and leaving Up Goods Loop.	The lines between Kilwinning Jn and Hunterston (excl) are controlled from Paisley SC.
			40 40	25m1560yd and 26m150yd	
	Kilwinning	26 0	40	Through facing crossover.	
	Dubbs Jn (See Page 63)	26 1500	25	Through Jn to Byrehill Jn.	
			40 40	Through trailing crossover. Entering Down Goods loop.	DGL 1515f (460m)
	Stevenston (See Page 62)	28 550			
	Stevenston LC	28 680	50 50	29m730yd and 29m1690yd	
\ \tag{\gamma}	Saltcoats	29 1210			
		1 30 160	50	Through connection to Up Largs.	
UP FOREGIT	(See Page 63)	30 840 30 1060	$\left  \begin{array}{c} 25 \\ \overline{50} \end{array} \right  $	Through jn to Ardrossan Harbour 30m1060yd and 31mp.	<u>.</u>
C	West Kilbride Hunterston (H) (See Page 63)	35 220 36 1140	25	Over connection Single line to Up Freight.	All lines between Hunterston and Largs
	Fairlie High Sd GF (S)	g 38 1650			are controlled from Hunterston.
			1		

SECTION D - GENERAL IN	NSTRUCTIONS AND NOTICE	S - continu				<u> </u>
l					t Speed Restrictions	
Running Lines and		Mileage		Up		
Signalling System	Location	M Yd	10	oh	At or between	Remarks
Pages 61 and 62 - Amer		39 20 39 260 to 39 1250 39 1300	50 40	50 40	40m660yd and 40m1540yd 41m660yd and Larga Stn.	(Amended 28/9/86)
A L Page 63 Add:-	Stevenston (See Page 61) TH BEACH TO ARDROSSAN 1	0 0				(14/9/86)
Compact Constitutions of the Constitution of t	Ardrossan Sth Beach (See Page 61)  Princes St LC (CCTV)  Ardrossan Hbr LC	30 840 30 1030 31 150 31 620 31 840	25	25	MAXIMUM PERMISSIBLE SPEED .	Controlled from Paisley SC.  No Train Staff.  Controlled from Ardrossan Hbr LC  (14/9/86)

			ſ			Speed Restrictions		
	Lines and		Mileage	Down				
Signalli	ng System	Location	M Yd	n <sub>p</sub>	oh	At or between	Remarks	
			<b>!</b>					
Page 64			1					
		NEWTON JN (GOODS LINE	<u>.)</u>				Combined from Baiolon (1	1/6/06)
	Mad at top of	Remarks column:-	<b>.</b>	1			Controlled from Paisley (1	1/6/86)
	NEWTON IN TO B	I KILLOCH COLLIERY (GOODS	LINE)				1	
		Remarks column:-	<u> </u>	l I			Controlled from Paisley 1/	/6/86)
			1	l {				
Page 65				li				
	DALRYMPLE JN 1	O BENBANE (GOODS LINE)	1					
	Amend reference	e in Remarks column to	"Ayr" to	read	"Pais	ley"	(1	1/6/86)
			ł					
Page 78			l i					
		RLEY TO GLASGOW QUEEN	ST (VIA PA	LKIRK	HIG	<u>!)</u>		
	Linlithgow Eng		1	1 1			•	
		GSP (S)	i				,,	11 / (   0 ( )
	to read:-	GF (S)	1	1 1			· · · ·	21/6/86)
Page 78								
Page 78	ENTERNINGH WAVE	RLEY TO GLASGOW QUEEN	ST (UTA FA	 	HIGI	<b>.</b>		
	Bo'ness	SKILL TO GLEGGOW QUILL	1		. 1101			
		(295m) to remarks col	umn.					(6/9/86)
			1					
Page 79			1	1				
	EDINBURGH WAVE	RLEY TO GLASGOW QUEEN	ST (VIA FA	LKIR	HIG	<u>{})</u>		
	Amend : Cadder	(East end) to Cadder	(West end)	to t	ead:	i		
	;		1					
1 1	* † †	Cadder (East end)	5 880	15		Entering Down slow line.		
🕈	اما	(CR)				•		
	{			ا ۱٫٫۰		Owen and leaving Days alon line		
]   [ <u>`</u>	3			<u>30</u>		Over and leaving Down slow line.		
M918								
	[ ]	•						
2			1			•		
~	"						1	
1 1		Cadder (West end)	4 1010	l i	30	Entering, over and leaving	All lines between Cadder (West end	1)
		·				Up slow line	(incl.) and Queen St are controlle	ed from
			l					23/8/86)
				1		<u>,</u>	<u> </u>	

SECTION D - GENERAL INSTRUCTIONS AND NOTICE	<u>Ş - continu</u>	ed			·
		Peri	anen	t Speed Restrictions	
Running Lines and	Mileage		ı Up		
Signalling System Location	M Aq	m	<u>h</u>	At or between	Remarks
Page 80  EDINBURGH TO GLASGOW QUEEN ST (VIA Amend Cowlairs West Jn to Queen St	PALKIRK HIG High Level	i)	ad:-		,
Cowlairs West Jn (see page 90 for West Curve line and page 79 for	1 1470	<u>20</u>	<u>15</u>	Through in to Maryhill Park Through in, main passenger line to Springburn	
Springburn line)		40 50 20	40	Through facing crossover Through trailing crossover Entering and leaving Down Passenger loop East end	, DPL 735f (225m)
	<u> </u>	<u>40</u>	<u>40</u>	lm660yd and Queen St High Level tunnel Down direction	•
		<u>20</u>		Entering and leaving Down Passenger loop and Down departure line West end	
1 1 1	1 330	40	40	Through facing crossover	
Queen St High Level tunnel (990 yards)	0 1320 to 0 330	<u>20</u>	20	Through tunnel Down direction	
Queen St High Level	0 00	<u>50</u>	<u>50</u>	Omp to 2 mp Up direction	·
Page 80 Delete: - COWLAIRS TO PORT DUNDAS (G	DODS LINE)	tabl	e		(28/6/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

$\overline{}$	<del>_</del>	NSTRUCTIONS AND NOTICES					<del></del>
1 .				Per		t Speed Restrictions	
	Lines and		Mileage		m Up		
	ng System	Location	M Yd	و ا	ph	At or between	Remarks
	POLMONT JN TO Amend:- to read:-	LARBERT JN  Between Polmont Jn and 24m1120yd		<u>50</u>	<u>50</u> <u>60</u>	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED	
		Between 24ml120yd and Larbert Jn		<u>50</u>	<u>50</u>	MAXIMUM PERMISSIBLE SPEED	·
	Add:- Delete:-			<u>50</u> <u>40</u>	<u>50</u> <u>40</u>	21m440yd and 21½mp. Over curves 22½mp and 23m220yd.	
	<u>Add</u> : -			<u>55</u> 50	55 50	Over curves 22m530yd and 22m1210yd. 23m1340yd and 23m1600yd.	(23/8/86)
Page 92				12	20	ZJMIJ4074 BIIG ZJMIOOOYG	(25,0700)
	HYNDLAND NORT Hyndland West Add: ~	H JN TO HYNDLAND WEST Jn	NT I				S Down West Curve trailing points to Down main (normal lie is for Down main). (14/6/86)
	HYNDLAND EAST Hyndland West Add:- Clydebank Doo		IA CLYDER	BANK)			S Down main, trailing points from Down West Curve (normal lie is for Down main). (14/6/86)
Page 94	Add: -			30	30	Through east end main line trailing crossover. Through west end main line facing crossover.	(14/9/86)
- 450 /4	Amend CLYDEBA	NK CENTRAL JN TO OLD K	ILPATRICE	( (GOO)	S LI	ar)	
1	To read:-		<u> </u>	1	T	Ť	
		TRAL JN TO OLD KILPATR	TOK (GOOT	S LIM	e)		
	t t	Clydebank Central Jn (See page 93)	0 (	) 5	<u>5</u>	MAXIMUM PERMISSIBLE SPEED	Controlled from Clydebank Dock Jn
	*	Old Kilpatrick	$\begin{array}{c c} 0 & 90 \\ \hline 109 & 110 \\ 111 & 570 \end{array}$	7			Only one train may be allowed on the line at a time (30/8/86)

_			_			t Speed Restrictions	
	Lines and	l	Mileage		n Up	• •	
ignalli	ing System	Location	M Yd		ph	At or between	Remarks
		JN TO FORT WILLIAM n Remarks column.				·	(5/7/86)
	CRIANLARICH T	O OBAN n Remarks column.					(5/7/86)
age 100	) MALLAIG JN TO	MALLATO					·
		Remarks column to rea	d :-				The line between Mallaig Jn and Annat in both directions is not AWS fitted. (5/7/86)
	MALLAIG JN TO Morar LC (AOC		36 1230				
age 102		in remarks column					(21/9/86)
	TWEEDMOUTH TO	EDINBURGH WAVERLEY	1	ı	l	ļ	
	BETWEEN TWEEL BETWEEN BERWI BETWEEN 69MP			SPEE 125 100 90	125 100	ries to read :- MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED	
	Tweedmouth (1 Add: - mileage	···	65 1720				(13/9/86)
	Amend last ca	tch points entry in Re	marks colum	n to	read	! :- !	CW. Connection from Down Goods loop (north end) to Down Main line.
	Add in Remark	s column:-					The Down line through Berwick Station is worked in both directions.
	Berwick-upon- Add:- mileage		67 00				(13/9/86)

SECTION D - GENERAL I	NSTRUCTIONS AND NOTICES	5 - continu	ed			
					Speed Restrictions	i
Running Lines and		Mileage	Down		<del></del>	ł
Signalling System	Location	M Yd	mp	h	At or between	Remarks
Page 103 Amend :-	·		90 80		67ml520yd and 69mp. 69mp and 69ml450yd.	
to read :-			95 90	90 80	67m1520yd and 69mp. 69mp and 69m1450yd.	(19/5/86)
<u>Add</u> :-	Torness Siding GSP (8)	32 '1690	<u>85</u>	85	69m1450yd and 53m750yd.	(15/6/86) -
Between Usan .  Add: T to Sig	T JN TO ABERDEEN and Montrose South nalling System Column the item published in h	ON No.21)		,	·	(23/8/85)
Page 130 PERTH TO INVE	RNESS		65 60	60	20m510yd and 21m900yd Over curves, 23m1430yd and 23m1650yd	
To read:-	,		65 60	60	20m510yd and 21m1030yd Over curves, 23m1340yd and 23m1650yd	. (19/4/86)
Page 133 Delete	<u>/T</u> /	65 880 68 1450			·	(21/6/86)

WON-DI

				t Speed Restrictions	*
Location	Mileage M Yd	Down mp		At or between	Remarks
Culloden Moor and Inv	erness to r	ead:			
Culloden Moor	111 660	1 1	<u>40</u>	Up line to single line	
<u>/T/</u>	114 880	55	55	Over curves, 116ml12Oyd and	·
Millhoon In	117 440	40 15	.40	117m310yd 117m310yd and 117m380yd	·
(see page 141)	117 440			`	
Welsh's Bridge (see pages 141 and 143)	117 1230				
Locomotive	117 1470				·
Inverness	118 70				(28/9/86)
E CENTRAL JN Perth and Jn with sin	gle line to	read	  -	·	
Perth (P) (see pages 71 and 129)	21 20		<u>20</u>	Through connection, Dundee Loop line to main line immediately in advance of Sig P46.	
Perth	20 1410	15	15	·	
Jn with single line	20 1080		_	, , , , , , , , , , , , , , , , , , ,	(14/6/86)
	Culloden Moor  /T/  Millburn Jn (see page 141)  Welsh's Bridge (see pages 141 and 143)  Locomotive  Inverness  E CENTRAL JN Perth and Jn with sin Perth (P) (see pages 71 and 129) Perth	Culloden Moor    111 660	114 880   55   40   15   17   18   18   18   18   18   18   18	Culloden Moor    111 660	Culloden Moor

CTION D - GENERAL 1	INSTRUCTIONS AND NOTICES	- continu	ed			
	ļ				t Speed Restrictions	
nning Lines and		Mileage		n Up		
ignalling System	Location	M Yd	-	ph	At or between	Remarks
ABERDEEN TO 1 Amend: - to read: - Amend: - to read: -  Between Loche Amend	INVERNESS  Kinloss LC (AHB)  Kinloss LC (AHB)  Forres LC  Forres LC  Hu LC (RG) and Dalcross	3 220 2 1650 0 330 0 352 LC (AHB)	20 60	20 60	131m1210yd and 132m110yd.	- (2/8/86)
to read:-			20 60	20 60	131m1210yd and 132m110yd.	(9/8/86)
P,B A,B A,B		Ind <u>Inverne</u> 140 1210 143 200 143 440 117 440	25 40 15	35 55 15 10	Approaching LC  143m170yd and 143m440yd  Over single connecting line between Forres and Avienore line	
To Obe 36. Amount lives 50 limits fores live	Welsh's Bridge (see pages 135 and 143) Locomotive Inverness	117 1230 117 1470 118 70	15	15	117tmp and 118m70yd	(28/9/86)

. .

PECLION	D - GENERAL I	NSTRUCTIONS AND NOTICES	- continu	ea Lpac		Speed Restrictions	<del></del>
	1:		Mileage	Down		Speed Restrictions	
Kunning Sianalli	Lines and ing System	Location	M Aq	DOW		At or between	Remarks
PIRMITI	ing System	Location	H 10		<del>"</del>	At or between	KCHA1 KO
Page 143	INVERNESS TO					•	1
	Amend	's Bridge and Clachnaha	rry	<u>20</u>	<u>20</u>	117m1230yd and Om900yd (total distance 1010yd)	·
	to read:			<u>15</u>	_	117m1230yd and 0m500yd (total distance 610yd)	
	Between Dingw	all and Invergordon		20	<u>20</u>	Om500yd and Om900yd	(28/9/86)
Page 144	Delete: ET f	rom Signalling System c	oloumn.				(21/6/86)
	Delny LC (AOC Amend:-	<u>(r.)</u> 1		30 55	30 55	Approaching L.C.	
ı	to read:-			30 55	<u>30</u> 55	Approaching L.C.	(30/8/86)
	Tain - Delete	<u>::-</u> 	ļ	<u>15</u>	<u>15</u>	Through loop connections.	(21/6/86)
Page 145	Amend: -	Kirkton LC (Open)		25	<u>25</u>	Approaching LC	
	to read:-	Kirkton LC (AOCL)		30 55	30 55	Approaching LC	(1/6/86)
	Between Brora	L.C. (AOCL) and Brora Brora LC (AOCL) Brora	90 680 90 1060	10 15	10 15		
	to read:-	Brora LC (AOCL)	90 680	10 15	10 15		
		Brora	90 1060				(30/8/86)
	Between Brora Add:-	and Helmsdale Dalchalm (AOCL)	91 660	25 50	25 50	Approaching LC	(18/5/86)

4.

SECTION D - GENERAL I	NSTRUCTIONS AND NOTICES	- continu	ed			·
	1				t Speed Restrictions	
Running Lines and		Mileage	Down			
Signalling System	Location	M Yd	_ mt	h	At or between	Remarks
Page 148 DINGWALL TO R	YLE OF LOCHALSH					
Garve Delete:-			<u>15</u>	15	Through Loop connections.	- (21/6/86)
Page 149 Achnasheen -	Delete:-		15	15	Through loop connections.	
Strathcarron	- Delete:-		15	1	Through Loop connections.	(21/6/86)
Between Usan Add : T to Si	and Montrose South  gnalling System Column des the item published	in WON No.	21)			(23/8/86)
Page 157  Amend: -	Port lethan					
to read:-	Portleth <u>e</u> n					(30/8/86)

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# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - continued

SECTION 2

<u>Between</u>	Lines	Authorities	Restrictions
Page 1 Gretna Jn to Eglinton Stree		arnock)	
Delete :- Barony Jn/Auchinl	eck entry		(27/5/8
age 2 Delete - Admiralty Sdg./Fai	rlie High entr	y	(11/5/8
Stevenston No.2/St	evenston No.1	entry	(10/8/8
Delete - Holm Jn to Ardrossan Harbou	<u>r</u> and relative	entries.	(1/6/8
age 4  Delete:- Clydebank Central Jn to Old	Kilpartick (G	oods Line) and rela	ative entries (30/8/8
Perth to Inverness  Delete :- last four entrie	6		
Add illburn Jn/Locomotive box	Single	F	ECS
ocomotive box/Millburn Jn	Single	F	ECS
berdeen to Inverness  Delete :- last two entries			
Add:- illburn Jn/Locomotive box	Single	F	Trains for goods
Inverness to Wick Amend:-			·
elsh's Bridge/Rose Street	Down	<b>F</b> .	30 freight vehicles BV or 6 fitted freight vehicles.
To read:- elsh's Bridge/Rose Street	Down	F	30 freight vehicles BV or 6 fitted freight vehicles ECS (28/9/86)
ABLE E - RULE BOOK, SECTION C,	CLAUSES 4.6 AN	D 5.9	

Ziiai Dox		
ige 9	<del></del>	
Perth to Invern	888	
Amend entry und	er this heading to read :-	
Inverness Locom	otive Down home	For backing
		movements
		from Millburn
		Jn to
		passenger
		station.
		(28/9/86)

(21/6/86)

		Type of		
From	То	Train	Conditions	Remarks
Page 11 Add:-				
Kilwinning Jn to La Stevenston	args Largs	Engineer's Trains (Unfitted)	R	See Local Instructions Page 32
Largs .	Stevenston	Engineer's Trains (Unfitted)	R	See Local Instructions Page 32
This reinstates the	e item published in	Weekly Operating Not:	ice No.16	Amended (27/9/86
Add :-		•		
Page 12 Add:- Perth to Inverness Locomotive box	Millburn Jn	• ECS	RD	-
Add :- Perth to Inverness Locomotive box	Millburn Jn Locomotive box		RD RD	- -
Add :- Perth to Inverness Locomotive box Millburn Jn Add :- Ahrdeen to Inverne	Locomotive box	ECS	1	-
Add :- Perth to Inverness Locomotive box Millburn Jn Add :- Ahardeen to Inverne Millburn Jn	Locomotive box	ECS ECS	RD	- -
Add:- Perth to Inverness Locomotive box Millburn Jn	Locomotive box  ess  Welsh's Bridge	ECS ECS	RD RD	- - -

SECTION 3

## GENERAL INSTRUCTIONS

			TATEMEN
Page	(1)	-	INDEX

<u>Add:-</u>

Rose Street Welsh's Bridge ECS

Class 318 Electric Multiple Units-Emergency Couplings 56 (1/9/86)

Anti-Vandal trains 79 (31/5/86)

RD

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

## RULE BOOK SECTION H, CLAUSES 3/16 AND 4/13

Place	Line and	Location	Location of Telephone
11000	Dine die	DOCALION	Bocación di letephone

Page 1

Delete:-

Newtonmore entry

Culloden Moor entry

Page 2

Add:-

Muir of Ord

Down Platform

South end of platform

(21/6/86)

## SET BACK SIGNALS - RULE BOOK, SECTION J, CLAUSE 4.1

Signal box/Location	Movement from
Page 2	<u> </u>

Delete: - Bridge Street Jn to Strangaer and relative entry.

(21/6/86)

LINES WORKED BY THE TRACK CIRCUIT BLOCK SYSTEM

Page 5

General Appendix

2.1 Single lines worked by the Track Circuit Block System - Instructions to Trainmen.

Clause 6

Delete: - Usan - Montrose South

## STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

Signal Box	Area/Location	Line	Remarks
Page 7			
Amend Ayr	entries (2) to read:-	•	
Paisley SC	Ayr	Up	Between Signals PA356 and PA322
Paisley SC	Ayr	Down	Between Signals PA319 and PA359 (1/6/86)
Page 8 Amend Cowla Cowlairs	airs entries to read:-	Up lines	Between Signals C8, C10, C13, C22, C52 and C81.
Cowlairs	-	Up lines	Between Signals C93 and C99.
Cowlairs	-	Down lines	Between Signals C96 and C92.
Cowlairs	-	Down lines	Between Signals C80, C53 and C4, C5, C21.
( <u>Note</u> - Vel	nicles must not be prope	lled towards C20 or C21).	(28/6/86)

# SINGLE LINES WORKED BY THE SCOTTISH REGION TOKENLESS BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

## Page 11 - 8. Shunting keys - Delete:-

From To

Hunterston Largs Amended (20/7/86)

Byrehill Jn Dubbs Jn (6/4/86)

<u>Add</u>:-

Usan Montrose South (23/8/86)

Millburn Jn Locomotive box (28/9/86)

Page 12 SECTION OF LINE

Add: - Usan to Montrose South (23/8/86)

# SINGLE LINES WORKED BY THE RADIO ELECTRONIC TOKEN BLOCK SYSTEM INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

## Page 13 - Clause 1.1 NOTE

Add as second last item:-

The term "Intermediate siding" refers to a designated siding, where trains can shut-in, which is between the station limits boards at adjacent token exchange points.

(5/7/86)

## Page 15 - Clause 3.2.7

Add as second sentence:-

The signalman will inform the driver that he no longer has authority to proceed and the driver must confirm that this is understood. (5/7/86)

## Pages 15/16

Add as new Clause 3.3 -

3.3 Trains requiring to proceed from a token exchange point to work at an intermediate siding will be allowed to enter the single line block section provided the train concerned has been issued with the appropriate "Intermediate siding" token or a "Section" token.

If the train is in possession of an "Intermediate siding" token, it must shut-in at the siding.

If the train is in possession of a "Section" token, it must not shut-in at the siding but when work at the siding has been completed, the train must continue through the section to the token exchange point to which it was authorised to proceed.

In each case, the driver must, before returning the token, give the signalman an assurance that no vehicles have been left on the single line.

Amend numbering of clauses 3.3, 3.4, 3.5 and 3.6 to read:3.4, 3.5, 3.6 and 3.7 respectively. (5/7/86)

## Page 17 - Clause 4.5

Amend reference to Person in Charge to read: - PICOP

## Page 18 - Clause 5.1.6

Amend third paragraph to read:-

If it is not possible to dispose of the front portion of the disabled train at the token exchange point in advance, then the disabled train must not be divided but assistance obtained in accordance with the foregoing instruction.

Clause 5.1.7

Amend reference to "clause 10.2" to read: - "clause 5.2". (5/7/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

SINGLE LINES WORKED BY THE RADIO ELECTRONIC TOKEN BLOCK SYSTEM - INSTRUCTIONS TO

TRAINMEN AND OTHERS CONCERNED - continued

#### Page 19 - Clause 6.1

Amend reference to "Annetts key switch" to read: "Radio key switch".

#### Clause 6.2.1

Add new paragraph (iv).

(iv) When the rear cab equipment is in use, "Long section" tokens will not be issued to the train concerned.

Amend numbering of paragraph (iv) to read - (v).

(5/7/86)

## Page 20A - Clause 7.5

Amend to read:-

7.5 The reference in the Rule Book, Section Q, clauses 2.3 and 3.3 to "token" includes electronic "Section" token.

#### Clause 7.6

Amend references (5) to Person in Charge to read: - PICOP

(7/6/86)

Amend reference in fourth paragraph to "Annetts key switch" to read:- "Radio key switch". (5/7/86)

## Page 20B

Add as new clause 8.4:-

8.4 A shunting movement which proceeds from a loop line on to the single line must not be brought to a stand until the whole of the movement is on the approach side to the "Points set" indicator.

Amend numbering of clause 8.4 to read: - 8.5.

(5/7/86)

## Page 21 SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFF

Add: - Ardrossan South Beach to Ardrossan Harbour Carmondean Jn to Bathgate Station

(14/9/86)

## Page 24

#### BREAKDOWN CRANES

## Amend tabular information to read :-

Crane	Capacity	Location	Maximum	
No.	Tonnes	Locomotive	Permissible	
		Depot	Speed	
ADRC 95204	50	Haymarket	45 mph	
ADRC 96711	75	Eastfield	75 mph	
ADRC 96705	76	Motherwell	60 mph	
ADRC 96715	75	Carlisle	75 mph	
ADRC 96700	76	Gateshead	60 maph	
			(21/6/86)	

## Page 25

## BREAKDOWN ARRANGEMENTS GENERAL NOTES

## (1) Breakdown Cranes Working in Sidings

## Amend tabular information to read:-

Crane No	Location	Capacity	Minimum Radius
ADRC 96711	Eastfield	75 tonnes	5 chains
ADRC 96705	Motherwell	76 tonnes	5 chains
ADRC 96715	Carlisle	· 75 tonnes	5 chains
ADRC 96700	Gateshead	76 tonnes	5 chains
			(21/6/

#### WON-D3O

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

## PROHIBITIONS AND SPEED RESTRICTIONS ON INDIVIDUAL BREAKDOWN CRANES

## **PROHIBITIONS**

Amend tabular information to read:-

Location	Crane Nos. Affected	
Auchmuty Branch )	ADRC 95204, 96711, 96705, 96715, 96700	
Inverness Harbour Branch )	(21/6/86)	

## Page 26

#### SPEED RESTRICTIONS

Amend tabular information to read:-

Location	Speed mph	Crane Nos. Affected
Forth Bridge - Up line	10	ADRC 95204
Burghead Branch	5	ADRC 95204, 96711, 96705, 96715, 96700
	•	(21/6/86)

## Page 53

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## Removal of Obstructions from Overhead Line by Area Manager's Staff using Insulated Poles.

Amend: - date of Standing Order No.RMEE/EDO/22

to read: - May 1986

(6/9/86)

# Page 53 - Isolation Procedure Amend instruction to read:-

Instructions 44(ii) and 55(ii) in BR.29987 - "Working Instructions for AC Electrified Lines, dated 3rd May 1975" are authorised and apply to all lines controlled from Glasgow Central, Motherwell and Paisley signalling centres. (10/9/86)

## Page 54 - Driver/Guard communication on trains hauled by Class 87 locomotive.

Amend heading and relative instruction to read:-

Driver/Guard communication on trains hauled by electric traction.

- 1. All types of class 86 and 87 electric locomotives, together with a number of brake vehicles, are being equipped with a means of communication between the driver and guard.
- 2. Telephone type handsets, push button and buzzers are provided in each driving cab and in the PA cupboard in each guard's compartment so fitted.
- 3. The communication is carried by means of an additional jumper cable and the person coupling the locomotive to the train will also be responsible for attaching the communication jumper between the locomotive and the first vehicle.
- 4. The driver must personally ensure that all couplings, including the comminication jumper has been properly carried out.
- To initiate a call the driver/guard must press the call button to operate the buzzer at the other end of the train using the code 3-3.

The system is linked to the PA system and if the guard is away from his compartment he must leave the PA system switched on. The buzzer code 3-3 will be head over the PA system throughout the train. The guard should return to his compartment immediately to answer the call.

It should be noted that, whilst the buzzer code will be heard over the PA system, speech between the driver/guard will not as it is carried over a separate circuit.

In order to speak it is necessary to press the switch on the handset and this must be released before the other party can reply.

#### Page 54 - Amend - continued

- 6. The apparatus must be tested by the guard after the locomotive has been coupled to the train. In the event of failure the guard must advise the driver and, if possible, also advise C&W staff at the location concerned.
- 7. In the event of the communication system failing, or any part of the equipment becoming defective, this is not a reason for failing the train.
- 8. The communication must only be used for essential conversions between the driver and guard on matters concerning the operation of the train including:-
- 8.1 (i) To advise the driver of the train particulars and also in connection with the brake continuity test, however, if the apparatus has failed, the brake test must be carried out by conventional means.
- 8.1 (ii) To confer, as outlined in the Rule Book, Section M, in the event of the train being stopped by accident, failure or other exceptional cause provided the driver the guard are satisfied that no other line(s) is affected.
- 8.2 In the event of circumstances on the train, eg defect, illness, hooliganism etc requiring an out-of-course, but not immediate, stop to be made.
- 8.3 When the driver becomes aware of the probability of extended delay, to enable the guard to advise the passengers. (14/6/86)

## Page 55 - Operation of Thyristor Controlled Traction Units

Amend instruction to read:-

The undernoted Thyristor controlled electric locomotive must not be allowed to run between Shields Jn (exclusive) and Gourock/Wemyss Bay:-

Class 87/1 No.87.101

(30/8/86)

## Page 56

Amend heading "Route Availability of Class 303/311 and 314 multiple unit trains to read: Route Availability of Electric Multiple Units. (6/9/86)

## Page 56

Add:-

Class 318 Electric Multiple Units - Emergency couplings
Emergency couplings for use with Class 318 Electric Multiple Units are kept at
Shields ETD, Ayr TMD and Motherwell TMD. (1/9/86)

## Page 61

## WORKING OF DIESEL MULTIPLE UNIT TRAINS

Delete - Anti-Vandalism train and relative instruction

(31/5/86)

## Page 79 - Add

#### ANTI-VANDAL TRAINS

Anti-Vandal (Q) trains are permitted to run over any line in the Region even though limitations on traffic types may be published elsewhere for certain lines. These trains must be signalled by the Train Identification Code 5297 and where train describers are not in use, must be signalled by the special bell signal 3-3-1. Anti-Vandal trains are authorised to stop in section as required, and on other than Track Circuit Block lines must be accepted in accordance with Block Regulation 3, clause 3.8. (31/5/86)

#### Page 81

#### CONTINUOUS BRAKE TRAIN OPERATION

			Maximum unfitted
From	То	Line	load (tonnes)

1. Assisting in rear

2. Areas of Signalling Restraint

Carlisle to Glasgow Central

Amend - Uddingston to Motherwell entry to read :-

Newton East Jn Motherwell Up

90 (20/4/86)

## Page 84

Add :-

## INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDE MANNING AGREEMENT

These instructions apply to the running of radio equipped electric multiple units on the following lines of route: 3
Between Glasgow Central and Ayr via Bridge St Jn

Between Glasgow Central and Gourock/Wemyss Bay via Bridge St Jn

Between Glasgow Central and Shields ETD/Corkerhill CSMD via Bridge St Jn (including all lines in the Shields Jn area)

- Correct headcodes and train descriptions must be used at all times.
- With the exception of a platform line, drivers must only carry out the set-up procedure when the train is at a stand at a signal capable of displaying a main red aspect and prefixed "G", "P", "PE", "PG", "PK", "PB", or "PA", or any of the position light signals, not associated with a main aspect, specified below. The set-up procedure must not be carried out at Up Ayr line signal P5A between Arkleston Jn and Hillington West, or at Down Gourock line signal P62A between Langbank and Woodhall. The set-up procedure need only be carried out at the position light signals listed below if the train will commence a journey from the signal concerned.

Position light signals, not associated with a main aspect, where the set-up procedure is permitted (all near Shields Jn area):-

Signal No.	Line		
G532	No.1 Headshunt	(Shields	ETD)
G508	Up City Union	*	

During the set-up procedure, drivers must ensure that the headcode displayed is correct.

- 3. Drivers must not carry out the set-up procedure in a platform line if another train is occupying the platform line ahead up to the exit signal, including No.9 platform at Glasgow Central. When carrying out the set-up procedure in a platform line, the signal number of the first stop signal ahead of the train must be entered. A list of platform signals at terminal stations is shown at the end of these instructions.
- 4. Signalmen must not cancel the description of a terminating train from the train describer apparatus until the train has arrived in a platform or passed clear of all track circuits into a depot and, where the route has not been set automatically, the signal button controlling the route to the platform or depot concerned has been normalised. The same train description must not be used for two trains at the same time.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

## INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDE MANNING AGREEMENT - continued

- 5. These instructions and use of the radio equipment are exempt during all shunting operations including those being carried out on any line between Glasgow Central station platforms and Bridge St Jn.
- 6. Drivers must ensure that radio channel changes take place at the marked locations.
- 7. In the event of a train failing and assistance is required, a competent person will be provided to couple the assisting and failed trains.

LIST OF PLATFORM SIGNALS AT TERMINAL STATIONS

Platform No	Mid Signal*	Exit Signal	Platform No	Exit Signal
Glasgow Central				
			<u>Ayr</u>	
1	G2	G38	<u> </u>	PA344
2	G4	G39	2	PA346
·3	<del>-</del> .	G6	3	PA348
4	-	G8	4	PA352
5	-	• Gl1		
6	-	G13		
7	-	G15	Gourock	•
8	-	G18	1	P113
9	G21 & G43	G44	2	P115
10	.G35	G4 5	3	P117
11	G37 & G46	G54		
11A	~	G72	Wemyss Bay	
12	-	G63	<u> 1·</u>	. P139
13	-	G67	2	P138

<sup>\*</sup> First signal quoted is nearest buffer stop.

(28/9/86)

## Page 101

## STABLING OF VEHICLES ON RUNNING LINES AND LOOP LINES

Delete: Cadder Down Goods line from table.

(3/8/86)

## SECTION 4

## LOCAL INSTRUCTIONS

	INDEX	Page	
Page (i) Delete:- Barony Colliery Branch	В	26	(27/5/86)
			(0,,0,00,
Page (iii) Delete Fairlie entry			(11/5/86)
Page (iv) Add :- Largs entry		35	(27/9/86)
Page (v)  Add :- Millerhill Electrification Depot	on	72	(27/9/86)

Page 20

#### FINNIESTON STATION

Amend heading to read: - EXHIBITION CENTRE STATION

(21/6/86)

Page 23

#### DUMFRIES

Reception and departure sidings between Dumfries South and Dumfries Station Signal Boxes. Amend 2nd paragraph to read:-

> The Down reception and departure siding between these Signal Boxes must only be worked in the Down direction except in the following circumstances:-

- 1) A Locomotive may set back from the Down main line to the Down departure siding for the purpose of attaching to a train.
- 2) A train from the Maxwelltown branch may proceed onto the Down departure via the Down main line.

In both circumstances the train must be brought immediately to a stand inside Signal D88 and await a handsignal from the guard or shunter.

Page 26 Delete - BARONY JN TO BARONY COLLIERY (GOODS LINE) and relative instructions. (27/5/86)

Page 26

## SHEWALTON MOSS

Main line sdgs -Amend reference to "Barassie Jn" to read "Paisley Sc"

(25/5/86)

Page 27 - Add:-

## **GLENGARNOCK**

Youngs Siding - A one lever ground frame controls access from the RCE Sidings to Youngs Siding. Guards of trains requiring access to Youngs Siding must obtain the padlock key to the ground frame from Glengarnock station, returning it after use. The ground frame must be left set for the RCE Sidings when access to Youngs Siding is not required.

(21/6/86)

Delete: - IRVINE and relative instruction.

(28/6/86)

## BETWEEN TROON AND PRESTWICK

Prestwick Airport - Trip wires at approach to runway -

Amend second paragraph to read:-

In the event of either of these trip wires being broken it will cause Down line signal PB291 and Up line signal PA314 to be placed or maintained at danger. (25/5/86)

## Page 32

## BETWEEN HUNTERSTON AND LARGS

Add:-

All unfitted Engineer's trains requiring to work between Hunterston and Largs must have a locomotive in rear in accordance with the conditions authorised in Table J. (Amended)(22/7/86)

This reinstates the item published in Weekly Operating Notice No.16.

Page 35 Delete FAIRLIE and relative entry.

(11/5/86)

**Add** 

## LARGS

Friction buffer stops - Drivers of trains, and persons in charge of shunting movements working into Nos. 1 and 2 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 A.C.E to have the buffers reset.

(26/9/86)

Page 35 and 36

Delete: HOLM JN TO ARDROSSAN HARBOUR and relative instructions.

(3/8/86)

## Page 36 - NEWTON JN TO KILLOCH COLLIERY (GOODS LINE)

Amend instructions under this heading to read :-Absolute Possessions - When the Engineer requires to take "Absolute Possession" of this line, protection must be afforded by detonators and flags/lamps placed 1 mile on each side of the work. The train staff must not be used for protection purposes. The Rule Book, Section T, Part III is modified accordingly and clause 12.3.2 does not apply.

(7/6/86)

## Page 47

#### BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)

DESCENDING

Delete: Down line marker lights and associated instructions

Marker lights - Marker lights are fixed on the Up and Down sides of the tunnel wall as follows:-

Three lights 108 yards from signals CQ16 and CQ17 lights 62 yards from signals CQ16 and CQ17 Two One light 19 yards from signals CQ16 and CQ17.

The marker lights are continuously lit and given a white indication. They are provided to assist drivers in locating signals CQ16 or CQ17 in conditions of poor visibility.

## Page 48

Delete: - Engineers' trains and associated instruction

#### Add:-

Engineers trains - The locomotive must always be on the lower end when working between signals C24, C25, C26, C27, CQ12, and CQ13. The train must not exceed 200 tonnes, exclusive of locomotive and brake van. AWB must be carried out for other than fully fitted trains. Locomotives below class 20 must not be utilised.

## ASCENDING

Amend fourth paragraph after tabular information to read:For the purpose of uncoupling the locomotive assisting in rear, the train must be brought to a stand at signal C30, C31, the Down Cowlairs passenger loop or the Down Eastfield passenger loop.

Amend sixth paragraph after tabular information to read:When trains are assisted in front, the train must be brought to a stand at signal C30 or
C31 for the leading loco to be uncoupled. (28/6/86)

#### Pages 48 and 49

## BETWEEN COWLAIRS AND QUEEN ST (HIGH LEVEL)

Amend the instructions headed Failure of Up trains to read:-

Failure of Up trains - Should a train fail and require assistance in rear after the whole of the train has passed CQ14 or CQ15, the guard must advise the signalman by telephone. Should a telephone other than at CQ14 or CQ15 be used for this purpose, the signalman must instruct the guard to proceed to signal CQ14 or CQ15 as appropriate and to telephone the signalman from there.

When an assurance has been given that the train is at a stand, has been properly protected and will not be moved, the signalman must instruct the guard to remain there in a place of safety until the arrival of the assisting locomotive. The signalman must then contact the Station Supervisor and arrange for the assisting locomotive to proceed to meet the guard of the failed train. The assisting locomotive must be signalled from Queen St by position light signal and the driver instructed to stop at CQ14 or CQ15 as appropriate. When confirmation has been received that the guard has joined the assisting locomotive, the signalman must authorise the driver to pass the signal at danger and to proceed with extreme caution to the rear of the failed train.

Should there be no suitable locomotive at Queen St and a locomotive requires to proceed to Queen St on the opposite line for this purpose, the guard must be instructed to proceed to Queen St to join the assisting locomotive which will then be signalled by position light signal towards CQ14 or CQ15 where the driver will be authorised to pass the signal at danger and proceed with extreme caution to the rear of the failed train.

The failed train may be assisted forward to Cowlairs or hauled back to Queen St.

Should an Up train be unable to negotiate the gradient due to inadequate power of the traction unit(s) or for any other reason, the driver must, if the cause cannot be found and rectified within 5 minutes, obtain assistance. (28/6/86)

## Page 50

## QUEEN STREET (HIGH LEVEL)

Amend paragraph under tabular information to read:—
A diesel multiple unit train with less than the requisite number of engines working as shown above may be assisted in front to Up line signal C30 or C73, Down line signal C31 or to West curve signal C56 provided the diesel multiple unit train can thereafter proceed under its own power. The continuous brake must be in operation on the train from the assisting locomotive.

(28/6/86)

## Page 51

Delete COWLAIRS TO PORT DUNDAS GOODS LINE) and relative instructions (28/6/86)

# SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

## Pages 53/54

Add heading and instructions:-

#### NEWBRIDGE JN TO BATHGATE

Between Cawburn Jn 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.

Friction Buffer Stops - Drivers of trains working into Bathgate station must not allow their trains to come into contact with these buffers in the ordinary course of working.

In the event of a train coming into contact with the buffer stop with sufficient force to displace the complete buffer unit, the signalman at Edinburgh SC must be informed and he must immediately arrange with the ACE to have the buffers reset.

Amended (17/5/86)

## Page 54

Add heading and instruction:-

## CARMONDEAN JN TO BATHGATE YARD (GOODS LINE)

Train working - The guard of a train travelling from the Down Freight 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.

When the yard is unstaffed, the driver and guard of an Engineers train requiring to proceed beyond signal EN583 towards the yard will be advised of the circumstances before being authorised to pass signal EN583. Under such circumstances the guard or person-in-charge of the train must carry out the duties of shunters as shown in the Rule Book, Section J, clause 3 before giving the driver authority to pass the Stop Board at the entrance to the yard.

Amended (13/7/86)

## Page 57

## Add:-

## CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)

- Propelling of trains is prohibited EXCEPT as follows:
  1. Between Old Kilpatrick and Dalmuir Riverside Freight trains less than 340ft in length provided a brake van (in which the guard or shunter will ride) is formed as the leading vehicle.
- Between Chivas Regal Sidings and Dalmuir Riverside Fully fitted freight trains less than 170ft in length. (30/8/86)

Page 57 Add :-

## BETWEEN CRAIGENDORAN AND MALLAIG JN, CRIANLARICH AND OBAN AND ANNAT AND ARISAIG

Referring to the General Appendix, page 12.5, clause 4.3 "BR Automatic Warning System of Train Control (AWS)", Cancelling Indicators are not provided.

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 Corrour, tokens must only be exchanged at a stop board at Corrour Station or in the loop.

4. Warning Arrangement

When a train is allowed to go forward from Garelochhead, Spean bridge or Glenfinnan, under the Warning Arrangement the Signalman will, when authorising t'e driver to proceed, verbally instruct him that the section is clear to the next home signal only.

In the case of Corrour, when a train is allowed to go forward from Rannoch or Tulloch towards Corrour 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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig 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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig does not apply.
- 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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig 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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig (Glenfinnan 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

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 which are not permanently rail mounted pass over crossing loop points in the trailing direction, the points must be set, clamped and scotched in the required position.

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.

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 Corrour, 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 it is not illuminated. Illumination of the light in this sign means the points are set correctly.

A shunting movement which proceeds from a loop line on to the single line must not be brought to a stand until the whole of the movement is on the approach side to the 'points set' indicator.

In the case of Corrour, 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 Amended (5/7/86) complied with. (This does not apply at Corrour).

## " WON-D40

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

#### GLEN DOUGLAS NATO DEPOT

Before entering the depot the guard must remove and extinguish the tail lamp and leave it in a safe position at the security gate leading to the NATO headshunt.

Guards working trains from the depot must, before authorising the driver to leave the siding, ensure that the train has a tail lamp attached in accordance with the relevant instructions.

Page 59

Delete: - Crianlarich and relative instruction.

(12/4/86)

Page 61

**GLENFINNAN** 

Shunt ing

Amend instruction under this heading to read:any portion of a train left on the Down platform line during shunting (13/4/86)operations must be properly secured.

## Pages 61, 62, 63

## BETWEEN GLENFINNAN AND MALLAIG

Delete :- Between Glenfinnan and Arisaig and relative instructions.

Working at Arisaig
Delete: - 1st, 2nd, 3rd, 4th and 6th paragraphs.

Amended (26/4/86)

## Add:-

Possession of the line when a train is stabled at Mallaig - Possession of the line between Arisaig and Mallaig or Glenfinnan and Mallaig when Arisaig is not open is authorised provided the PICOP has received an assurance from the signalman concerned that the stabled train has been shunted clear of the single line and that line is clear to the buffer stop. Possession of the line may be taken by one of the following methods:~

The PICOP must proceed to Mallaig, collect the train staff and inform the signalman at Arisaig or Glenfinnan (as appropriate) before leaving. When the work is complete, the PICOP must, before giving up the Possession, return the train staff to Mallaig and give the signalman an assurance this has been done and that the line is clear and fit for traffic.

or

2) Where, owing to distance, it is impractical for the PICOP to proceed to Mallaig to uplift the train staff, he must arrange to have 3 detonators 20 yards apart, a red banner flag and a lamp capable of displaying a red light in both directions, placed 1 mile on the Mallaig side of the possession. When the possession is given up the PICOP must give the signalman an assurance that the protection has been removed and that the line is fit for traffic.

The Rule Book Section T, Part III is modified accordingly.

(5/7/86)

#### Page 63

#### MALLAIG

Amend instructions under this heading to read:When the last train for the day has to be shunted clear of the single line at
Mallaig, the driver will be issued with two copies of a special written instruction
(specimen below) which he should sign and hand to the signalman at Glenfinnan or

(specimen below) which he should sign and hand to the signalman at Glentinnan Arisaig as appropriate when receiving the Arisaig/Mallaig train staff. The signalman will countersign both copies and return one to the driver.

On arrival at Mallaig the signalman must be informed that the train has arrived, complete with tail lamp. The train must then be shunted clear of the single line, the train staff deposited in the staff room together with the special written instruction, and the signalman given an assurance that the single line is clear to the buffer stop.

When the first train of the day is shut-in, the train must be shunted to the platform line after the driver has collected the train staff. The signalman must be informed before the train is about to depart. The special instruction must be given to the signalman when surrendering the train staff.

The stabling of locomotives and vehicles in the platform line is prohibited except for the last train for the day.

	DATE	-
To the Driver of	train.	
	you are instructed to shunt the train ine in accordance with the Local	_
Designation	-	-
Signalman Arisaig/Glenfinnan*		
Driver		
* Delete as appropriat	e	(5/7/86)

## Page 64

## TORNESS SIDINGS

The siding connection is controlled from a switch panel located in a cabinet adjacent to the points. The panel is electrically released from Edinburgh SC.

To operate the siding connection, trainman must first communicate with the signalman thereafter open the door of the switch panel cabinet by means of the plunger provided. When the signalman gives permission for the panel to be operated, the 'F' indication above No.2 switch will become illuminated and No.2 switch must be turned to the right hand position. When this has been done, the 'F' indication will be extinguished and replaced by the illumination of the 'ACC' indication. Thereafter, No.1 switch must be turned to the right hand position to operate the points.

The illuminated 'R' indicates that the points are correctly set.

After the train movement is completed, the switches must be restored to the left hand position, the signalman advised when this has been done and the cabinet door closed.

(13/6/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 72

Add :-

#### MILLERHILL ELECTRIFICATION DEPOT

Before allowing a train to proceed towards the Electrification Depot the signalman will obtain the permission of the person in charge of the Depot. Such permission must not be given unless the person in charge is satisfied it is safe to do so and no conflicting movement has been permitted.

(17/9/86)

Page 84

#### THORNTON YARD

Departing trains - West End

Amend references in first and second paragraphs to "Area Freight Assistant" to read Person in charge of yard. (5/7/86)

#### INVERNESS

Page 90

Delete: Working in the wrong direction from Welsh's Bridge to Locomotive signal box on Up line and relative instruction. (28/9/86)

Page 91

Propelling passenger trains Delete:- Final paragraph.

(28/9/86)

Millburn Yard ground frame -

Amend heading and relative instructions to read:-

Millburn Yard - When Millburn yard is unstaffed, the guard of a train terminating there, on arrival via the Up Aviemore line or Up Independent line, must ensure that all points within the yard are properly set for a movement in to an empty siding.

When Millburn yard is unstaffed, the guard of a train departing from the yard must ensure that all points are properly set for a movement from the yard to the main line and then advise the signalman at Millburn Jn that the train is ready to depart. The guard must not signal the driver to start the train until the yard exit signal has been cleared.

(27/8/86)

The Rule Book, Section H, clause 8.1(d)

Amend Instruction to read:-

ECS being propelled on the Forres single line from Millburn signal box must carry a red light on the leading vehicle. (28/9/86)

Page 92

Delete: - Welsh's Bridge - Temporary Fuelling facilities and relative entry.

(21/6/86)

Harbour Branch

Amend reference in second paragraph to "harbour railman" to read " Leading Railman (Shunter)" (21/6/86

# INVERNESS TO WICK DINGWALL TO KYLE OF LOCHALSH GEORGEMAS JN TO THURSO

Add as first sentence :

Automatic Warning System - Referring to the General Appendix, page 12.5, clause 4.3, Cancelling Indicators are not provided. (5/7/86)

Page 93 - Crossing Loop Points

Add as last sentence:

The fouling point at crossing loop points is indicated by an orange marker, placed between the loop lines, at ground level.

(5/7/86)

Page 94

DINGWALL

Amend: - Authority for Up trains to proceed to read: -

Authority for Down trains to proceed

(21/6/86)

Page 95

## BETWEEN INVERGORDON AND FEARN

Amend instructions under this heading to read:Intermediate Sidings - When a train issued with an "Intermediate siding" token has arrived at the intermediate siding concerned and subsequently requires to proceed to another intermediate siding between Invergordon and Fearn, the train will be issued with a special "Trip" token. Possession of the "Trip" token allows the train to work between any of the sidings in the section but not to proceed beyond the "Station Limits" boards on the approaches to Invergordon or Fearn token exchange points.

A train it possession of the "Trip" token need not shut-in at an intermediate siding if it will subsequently proceed to another intermediate siding but the driver must advise the signalman of his arrival at each intermediate siding and obtain his permission to depart from the intermediate siding.

When a train in possession of the "Trip" token requires to proceed to a token exchange point, the train must be shut-in at an intermediate siding and an assurance given to the signalmen that no vehicles have been left in the single line block section. The "Trip" token must then be returned and the appropriate "Intermediate siding" token will then be issued.

(5/7/86)

Page 96

## KYLE OF LOCHALSH

Shunting

Amend reference in last line to "are" to read "have been".

(5/7/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

#### MISCELLANEOUS INSTRUCTIONS

## MOTHERWELL TMD

The engineering work at this Depot and also the construction work in connection with the new fuelling shed at the north end of the depot referred to in P.O.N. 11D have now been completed.

No.3 and 4 roads are now permanently shortened.

The level crossing has been permanently extended to cover Roads Nos.1 and 2 and the arrival and departure roads. The temporary barriers at either side of the crossing have now been removed.

(MR/NOT3A)(2/8/86)

## UDDINGSTON STATION

The Up and Down platforms at the Motherwell end have been permanently shortened by 55 yards.

The 3 and 6 car stop marker boards have been re-positioned accordingly.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at these platforms. (MR/NOT3A)(7/9/86)

#### AYRSHIRE ELECTRIFICATION

UNTIL FURTHER NOTICE - Electric locomotives are prohibited from working over the Ayrshire lines. (17/9/86)

#### DALRY

The Ayr ends of the Up and Down platforms, previously temporarily shortened, have now been reinstated to their former length, and the 3 car stop marker repositioned accordingly. This amends the item published in Periodical Operating Notice No.19D.

(MR/NOT3A)(23/8/86)

#### IRVINE STATION

The Up platform at the Glasgow end, previously temporarily shortened, has now been reinstated to its former length. The 3 and 6 car stop marker boards have been repositioned accordingly. This amends the item published in Periodical Operating Notice No.19D.

(MR/NOT3A)(23/8/86)

## KILWINNING RESIGNALLING (STAGE 2)

With reference to the item appearing under this heading in Section C of this Notice, the attention of trainmen is specially drawn to the fact that the stations at Ardrossan South Beach and Ardrossan Harbour are now single platform only. (14/9/96)

#### FAIRLIE HIGH

The Largs end of the Down platform previously temporarily shortened, has now been reinstated to its former length. The 3 and 6 car stop markers have been repositioned accordingly. This amends the item published in Periodical Operating Notice No.19D.

(MR/NOT3A)(23/8/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS INSTRUCTIONS - continued

## LARGS STATION

The existing buffer stops for platforms 1 and 2 have been replaced by new friction buffer stops positioned 15 yards on the Fairlie side of the existing buffer stops.

Trainmen must exercise care when bringing their trains to a stand at these platforms.

## EDINBURGH WAVERLEY

UNTIL FURTHER NOTICE - The Hotel Lye siding has been put out of use.

(MR/NOT/3A)(1/9/86)

## DUNFERMLINE STATION

UNTIL FURTHER NOTICE - The Down platform has been temporarily shortened by 70 yards at the Townhill end and a temporarary stop marker erected.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (MR/NOT3A)(19/5/86)

## FAILURE OF LOCOMOTIVE HAULED AIR-BRAKED TRAINS

Staff are reminded that in the event of a locomotive failure on air-braked trains on the single-pipe, or partial single-pipe system, assistance must be requested from the front if the failed locomotive cannot maintain main reservoir pipe pressure.

(MR/TRN/19)(2/8/86)

## AIRDRIE - HELENSBURGH LINE : L. ERGENCY TELEPHONES

PABX telephone extensions have been provided at the undernoted locations for use by trainmen during emergency, principally at weekends when stations are unstaffed and signal boxes switched out of circuit.

The telephones are housed in lockfast cabinets, access being gained by means of a standard carriage key.

Station	Location
Coatdyke Sunnyside	Down platform, on station buildings. Down platform, on station buildings
Blairhill	Down platform, under road overbridge (Glasgow end)
Easterhouse Garrowhill	Down platform, on station buildings Down platform, under footbridge
Shettleston	Down platform, on station buildings
Carntyne	Up platform, Airdrie end
Bellgrove	Down side island platform, on station buildings
Drumry	Up platform, on station buildings
Singer	Up platform, under footbridge (Glasgow end)

(MR/NOT3A)(2/8/86)

#### WON-046

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANEOUS INSTRUCTIONS - continued

#### MATCH/ADAPTOR WAGONS

Two RFQ wagons recently arrived at their destination coupled together in contravention of the instruction in clause F4/5 of the White Page Section of the Working Manual for Rail Staff.

The reason why the coupling of the FQ wagons to each other is prohibited is because of the damage that can be caused to the dual couplings fitted to these wagons.

When moving these wagons around all staff involved <u>must</u> abide by the instructions contained in clause F4/5 of the White Pages. (MPF/491/CA) (1/9/86)

#### RELEASE OF HANDBRAKES - CARTIC WAGONS

Recent instances of "flats" on wheels of Cartic wagons have led to loss of use of wagons for a period whilst remedial work was undertaken which has undermined our marketing responsibilities to our customers.

Closer attention must be given by staff involved to ensure that all handbrakes are released before these wagons are moved. (MPF/491/CA) (1/9/86)

# PERMANENT SPEED RESTRICTIONS ADVANCE WARNING BOARDS

A new design of Advance Warning Sign (Morpeth Indication) will be progressively brought into use. The sign, shaped like an inverted triangle, has block numerals on a white background with a yellow border.

(MR/SR1)(27/9/86)

## STRATHCLYDE MANNING ARRANGEMENT VIEWING AIDS AND REPOSITIONED STOP BOARDS

GLASGOW-GOUROCK-WEMYSS BAY ROUTE - The item published in Periodical Operating Notice 19D refers:

Add after end of existing item as follows:-

## GLASGOW-PAISLEY-KILWINNING-AYR AND KILWINNING-ARDROSSAN-LARGS ROUTES

In connection with the introduction of trains operated under the Strathclyde Manning Arrangement, platform mirrors and CCTV have been installed at certain stations on the Glasgow-Paisley-Kilwinning-Ayr and Kilwinning-Ardrossan-Largs routes.

To assist drivers in stopping within the viewing distance of the equipment the 3 and 6 car stop boards have been repositioned. Stop boards have been relocated about 5 metres in rear of the relative mirror or CCTV monitor.

Where platforms are straight, or when a curve is advantageous to driver viewing, platform viewing aids are not provided.

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANEOUS INSTRUCTIONS - continued

## STRATHCLYDE MANNING ARRANGEMENT : VIEWING AIDS AND REPOSITIONED STOP BOARDS - continued

Equipment detail and location of the repositioned stop boards are as shown below:-

STATION	PLATFORM	VIEWING EQUIPMENT LOCATION	DETAIL OF REPOSITIONED STOP BOARD
Paisley Gilmour St	Down Ayr Southbound	l large mirror 47m from south end of platform	3/6 car boards 5m in rear of mirror (on wall)
Johnstone	Down Southbound	l large mirror and l monitor 17m from south end of platform	6 car board 5m in rear of this position
		1 monitor 9m to south of footbridge	3 car board 5m in rear of monitor
	(for Up direction)	l large mirror 3m from north end of platform	3/6 car boards 5m in rear of mirror.
Lochwinnoch	Down Southbound	l large mirror 6m from south end of platform	6 car board 5m in rear of mirror
		1 small mirror 63m from south end of platform	3 car board 5m in rear of mirror
	(for Up direction)	l large mirror at north end of platform	3/6 car boards 5m in rear of mirror
Dalry	Up Northbound	l small mirror and l monitor 4m from north end of platform	3/6 car poards 5m in rear of this position
	(for Down direction)	l large mirror 6m from south end of platform	3/6 car boards 5m in rear of mirror .
Kilwinning	P2 (BI-DI) Down Westbound	l monitor 8m from west end of platform	6 car board 5m in rear of monitor
		l monitor 68m from west end of platform	3 car board 5m in rear of monitor (on leg of OB 1)
	P2 (BI-DI) Up Northbound	1 small mirror 7m from north end of pletform	3/6 car boards 5m in rear of monitor (on awning column)
	P3 Up - Northbound	l large mirror and l monitor 22m from north end of platform	3/6 car boards 5m in rear of this position (on O/H mast)
	(for Down direction)	l large mirror and 1 monitor 42m from south end of platform	3/6 car boards 5m in rear of this position

## STRATHCLYDE MANNING ARRANGEMENT : VIEWING AIDS AND REPOSITIONED STOP BOARDS - continued

STATION	PLATFORM	VIEWING EQUIPMENT LOCATION	DETAIL OF REPOSITIONED STOP BOARD
Saltcoats	Down Westbound	l large mirror and l monitor 9m from west end of platform	6 car board 4m in rear of this position
		l small mirror 48m from west end of platform	3 car board 5m in rear of mirror
Troon ·	Down Southbound	No viewing equipment required	6 car board 15m from south end of platform
	Up Northbound	l small mirror and l monitor 9m from north end of platform	3/6 car boards 5m in rear of mirror
Prestwick	Down Southbound	l large mirror on ramp at south end of platform	3/6 car boards 5m in rear of mirror
Newton-on-Ayr	Up Northbound	l small mirror and l monitor 5m from north end of platform	6 car board 5m in rear of mirror (on lighting pole)
		l small mirror 62m from north end of platform	3 car board 5m in rear of mirror

Amended (MPP/58/M1)(21/9/86)

## AUTOMATIC OPEN CROSSINGS, LOCALLY MONITORED (AOCL)

All staff are reminded of the General Appendix instruction that where a plunger is provided to operate the road traffic signals, it must not be operated until the train is ready to start.

(MR/NOT3A)(20/9/86)



No.28

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 4 OCTOBER

to FRIDAY 10 OCTOBER 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

## SECTION A

## TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified)

Warning Boards and indicators provided unless otherwise shown.

≠ Indicates that the Warning Boards and Indicators will be moved as the work progresses.

Where two speeds are shown for restriction eg  $\frac{20}{40}$  The Rule Book, Section U, Clause 1.2 applies.

						eage		Restri-	
	- <b>-</b> :	Line			t or			ction	R am amb a
,oc	ation	affec	ted	<u> </u>	Yd	M	Υď	mph	Remarks
AR	LISLE TO GLASGOW CEN	TRAL				,			
l	Gretna Jn.	Down	-	8	880	8	1,320	20	Trackwork. (86/28 Applies 03 00 to 16 00 Sun 5 Oct.
2	Shieldmuir Jn and Garriongill Jn	-	Up	86	1046	85	1740	<u>20</u> 40	Trackwork. (86/2
3	Uddingston Jn	Down	-	93	000	93	1087	20	Trackwork. (86/2
4	Uddingston Jn	Down	-	93	1087	93	1220	40	Condition of track. (86/2
5	Polmadie and Larkfield Jn	Down Clyde sdale	!	100	1500	101	44	· 20	Condition of track. (86/2
CAR	STAIRS SOUTH JN TO H	AYMARK	ET EA	ST JN					
6	Auchengray LC and Carstairs East Jn	-	Up	78	860	78	600	20	Trackwork. (86/2
MID	CALDER JN TO HOLYTOW	n jn							
7	Hartwood and Bellside GF	Down	-	6	980	6	985	40	Condition of track. (86/4
LAW	JN TO UDDINGSTON JN	<u>l</u>							
8	Holytown Jn and Ravenscraig No.2	-	υp	88	1340	88	1260	40	Condition of track. (86/2
				M	INUS				•
9	Uddingston Jn	-	Up	0	70	0	400	20	Condition of track. (86/2
RUT	HERGLEN CENTRAL JN 1	O FINE	TEST	<u>ж</u>				-	
10	Anderston Tunnel and Bridgeton	-	Up	1	1230	1	880	20	Condition of track. (85/3
LAR	KFIELD JN TO SHIELDS	3 JN							
11	Terminus Jn and Shields Jn	Down	-	101	1140	101	1320	20	Condition of track. (86/6

		Line	6		Mil At or	eage betw	en	Restri- ction	
Loc	ation	af fec		м		M	Υd	mph	Remarks
RE	TNA JN TO EGLINTON	STREET	JN (VI	A KI	LMARNO	CK)			
12	Dumfries South	Down	-		1100	92	920	<del>20</del> <del>40</del>	Condition of track. (85/50)
13	Dumfries South	• •	Up	92	920	92	1100	40	Condition of track. (85/43)
14	Dumfries Station	Down	-	92	000	91	880	20	Trackwork. (86/22)
15	Dumfries Station	-	υp	91	440	91	1400 i	20	Trackwork. (86/19)
16	Auchinleck and Mauchline	Down	Up	46	440	46	00	20	Trackwork. (86/27)
17	Muirhouse North Jn and Eglinton Street Jn	Down Branch	Up Branc	-	704	0	1084	20	Trackwork. (86/23) Finishes 00 00 Sun 5 Oc
MUI	RHOUSE CENTRAL JN	TO MUIRH	OUSE N	ORTH	' Jn (v	IA C	ATHCAR'	T) (CATHO	CART CIRCLE)
18	Crosshill and Pollokshields Eas	Inner t	· <b>-</b>	0	1550	0	880	20	Trackwork. (86/17/18)
BRI	DGE STREET JN TO S	<u>TRANKAER</u>	<u>.</u>						
19	Lochwinnoch and Glengarnock	Down	Up	18	750	18	790	20	Condition of bridge (UB No.43). (86/24) NOTE: For all trains except Electric/Diesel Multiple Units.
20	Lochwinnoch and Glengarnock	Down	Up	18	750	18	790	40	Condition of bridge (UB No.43). (86/24) NOTE: For Electric/Diesel Multiple Units Only.
21	Kilwinning Jn and Dalry	-	Up	25	1375	25	820	20	Trackwork. (86/25)
PAI	SLEY TO GOUROCK								
22	Port Glasgow and Woodhall	-	Up	120	740	119	1550	20	Trackwork. (86/24)
23	Newton Street Tunnel	Down	-	124	320	124	880	20	Trackwork. (86/28) Begins 01 00 Sun 5 Oct.
ÆM	YSS BAY JN TO WEMY	SS BAY				•			
24	Wemyss Bay Jn and Containerbase	Down	-	0	120	0	640	20	Trackwork. (86/25)
CIL	WINNING JN TO LARG	<u>s</u>							
25	West Kilbride and Ardrossan South Beach	-	Up Goods		1100	33	440	20	Trackwork. (86/26)
26	West Kilbride and Hunterston	Sing	le	35	980	35	1200	20	Trackwork. (86/28) Begins 01 00 Sun 5 Oct.

	•	Lines	4		leage		Restri- ction	
Loc	ation	affected	M	bY	betwo M	Yd	mph	Remarks
MOT	HERWELL TO PERTH							
27	Kippenross	Up	122	1650	122	1562	20 40	Bridgework (UB No.4) (86/28)
							-	Begins 00 01 Sat 4 Oct.
28	Dunblane and Greenloaning	Down Up	124	1020	124	1180	20	Bridgework (UB No.6). (86/27)
	FFLET NORTH JN TO R							
29	Langloan Jn and Carmyle Jn	Down -	2	1300	2	1230	20	Condition of track. (86/10)
EDI	NBURGH WAVERLEY TO	GLASGOW QUEE	N STRE	ET (	VIA F	LKIRK	HIGH)	
30	Newbridge Jn and Haymarket West Jn	- Up	39	660	39	1320	20	Trackwork. (86/27)
NEW	BRIDGE JN TO BATHGA	<u>TE</u>	·					
31	Newbridge Jn and Cawburn Jn	Down -	33	1060	<b>≠</b> 32	1320	20	Trackwork. (86/17/18
	DLAND EAST JN TO DA							
32	Garscadden and Clydebank Dock Jn	Down -	1	1520	1	1750	20	Trackwork. (86/24) Finishes 24 00 Sat 4 Oct.
33	Clydebank Dock Jn and Garscadden	- Up	1	1750	1	1520	20	Trackwork. (86/26) Finishes 24 00 Sat 4 Oct.
CRA	IGENDORAN JN TO FOR	T WILLIAM						
34	Garelochhead and Glen Douglas	Single	12	<b>4</b> 00	12	500	10	Condition of bridge (UB No.34). (86/12)
35	Arrochar & Tarbet and Ardlui	Single	23	200	23	400	20	Bridgework. (UB No.70) (86/25)
TWE	EDMOUTH TO EDINBURG	H WAVERLEY						
36	Reston GSP and Berwick-upon- Tweed	- Up	51	321	52	810	20	Trackwork. Applies 01 30 to 07 00 daily, Tue 7 and Wed 8 Oct.
37	Berwick-upon- Tweed and Reston GSP	Down ` -	52	810	51	321	20	Trackwork.  Applies 02 00 to 06 55  daily, Thu 10 and Fri 11  Oct.
38	Innerwick GSP and Oxwellmains	Down	32	440	31	1320	<del>20</del> 40	Trackwork. (86/28) Begins 09 00 Thu 9 Oct.
39	Drem and Stenton GSP	– Up	24	00	24	50	40	Trackwork.  Applies 09 00 Sun 5 to  09 00 Mon 6 Oct.
40	Monktonhall Jn and Prestonpans	– Up	7	748	8	66	20	Trackwork. (86/25) Finishes 15 00 Wed 8 Oct.
41	Portobello Jn and Monktonhall Jn	– Up	3	1540	4	264	20	Trackwork. (86/28) Begins 09 00 Thu 9 Oct.

		Lines		leage between	Restri-	-
Loc	ation	affected	M Yd		mph	Remarks
471	LERHILL TO PORTOBELL	0 (COODS 11	- NE)			
	Millerhill and Niddrie South Jn	Down Up	4 1280	4 1100	20	Condition of track. (85/22)
HAY	MARKET WEST JN TO AE	ERDEEN -				
43	Inverkeithing East Jn and Burntisland	Down -	17 550	17 880	20	Trackwork. (86/24) Finishes 16 30 Sun 5 Oc
44	Burntisland and Inverkeithing East Jn	- Up	17 880	17 550	20	Trackwork. Applies 08 00 to 16 00 Sun 5 Oct.
45	Inverkeithing East Jn and Burntisland	Down -	19 110		20	Trackwork. (86/28) Begins 16 30 Sun 5 Oct.
46	Dundee Central Jn and Tay Bridge South	- Up .	57 220	56 910	20	Trackwork. (86/28) Begins 22 00 Sat 4 Oct.
47	Tay Bridge South and Dundee Central Jn	Down -	56 910	57 220	30	Trackwork.  Applies 23 30 Sat 4 to 16 15 Sun 5 Oct.
(A)	YBANK JN TO HILTON J	N				
48	Ladybank Jn and Clatchard Craig South GF	Single	5 1680	6 00	20	Bridgework (UB No.13) (86/8)
PER	TH TO INVERNESS					
49	Pitlochry and Blair Atholl LC	Single	29 1380	30 320	40	Condition of track. (86/24)
50	Culloden Moor	- Up	111 710	111 660	20	Trackwork. (86/26) Finishes 10 00 Fri 3 Oc
ABE	RDEEN TO INVERNESS					
51	Rosarie LC and Elgin	Single	27 198	26 1078	<del>20</del> 40	Condition of track. (85/33)
52	Rosarie LC and Elgin	Single	14 235		<del>20</del> 40	Trackwork. (86/27)
INV	ERNESS TO WICK			•		
53	Tain and Ardgay	Single	49 1606	49 1716	20	Condition of bridge. (UB No.113). (86/24)
54	Brora and Helmsdale	Single	95 55	95 455	20	Trackwork. (86/28) Begins 08 00 Sún 5 Oct.
DIN	GWALL TO KYLE OF LOC	HALSH				•
55	Strathcarron LC (AOCL) and Attadale Halt	Single	48 160	48 1550	20	Trackwork. (86/28) Begins 08 00 Sun 5 Oct.

## SECTION B

## TEMPORARY ENGINEERING WORKS

Āt	or between	Lines affected	Remarks			
CARLISLE TO GLASGOW CENTRAL UNTIL FURTHER NOTICE						
56	Shieldmuir Jn and Motherwell	A11	00 00 to 05 00 daily. Signalling work.			
57	Glasgow Central	A11	00 00 to 06 00 daily. Signalling work.			
SATURDAY 4 OCTOBER						
58	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 50 to 05 10. Overhead line work. Trains diverted via Wishaw Cen. Isolation of electrical sections MC1 (f) and MC2 (a).			
59	Glasgow Central	Line X BLOCKED	00 30 to 05 30. Track renewal at points No.320C.			
SUN	DAY 5 OCTOBER	•				
60	Carlisle South Jn	All Between Trains	07 30 to 16 00. Signalling work. Points and signals disconnected.			
61	Carlisle North Jn and Floriston	All BLOCKED (to electric trains)	06 00 to 16 00. In connection with engineering and signalling work. <u>Isolation of electrical</u> sections EU5 (a, b, and e), EU6 (c, d and e), EU7 and 8 (complete).			
62	Caldew Jn and Mossband Jn	Down and Up Main and Up Passenger Loop BLOCKED Up Goods Between Trains	06 00 to 16 00. Track renewal and signalling work. Single line working over Up Goods line. Caldew Jn to Mossband Jn and Up Main line Mossband Jn to Gretna Jn.			
63	Caldew Jn and Mossband Jn	A11	05 00 to 17 00. Signalling work. Points and signals disconnected.			
64	Gretna Jn	Up BLOCKED Up Between Trains	03 15 to 10 30 ) Track renewal. 10 30 to 16 30 )			
65	Kirtlebridge GF and Lockerbie	Down and Up BLOCKED	07 45 to 16 15. Unloading rails. <u>Isolation of</u> electrical sections EU1 and 2.			
66	Lockerbie and Wamphray GF	Down and Up BLOCKED	07 55 to 16 00. Bridgework (UB No.126) and overhead line work. Isolation of electrical sections EM3 and 4.			
67	Lockerbie	A11	00 00 to 08 00. Signalling work.			
68	Beattock North and Summit	Down and Up BLOCKED	08 20 to 16 30. Drainage and earthwork. <u>Isolation</u> of electrical sections LM3 and 4.			
69	Summit	<b>A11</b>	00 00 to 17 00. Signalling work.			
70	Abington and Summit	Up BLOCKED Down BLOCKED	02 30 to 09 30 ) Track maintenance. 09 45 to 16 00 )			
71	Abington and Symington GF	Down BLOCKED (to electric trains) Up BLOCKED Down BLOCKED	07 35 to 08 35 ) Drainage, loading rails, track ) renewal and track maintenance.  07 35 to 16 15 ) <u>Isolation of electrical sections</u> 08 35 to 16 15 ) <u>LC3 and 4.</u>			

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_	TION B - TEMPORAR or between	Y ENGINEERING WORKS - Lines affected	cont inued Remarks
	ILISLE TO GLASGOW IDAY 5 OCTOBER - C		
72	Carstairs South Jn and Symington GF	Up BLOCKED	03 45 to 11 00. Track maintenance.
73	Lanark Jn and Carstairs South Jn	Up/Up Main BLOCKED	02 05 to 03 35. Track maintenance.
74	Carstairs	<b>A11</b> /	08 00 to 17 00. Signalling work.
75	Lanark Jn and Law Jn	Down BLOCKED	11 30 to 16 30. Track maintenance.
76	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 00 to 16 00. Unloading rails. Trains diverted via Wishaw 00 00 to 08 00. Isolation of electrical sections MCl, 2, 3 and 4.
77	Motherwell and Logans Road LC	Down and Up BLOCKED	00 30 to 08 00. Track renewal at points No.177B and loading material. Trains diverted via Wishaw and R&C Lines.
78	Logans Road LC and Uddingston Jn	Down and Up BLOCKED	00 15 to 22 30. Track renewal, unloading rails, earthwork and track maintenance. Inter-Regional trains diverted via R&C lines 00 15 to 08 30 and via Hamilton and Holytown Jn 16 00 to 22 30. Motherwell/Dalmuir/Motherwell services diverted via Hamilton Central and terminate/start Bellshill. Isolation of electrical sections MN1 (b, c and d) and MN2 (e, f and g), 07 30 to 22 30.
79	Uddingston Jn and Newton West Jn	Down and Up BLO SED	00 15 to 22 30. Platform work (Uddingston) and overhead line work. Inter-Regional trains diverted via R&C lines 00 15 to 08 30 and via Hamilton and Holytown Jn 16 00 to 22 30, Motherwell/Dalmuir/Motherwell services diverted via Hamilton Cen and terminate/start Bellshill. Isolation of electrical sections MN5 and 6, 00 15 to 05 00, MN1 and 2, 00 15 to 07 30, MN1(b,c and d) and MN2(e,f and g), 07 30 to 22 30.
80	Rutherglen Central Jn and Rutherglen East Jn	Up Slow BLOCKED	00 00 to 08 00. Track renewal.
81	Polmadie and Eglinton Street Jn	Down and Up Slow Down Fast and Down and Up Clydesdale BLOCKED	08 00 to 18 00. Track renewal and overhead line work. Isolation of electrical sections EN3 (a and b) and EN4 (d).
82	Polmadie	A11	08 00 to 17 00. Signalling work.
83	Eglinton Street Jn and Bridge Street Jn	Lines Nos.3 and 4 BLOCKED No.1 Down, No.1 Up and Platforms Nos.1 to 9 BLOCKED (to electric trains)	Possession to be given up for passage of 1804 23 45 Manchester Victoria to Glasgow Central, 1D61 20 33 Euston to Glasgow Central and 1899 01 28 Carstairs to Glasgow Central, 2H73 07 20 ex Glasgow Central to be DMU. Isolation of electrical sections EG1, 2, 3, 4, 5 and 6.

At	or between	Y ENGINEERING WORKS - Lines affected	Remarks
	RLISLE TO GLASGOW DAY 5 OCTOBER - c	CENTRAL - continued	
84	Bridge Street Jn and Glasgow Central	All BLOCKED (to electric trains)	00 00 to 07 00. Overhead line work. <u>Isolation of electrical sections EG1 to 6.</u>
85	Glasgow Central	A11	08 00 to 17 00. Signalling work.
86	Glasgow Central	No.4/6 Connecting Line BLOCKED	08 00 to 18 00. Track renewal at points No.370.
87	Glasgów Central	No.7 Carriage Siding BLOCKED	08 00 to 18 00. Track renewal at points No.351B.
MON	DAY 6 OCTOBER		
88	Newton West Jn and Rutherglen West Jn	Down and Up Main/ Fast and Down Slow BLOCKED Up Slow BLOCKED ( (to electric trains)	00 05 to 05 00. Overhead line work. Electric hauled trains diverted via Cathcart Circle (Queens Park). Isolation of electrical sections EN1, 2, 3 and 4.
MON	DAY 6 to WEDNESDA	Y 8 OCTOBER	
89	Kirtlebridge GP and Lockerbie	Down BLOCKED	06 10 to 09 15. Track maintenance.
90	Abington and Symington GF	Down BLOCKED	07 20 to 10 00 daily. Track maintenance.
MON	DAY 6 to FRIDAY 1	O OCTOBER	
91	Quintinshill	A11	08 00 Mon to 24 00 Fri. Signalling work (LM Reg). Ground frame out of use.
92	Wamphray GF and Beattock South	Down BLOCKED (to electric trains)	06 30 to 09 30 daily. Overhead line work.  Isolation of electrical sections LM4 and EM4.
TUE	SDAY 7 OCTOBER		
93	Shieldmuir Jn and Law Jn	Up BLOCKED	00 50 to 05 30. Track maintenance. Trains diverted via Holytown.
94	Motherwell and Shieldmuir Jn	Up BLOCKED	00 50 to 05 30. Track maintenance. Trains diverted via Holytown.
TUE	SDAY 7 and WEDNES	DAY-8 OCTOBER	
95	Eglinton Street Jn and Bridge Street Jn	No.3 Line BLOCKED	No.382A. Possession to be given up for passage of 1804, 23 45 Manchester Victoria to Glasgow Central.
TUE	SDAY 7 to THURSDA	Y 9 OCTOBER	
96	Wamphray GF and Lockerbie	Up BLOCKED	02 45 to 05 45 daily. Track maintenance.

## TUESDAY 7 to FRIDAY 10 OCTOBER

97 Floriston LC Up Main BLOCKED 03 00 to 08 05 daily. Track renewal. Up trains to travel over Up goods line.

		WON-B4			
SECTION B - TEMPORAR	RY ENGINEERING WORKS -	continued			
At or between	Lines affected	Remarks			
CARLISLE TO GLASGOW CENTRAL - continued TUESDAY 7 to FRIDAY 10 OCTOBER - continued					
98 Bridge Street Jn and Glasgow Central	Nos.1 and 2 Branch and No.7 Down and Up BLOCKED No.7 Carriage Siding BLOCKED (to electric trains) No.6 Line and Platforms Nos.11A, 12 and 13 BLOCKED (to electric trains)	) Isolation of electrical sections ) EG5 (e to i) and EG6, 00 00 to 00 00 to 03 15 ) 03 15, EG5 (g, h and i) and EG6 ) (a to d), 00 10 to 05 15.			
WEDNESDAY 8 and THUR	SDAY 9 OCTOBER				
99 Carstairs South Jn and Symington GF		02 15 to 05 10 daily. Track maintenance.			
100 Logans Road LC and Uddingston Jn	Down and Up BLOCKED	00 30 to 05 15 daily. Track renewal. Trains diverted via Bellshill.			
THURSDAY 9 and FRIDA	Y 10 OCTOBER				
101 Eglinton Street Jn and Bridge Street Jn		00 30 to 05 30 daily. Track renewal at point No.382B.			
CARSTAIRS SOUTH JN T					
102 Slateford Jn and Haymarket East Jn	Down Between Trains	07 00 to 16 00 daily. Construction work. Mechanical equipment in use.			
SUNDAY 5 OCTOBER					
103 Auchengray LC and Carstairs East Jn	Up BLOCKED Down BLOCKED	08 15 to 16 00 ) Track renewal and 09 10 to 16 00 ) unloading rails.			
104 Midcalder Jn and		08 30 to 16 00 ) Loading material			

103	Auchengray LC and Carstairs East Jn	Up BLOCKED Down BLOCKED				Track renewal and unloading rails.
104	Midcalder Jn and Auchengray LC	•				Loading material and drainage.

## FRIDAY 10 OCTOBER

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105 Auchengray LC	Up BLOCKED	00 30 to 07 20. Track maintenance. Possession to
and Carstairs		given up for the passage of 3D67 04 55 Edinburgh
East Jn	-	to Glasgow Central.

# MIDCALDER JN TO HOLYTOWN JN SUNDAY 5 OCTOBER

106 Benhar Jn and West Calder	Up BLOCKED	08 00 to 16 00. Track renewal.
107 Benhar Jn and Bellside GF	Down and Up BLOCKED	08 00 to 16 30. Slip treatment. Possession to be given up for the passage of 1011, 09 35  Edinburgh to Poole over Down line. Crane and mechanical equipment in use.

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CECTION B PENDODAD	V ENGINEERING HORKS	WON-B5
At or between	<u>Y ENGINÉERING WORKS -</u> Lines affected	Remarks
LAW JN TO UDDINGSTON UNTIL FURTHER NOTICE		
108 Wishaw Central and Wishaw Central Jn	A11	00 00 to 05 00 daily. Signalling work.
SUNDAY 5 OCTOBER 109 Law Jn and Wishaw Central	Down and Up BLOCKED	08 30 to 16 30. Loading material and signalling work (Wishaw). <u>Isolation of electrical sections</u> ML1(c,d,e and k) and ML2(e,f and g).
110 Ravenscraig No.2	Down and Up	08 00 to 17 00. Signalling work.
111 Mossend West Jn and Bellshill	Down BLOCKED	08 00 to 24 00. In connection with engineering work at Uddingston Station. Single line working over Up line. 1011 09 35 Edinburgh to Poole and 1841 10 05 Manchester Vic to Edinburgh diverted via R&C lines.
112 Mossend West Jn and Uddingston Jn	Down and Up BLOCKED	00 30 to 08 00. Stationwork (Bellshill).  Isolation of electrical sections ML1(a) and ML2(i).
112A Uddingston Jn	Down and Up BLOCKED	08 00 to 18 00. Track renewal.
MOSSEND EAST JN TO MOSSEND SUNDAY 5 OCTOBER	OSSEND SOUTH JN (EAST	CURVE)
113 Mossend East Jn and Mossend South Jn	Down and Up BLOCKED	08 30 to 16 00. Track renewal.

#### W.SHAW CENTRAL JN TO SHIELDMUIR JN UNTIL FURTHER NOTICE

114 Wishaw Central All' 00 00 to 08 00 daily. Signalling work. Jn and Shieldmuir Jn

#### MOTHERWELL TO NEWTON EAST JN (VIA HAMILTON) UNTIL FURTHER NOTICE

Down Between Trains 05 00 to 17 00. Earthwork. 115 Motherwell and Hamilton Central

#### SUNDAY 5 OCTOBER Down and Up BLOCKED 00 00 to 08 00. Earthwork and retaining wall 116 Motherwell and Newton East Jn work. Isolation of electrical sections MHl.

TUESDAY 7 to FRIDAY 10 OCTOBER Down, Up and Single 117 Motherwell and 00 30 to 05 00 daily. Earthwork, loading and Newton East Jn BLOCKED unloading rails. Isolation of electrical section MH1.

#### NEWTON WEST JN TO CATHCART WEST JN SATURDAY 5 OCTOBER

Down and Up BLOCKED 00 00 to 08 00. Track renewal. 118 Croftfoot and Kings Park

#### CATHCART EAST JN TO CATHCART NORTH JN SUNDAY 5 OCTOBER

07 30 to 22 00. In connection with engineering Up BLOCKED 119 Cathcart North Jn and Cathcart work between Muirhouse North Jn and Eglinton Street Jn. Single line working over Down line. East Jn

At or between

Lines affected

Remarks

#### RUTHERGLEN JN TO FINNIESTON SUNDAY 5 OCTOBER

120 Rutherglen

Down and Up BLOCKED 00 00 to 08 00. Track maintenance.

North and Finnieston

#### LARKFIELD JN TO SHIELDS JN SUNDAY 5 OCTOBER

121 Larkfield Jn and Shields Jn Down and Up BLOCKED 00 00 to 08 00 ) Tunnel work (West St. Terminus (to electric trains)

) and Clydesdale). Isolation of

Down BLOCKED

08 00 to 15 30 ) electrical sections EN2(e and

) f), EB1(j) and EB2(a).

Up Between Trains

GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)

#### SUNDAY 5 OCTOBER

122 Annan

Jn

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A11

07 30 to 16 00. Signalling work (LM Region).

123 New Cumnock and Auchinleck

Down and Up BLOCKED 00 00 to 10 15. Drainage.

124 Auchinleck and Mauchline

Down and Up BLOCKED 00 00 to 10 15. Track renewal.

125 Muirhouse North Down and Up Branch In and Eglinton Street

BLOCKED

00 00 to 22 00. Track renewal and track maintenance. Glasgow Cen/Newton services terminate/start at Pollokshields East. The following trains are all diverted via Muirhouse Cen Jn and Shields Jn. 1899 01 28 Carstairs to Kilmarnock, 5M12 09 25 (Empty NPCCS) Glasgow Cen to Redbank, 1M35 10 10 Glasgow Cen to Euston, 1011 09 35 Edinburgh to Pocle, 1M42 12 10
Glasgow Cen to Euston, 1M19 14 10 Glasgow Cen to
Euston, 1M56 14 45 Glasgow Cen to Carlisle, 1S41
10 05 Manchester Vic to Edinburgh, 1S88 19 20

Carlisle to Glasgow Cen. Isolation of electrical

sections EG3 (i), EG4 (a), EW1 (a), EW2 (b and c) and EW3 and 4.

## TUESDAY 7 OCTOBER

126 New Cumnock and Kirkconnel Up BLOCKED

11 10 to 13 00. Track renewal.

#### TUESDAY 7 to FRIDAY 10 OCTOBER

127 Muirhouse North Down and Up BLOCKED 00 15 to 05 00 daily. Unloading rails, track Jn and Eglinton

maintenance and track renewal.

Street Jn

#### EAST KILBRIDE TO BUSBY JN UNTIL FURTHER NOTICE

128 East Kilbride and Busby

Down and Up Between Trains

07 00 to 18 00 daily. Earthwork. Crane and mechanical equipment in use.

## KILMARNOCK TO BARASSIE

UNTIL FURTHER NOTICE

129 Kilmarnock and Gatehead LC

Single

08 00 to 18 00 daily. Bridgework (OB No.4B).

SUNDAY 5 OCTOBER

130 Kilmarnock and

Single BLOCKED

09 45 to 24 00. Bridgework (OB No.4).

Barassie

SECTION B - TEMPORARY	ENGINEERING	WORKS -	continued
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SECTION B - TEMPORARY ENGINEERING WO	ORKS - continued
At or between Lines affected	Remarks
MUIRHOUSE CENTRAL JN TO MUIRHOUSE NO SUNDAY 5 OCTOBER	ORTH JN (VIA CATHCART) (CATHCART CIRCLE)
131 Pollokshields Outer BLOCKED East and Cathcart North Jn	07 30 to 22 00. In connection with engineering work between Muirhouse North Jn and Eglinton Street Jn. Single line working over Inner line.
THURSDAY 9 OCTOBER	
132 Cathcart North Outer BLOCKED Jn and Muirhouse Central Jn (via Queens Park)	00 00 to 05 30. Track maintenance.
NEILSTON HIGH TO CATHCART WEST JN SUNDAY 5 OCTOBER	
133 Neilston High Down and Up BLC and Cathcart West Jn	CKED 08 00 to 22 00. Overhead line work. <u>Isolation of electrical sections EW5 and 6</u> .
BRIDGE STREET JN TO STRANRAER UNTIL FURTHER NOTICE	
134 Bridge Street Branches Nos.1 Jn and 2	08 00 to 16 00 daily. Work on lineside wall.
135 Bridge Street All Jn and Cardonald	00 00 to 06 00 daily. Signalling work.
136 Elderslie Down and Up and Lochwinnoch Between Trains	08 00 to 18 00 daily. Bridgework (FB No.18).
137 Lochwinnoch Down and Up and Glengarnock Between Trains	08 30 to 18 00 daily. Bridgework (OB No.33 and FB No.34).
138 Glengarnock Down and Up	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
139 Glengarnock Down and Up and Kilwinning Jn	08 00 to 18 00 daily. Bridgework (OB No.49) and station work (Dalry and Kilwinning).
140 Bogside and Down and Up Irvine Between Trains	08 00 to 18 00 daily. Bridgework (UB No.21). Crane and mechanical equipment in use.
141 Irvine Down and Up Between Trains	08 00 to 17 00 daily. Platform work.
142 Barassie and Down and Up Prestwick Between Trains	08 00 to 16 00 daily. Bridgework (FB No.4).
143 Prestwick Down and Up Between Trains	08 00 to 18 00 daily. Stationwork.
144 Newton Jn Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.50). Crane and mechanical equipment in use.
145 Ayr All Between Tra	ins 08 00 to 16 00 daily. Platform work.

		<u> </u>	
AL	or between '	TTUES STIECTED	Remarks
	DGE STREET JN TO URDAY 4 OCTOBER	STRANRAER - continued	
146	Bridge Street Jn and Glasgow Central	Nos.1 and 2 Branch and No.7 Down and Up BLOCKED No.7 Carriage Siding BLOCKED (to electric trains)	00 10 to 05 15. Overhead line work. Isolation of electrical sections EG5 (g, h and i) and EG6 (a to d).
SUN	DAY 5 OCTOBER		•
147	Paisley and Johnstone	Down and Up BLOCKED	00 00 to 09 45. Overhead line construction work, track renewal and track maintenance. <u>Isolation</u> of electrical sections ELI and 2 01 00 to 08 00.
148	Johnstone and Lochwinnoch	Down and Up BLOCKED	00 00 to 09 45. Track renewal, track maintenance and overhead line construction work. <u>Isolation of electrical sections ELl and 2 01 00 to 08 00.</u>
149	Lochwinnoch and Glengarnock	Down and Up  Between Trains  BLOCKED (to electric trains)	00 00 to 09 45. Overhead line construction work. Isolation of electrical sections SL3 and 4 01 00 to 08 00.
150	Glengarnock	Up Loop Between Trains	10 15 to 12 15. Track maintenance.
151	Glengarnock and Kilwinning Jn	Down and Up BLOCKED	00 30 to 09 45. Track renewal and overhead line construction work. <u>Isolation of electrical</u> sections SL3 and 4 01 00 to 08 00.
152	Kilwinning	Up Loops Between Trains	12 30 to 18 90. Track maintenance.
153	Kilwinning Jn	All BLOCKED	00 30 to 09 45. Track renewal.
154	Kilwinning Jn and Irvine	Down and Up BLOCKED	00 00 to 09 45. Overhead line construction work, and stationwork (Irvine). Isolation of electrical sections SA1, 2, 3 and 4 01 00 to 08 00.
155	Irvine and Barassie	Down and Up BLOCKED	00 00 to 09 45. Overhead line construction work and drainage. Isolation of electrical sections SA1, 2, 3 and 4 01 00 to 08 00.
156	Barassie and Newton Jn	Down and Up BLOCKED	00 00 to 09 30. Overhead line work and drainage. Isolation of electrical sections SA1, 2, 3 and 4 01 00 to 08 00.
157	Newton Jn and Ayr	Down and Up Between Trains BLOCKED (To electric trains)	00 00 to 09 45. Overhead line construction work. Isolation of electrical sections SA1, 2, 3 and 4 01 00 to 08 00.
158	Belmont LC and Dalrymple Jn	Down BLOCKED	10 00 to 16 15. Track maintenance.
159	Kilkerran LC and Girvan	Single BLOCKED	00 30 to 09 45. Track maintenance.
160	Girvan and Pinwherry	Single BLOCKED	00 30 to 16 00. Track maintenance and bridgework (OB Nos.15 and 16).

		WON-B9
SECTION B - TEMPORAR	Y ENGINEERING WORKS -	continued
At or between	Lines affected	Remarks
BRIDGE STREET JN TO TUESDAY 7 OCTOBER	STRANRAER - continued	
161 Glengarnock and Lochwinnoch	Up BLOCKED	00 00 to 05 45. Track maintenance.
TUESDAY 7 to FRIDAY	10 OCTOBER	
162 Arkleston Jn and Paisley Gilmour Street	Down and Up BLOCKED	00 30 to 05 30 daily. Track renewal.
163 Paisley and Johnstone	Down and Up BLOCKED	00 00 to 05 35 daily. Track renewal and overhead line construction work. <u>Isolation of electrical sections ELL and 2 01 00 to 05 00.</u>
164 Johnstone and Lochwinnoch	Down and Up Between Trains BLOCKED (to electric trains)	00 00 to 05 30 daily. Overhead line construction work. Isolation of electrical sections EL1 and 2 01 00 to 05 00.
WEDNESDAY 8 and THUR	SDAY 9 OCTOBER	
165 Lochwinnoch and Kilwinning	Down and Up Between Trains BLOCKED (to electric trains)	00 00 to 05 30 daily. Overhead line construction work. Isolation of electrical sections EL1 and 2 and SL3 and 4 01 00 to 05 00.
FRIDAY 10 OCTOBER		·
166 Lochwinnock and Glengarnock	Down BLOCKED	00 00 to 05 45. Track maintenance.
PAISLEY TO GOUROCK SATURDAY 4 OCTOBER		
167 Paisley and Bishopton	Down and Up BLOCKED	00 15 to 05 30. Bridgework (UB No.61). <u>Isolation of electrical sections EB3 and 4 and GB3 and 4.</u>
168 Bishopton and Wemyss Bay Jn	Down and Up BLOCKED	00 30 to 05 30. Overhead line work. Isolation of electrical sections GB1, 2, 3 and 4 and GW1.
169 Gourock	Platform No.3	00 30 to 05 30. Stationwork. No EMU's on

167	Paisley and Bishopton	Down and Up BLOCKED	00 15 to 05 30. Bridgework (UB No.61). <u>Isolation</u> of electrical sections EB3 and 4 and GB3 and 4.
168	Bishopton and Wemyss Bay Jn	Down and Up BLOCKED	00 30 to 05 30. Overhead line work. Isolation of electrical sections GB1, 2, 3 and 4 and GW1.
169	Gourock	Platform No.3 BLOCKED	00 30 to 05 30. Stationwork. No EMU's on Platform No.3.
SUNI	DAY 5 OCTOBER		
170	Bishopton and Langbank	Down and Up BLOCKED	00 45 to 07 30. Slip treatment. Isolation of electrical sections GB3 and 4.
171	Langbank and Wemyss Bay Jn	Up BLOCKED Down BLOCKED	00 00 to 09 00 ) Track renewal, earthwork and 00 45 to 07 30 ) loading material. <u>Isolation of electrical sections GB3 and 4 00 45 to 07 30.</u>
172	Wemyss Bay Jn and Gourock	Down and Up	08 00 to 17 00. Signalling work.
173	Wemyss Bay Jn and Greenock Central	Down and Up BLOCKED	00 40 to 07 00. Track renewal and track maintenance. <u>Isolation of electrical sections</u> GB1,2,3 and 4 and GW1.
174	Greenock Central and Gourock	Down and Up BLOCKED	01 00 to 07 30. Drainage, track renewal and unloading rails. <u>Isolation of electrical</u> sections GGl and 2.

SECTION B	-	TEMPORARY	ENGINEERING	WORKS -	٠ (	continued

At or between Lines affected Remarks

PAISLEY TO GOUROCK - continued TUESDAY 7 and FRIDAY 10 OCTOBER

175 Greenock Central Down and Up BLOCKED 00 30 to 05 30 daily. Track renewal. Isolation and Gourock of electrical sections GG1 and 2.

TUESDAY 7 to FRIDAY 10 OCTOBER

176 Bishopton and Down and Up BLOCKED 00 30 to 05 30 daily. Overhead line work and Wemyss Bay Jn track maintenance. Isolation of electrical

sections GB1,2,3 and 4 and GW1.

177 Gourock Platform No.3 00 30 to 05 30 daily. Stationwork (Gourock). BLOCKED No EMUs on platform No.3. Isolation of

electrical sections GG1 and 2.

WEDNESDAY 8 and THURSDAY 9 OCTOBER

178 Langbank and Down and Up BLOCKED 00 30 to 05 30 daily. Track renewal. Isolation of

electrical sections GB1, 2, 3 and 4, GW1 and GG1 Greenock Central

and 2.

THURSDAY 9 and FRIDAY 10 OCTOBER

179 Paisley and Down and Up BLOCKED 00 30 to 05 30 daily. Track renewal. Isolation of Bishopton electrical sections EB1(a and b) and EB3 and 4.

WEMYSS BAY JN TO WEMYSS BAY SATURDAY 4 OCTOBER

Single BLOCKED 00 10 to 06 00. Overhead line work. Isolation of 180 Wemyss Bay Jn

electrical sections GWl. and Wemyss Bay

SUNDAY 5 )CTOBER

181 Wemyss Bay Jn 00 15 to 08 30. Earthwork and track renewal. Down and Up Single

Isolation of electrical sections GB1,2,3 and 4 and Wemyss Bay BLOCKED and GW1 00 40 to 07 00.

182 Wemyss Bay Single 08 00 to 17 00. Signalling work.

TUESDAY 7 to FRIDAY 10 OCTOBER

00 30 to 06 00 daily. Overhead line work and 183 Wemyss Bay Jn Single BLOCKED and Wemyss Bay track maintenance. Isolation of electrical

sections GW1.

THURSDAY 9 OCTOBER

184 Wemyss Bay Jn Down and Up BLOCKED 00 30 to 06 00. Track maintenance. and Wemyss Bay

KILWINNING JN TO LARGS UNTIL FURTHER NOTICE

185 Stevenston and 08 00 to 18 00 daily. Bridgework (OB's Nos.7B, 8 Down and Up/Single South Beach and Up Goods and 12) and station work (Saltcoats).

186 South Beach and Single and Up Goods 07 30 to 18 00 daily. Bridgework (OB No.18) and

Hunterston platform work (West Kilbride).

SECTION B - TEMPORARY ENGINEERING WORKS - conti
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	RY ENGINEERING WORKS -	
At or between	Lines affected	Remarks
KILWINNING JN TO LA SATURDAY 4 OCTOBER	RGS - continued	
187 Kilwinning Jn and Saltcoats	Down and Up BLOCKED	00 30 to 05 45. Overhead line construction work.
188 Saltcoats and Hunterston	Single and Up Goods BLOCKED	00 30 to 05 45. Overhead line construction work.
189 Hunterston and Largs	Single BLOCKED	00 40 to 05 50. Overhead line construction work.
SUNDAY 5 OCTOBER		•
190 Kilwinning Jn and Saltcoats	Down and Up BLOCKED Down and Up between Trains	00 30 to 09 00 ) Overhead line construction work, 09 00 to 20 00 ) track renewal, slip treatment, ) track maintenance and ) signalling work (Stevenston LC).
191 Saltcoats and Hunterston	Single BLOCKED Up Goods BLOCKED Single Between Trains	00 30 to 09 00 ) Track renewal, track 00 30 to 18 00 ) maintenance, earthwork, 09 00 to 18 00 ) overhead line construction work, ) platform work at Ardrossan South Beach Station and bridgework (OB's Nos.3, 8 and 11 and FB No.1). Crane and mechanical equipment in use.
192 Hunterston and Largs	Single BLOCKED	00 40 to 08 45. Track renewal, overhead line construction work and bridgework (FB No.51 and OB No.43).
193 Largs	Platform No.1 BIOCKED P. atform No.2 BLOCKED	01 00 to 24 00 ) Track renewal. Platform No.1 to ) be cleared of DMU's 01 00 to 01 00 to 08 45 ) to 24 00. Platform No.2 to be ) cleared of DMU's 01 00 to 08 45.
SUNDAY 5 to FRIDAY	O OCTOBER	
194 Hunterston and Largs	Single Between Trains	08 00 to 18 00 daily. Overhead line construction work.
TUESDAY 7 to FRIDAY	10 OCTOBER	
195 Kilwinning Jn and Saltcoats	Down and Up BLOCKED	00 30 to 05 45 daily. Overhead line construction work.
196 Saltcoats and Hunterston	Single and Up Goods BLOCKED	00 30 to 05 45 daily. Track renewal, track maintenance, overhead line construction work and bridgework (FB No.1).
197 Hunterston and Largs	Single BLOCKED	01 00 to 05 45 daily. Overhead line construction work.
MOTHERWELL TO PERTH SATURDAY 4 OCTOBER		
198 Mossend Yard	Up Sidings and Up Reception Lines BLOCKED (to electric trains)	13 30 to 22 30. Overhead line work.  Isolation of electrical section ML1(g).
199 Dunblane and Stirling North	Up BLOCKED Down Between Trains Up Between Trains	00 00 to 04 30 ) Tunnel work (Kippenross). 00 00 to 06 00 ) and bridgework (UB No.4). 04 30 to 06 00 ) Single line working over Down line. Crane and mechanical equipment in use.

		WON-B12
SECTION B - TEMPORA	ARY ENGINEERING WORKS -	continued
At or between	Lines affected	Remarks
MOTHERWELL TO PERTE		
SATURDAY 4 to MONDA	AY 6 OCTOBER	
200 Dunblane and	Down and Up	22 00 Sat to 00 40 Sun ) Track renewal and
Greenloaning	Between Trains	) bridgework (UB No.6).
0.00	Down and Up	00 40 Sun to 03 30 Mon ) Glasgow Queen St and
;	BLOCKED	) Perth/Dundee/Aberdeen/
i	Down and Up	03 30 to 24 00 Mon ) Inverness services
i	Between Trains	) diverted via Falkirk
	•	Grahamston and Forth Bridge. Falkirk
!		Grahamston/Dunblane and Edinburgh/Dunblane
		services terminate/start Stirling. 1878, 21 35
•		Sat News Manchester Victoria to Aberdeen, 1803,
		20 33 Sat News Euston to Inverness, 1807, 21 00
		Sat Euston to Inverness, 1825, 22 00 Sat
		Passenger and News Euston to Inverness, 1C87, 21 40 Perth to Euston, 1D34, 19 30 Inverness to
		Euston and 1M15, 20 30 Inverness to Euston
:		diverted via Ladybank and Falkirk Grahamston.
		1824, 12 00 Kings Cross to Inverness, 1H01,
,	•	23 25 Edinburgh to Inverness and 1876, 17 30 Sun
		Inverness to Edinburgh diverted via Ladybank.
201 Blackford	Down and Up	08 00 to 17 00 daily. Loading and unloading
Station	Between Trains	material. Crane and mechanical equipment in use.
CUNDAY 5 OCTOBED		
SUNDAY 5 OCTOBER		
202 Mossend Yard	Down and Up Main,	07 30 to 17 00. Overhead line work. Isolation of
	Down and Up	electrical sections ML1 (b, f, g, 1 and m) and
	Reception and Up	ML2 (c, d and j to q).
	Yard BLOCKED	
	(to electric trains)	
000 4		00 00 - 1/ 00 m - 1 m 1 m 1 m
203 Mossend North	Down and Up BLOCKED	
Jn and Whifflet South Jn		given up for the passage of 1011, 09 35 Edinburgh to Poole over Down line and 1841, 10 05
bouth 31		Manchester Victoria to Edinburgh over Up line.
:		
204 Garnqueen North	n Down and Up	08 00 to 18 00. Track maintenance.
and Cumbernaulo	BLOCKED .	•
:		
205 Cumbernauld	Down and Up	08 00 to 16 00. Tunnel work (Abronhill).
and Greenhill	BLOCKED	
Lower Jn		
206 Greenhill Lower	Up BLOCKED	01 00 to 08 30. Track renewal.
Zoo. Greenii II Lowei	Desir President	OT OU TO DO DO' TIMEN TEMBRAIT

01 00 to 09 00. Track renewal.

08 00 to 17 00. Signalling work.

and 133m616yd.

08 00 to 17 00. Track renewal between 129m462yd

Down Between Trains

Down and Up BLOCKED

Down and Up

All

Between Trains

3

Jn

LC 209 Perth

207 Larbert North

208 Greenloaning

and Plean Jn

and Blackford

At or between

Lines affected

Remarks

#### MOTHERWELL TO PERTH - continued SUNDAY 5 and MONDAY 6 OCTOBER

210 Stirling North and Dunblane

Down and Up BLOCKED

00 40 Sun to 03 30 Mon. Bridgework (UB No.4). Glasgow Queen St and Perth/Dundee/Aberdeen/ Inverness services diverted via Falkirk Grahamston and Forth Bridge. Falkirk Grahamston/ Dunblane and Edinburgh/Dunblane services terminate and start at Stirling. 1878, 21 35 Sat News Manchester Victoria to Aberdeen, 1803, 20 33 Sat News Euston to Inverness, 1807 21 00 Sat Euston to Inverness, 1825, 22 00 Sat Passenger and News Euston to Inverness, 1C87, 21 40 Sun Perth to Euston, 1D34, 19 30 Sun Inverness to Euston and 1M15, 20 30 Sun Inverness to Euston diverted via Ladybank and Falkirk Grahamston. 1824, 12 00 Sun Kings Cross to Inverness, 1HO1, 23 25 Sun Edinburgh to Inverness and 1B76, 17 30 Sun Inverness to Edinburgh diverted via Ladybank.

#### SUNDAY 4 to FRIDAY 10 OCTOBER

211 Hilton Jn and Perth

Down and Up Between Trains 08 00 to 18 00 daily. Bridgework (OB No.96).

#### TUESDAY 7 to FRIDAY 10 OCTOBER

212 Cumbernauld and Greenhill Lower Jn

Down and Up Between Trains 00 00 to 06 00 daily. Track maintenance.

213 Dunblane and Stirling North Up BLOCKED

Down Between Trains

Up Between Trains

00 00 to 04 30 ) daily. Tunnel work (Kippenross). 00 00 to 06 00 ) Single line working over Down 04 30 to 06 00 ) line.

214 Dunblane and Greenloaning

Down and Up Between Trains

00 00 to 24 00 daily. Track renewal and bridgework (UB's Nos.4 and 6). Crane and mechanical equipment in use.

### FRIDAY 10 OCTOBER

215 Greenloaning and Blackford LC

Down and Up Between Trains 09 00 to 14 00. Loading and unloading material.

## WHIFFLET NORTH JN TO RUTHERGLEN EAST JN

UNTIL FURTHER NOTICE

216 Carmyle Jn and Down and Up Rutherglen East Between Trains J'n.

08 00 to 20 00 daily. Bridgework (UB's Nos.4 and 5). Crane and mechanical equipment in use.

#### SUNDAY 5 OCTOBER

217 Langloan Jn and Rutherglen East Jn

Down and Up BLOCKED

08 30 to 16 00. Track renewal. Possession to be given up for the passage of 1011, 09 35 Edinburgh to Poole over Down line and 1841, Manchester Victoria to Edinburgh over Up line.

#### GARTSHERRIE SOUTH JN TO SIGHTHILL JN SUNDAY 5 OCTOBER

218 Gartcosh Jn and Down and Up Sighthill Jn BLOCKED

08 00 to 18 00. Track renewal.

At or between Lines affected Remarks

EDINBURGH	WAVERLEY	TO	GLASGOW	QUEEN	STREET	(VLA	FALKIRK	HIGH)	
71110 7 1						_			•

UNTIL FUR	THER	NOT	ICE
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219 Haymarket Wes Jn and Newbridge Jn	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.3A) and construction work. Mechanical equipment in use.
220 Newbridge Jn and Winchburg	Down and Up n Between Trains	07 30 to 16 30. Retaining wall work.

221 Winchburgh Jn Down and Up 07 30 to 16 30. Retaining wall work. and Linlithgow Between Trains

#### SATURDAY 4 OCTOBER

222 Newbridge Jn	Down BLOCKED	00 00 to 04 30. Bridgework (UB No.15). Single
and Winchburgh		line working over Up line.
Jn		<del></del>

223 Bo'ness Jn Down and Up '00 00 to 04 00. Earthwork. Crane and mechanical equipment in use.

#### SUNDAY 5 OCTOBER

224 Waverley East All 00 00 to 08 00. Signalling work.
and Princes St
Gdns

225 Princes St Gdns Down and Up North and Haymarket BLOCKED between 0m550yd and 45m770yd. North trains to run over South lines 00 00 to 16 00.

226 Haymarket West Down and Up

Jn and

Newbridge Jn

Down and Up

00 00 to 16 00. Unloading, installing rails, and reballasting between 39m1320yd and 39m660yd.

Trains diverted via Dalmeny Jn.

227 Newbridge Jn Down and Up 00 00 to 07 00. Bridgework (UB No.15).
and Winchburgh BLOCKED .

228 Newbridge Jn All 07 30 to 16 00. Signalling work.

229 Linlithgow Down and Up 12 00 to 16 30. Signalling work.

230 Bo'ness Jn and Down BLOCKED 00 00 to 07 30. Earthwork. Crane and mechanical equipment in use.

231 Polmont Jn Down and Up 00 00 to 18 00. Track maintenance and tunnel work and Greenhill BLOCKED (Falkirk High).

Upper Jn

232 Gartshore and Down and Up 00 00 to 07 30. Track renewal, track maintenance, bridgework (FB No.107A) and slip treatment.

#### MONDAY 6 to FRIDAY 10 OCTOBER

233 Linlithgow and Down and Up
Polmont Jn
Between Trains

00 00 to 06 00 daily. Earthwork and track
maintenance. Crane and mechanical equipment in
use.

#### TUESDAY 7 OCTOBER

234 Newbridge Jn Down BLOCKED 00 00 to 04 30. Bridgework (UB No.15). Single and Winchburgh line working over Up line.

CECTION	R	_	TEMPODARY	ENGINEERING	MUDRE	_	continued
SECTION	a	_	IEMPURAKI	ENGINEERING	WUKKS	_	COBLIBUED

Lines affected Remarks At or between

EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued

TUESDAY 7 and WEDNESDAY 8 OCTOBER

235 Greenhill Upper Jn and

Down and Up BLOCKED

00 00 to 05 00 daily. Track maintenance.

Cartshore

WEDNESDAY 8 OCTOBER

236 Newbridge Jn

and Haymarket West Jn

Up Between Trains

00 00 to 06 00. Track maintenance between

38ml300yd and 44ml40yd.

WEDNESDAY 8 to FRIDAY 10 OCTOBER

237 Winchburgh Jn

and Newbridge In

Up BLOCKED

00 00 to 06 00 daily. Bridgework (UB No.15).

Single line working over Up line.

THURSDAY 9 and FRIDAY 10 OCTOBER

238 Gartshore and Cadder

Down and Up BLOCKED

00 00 to 05 00 daily. Track maintenance.

FRIDAY 10 OCTOBER

239 Queen Street HL Up BLOCKED

and Cowlairs Jn

00 30 to 04 00. Tunnel work (Queen Street HL).

POLMONT JN TO LARBERT JN SUNDAY 5 OCTOBER

240 Polmont Jn and Down BLOCKED

Grangemouth Jn Up Between Trains

00 00 to 08 00. Retaining wall work and drainage. Crane and mechanical equipment in use.

241 Grangemouth Jn

and Swingbridge Between Trains

East LC

00 00 to 08 00. Bridgework (OB No.10).

COWLAIRS TO BELLGROVE

and Bellgrove

SUNDAY 5 OCTOBER

242 Sighthill Jn

Down and Up

Down and Up BLOCKED 00 00 to 18 00. Overhead line work and track maintenance. Isolation of electrical sections

PS1 and 2, 08 00 to 18 00.

AIRDRIE TO HELENSBURGH UNTIL FURTHER NOTICE

243 Airdre and Coatdyke

Down Between Trains 08 30 to 16 00 daily. Earthwork.

SATURDAY 4 OCTOBER

244 Airdrie and Sunnyside Jn

Down and Up BLOCKED

00 10 to 04 40. Overhead line work. Isolation -

of electrical sections PA3 and 4.

245 Sunnyside Jn Down and Up

and Shettleston BLOCKED 00 10 to 05 00. Overhead line work. Isolation

of electrical sections PA1 and 2.

SUNDAY 5 OCTOBER

246 Bridgeton

Down and Up

Finnieston GF

BLOCKED Central Jn and

00 15 to 07 30. Track renewal.

SECTION B - TEMPORAL At or between	RY ENGINEERING WORKS - Lines affected	continued Remarks
AIRDRIE TO HELENSBU SUNDAY 5 OCTOBER -	RGH - continued continued	
247 Finnieston East/West Jn and Hyndland North Jn	Down and Up BLOCKED	00 15 to 07 30. Track renewal.
248 Knightswood South Jn and Westerton	Down and Up BLOCKED	00 15 to 07 30. Retaining wall work and tunnel inspection. <u>Isolation of electrical sections DM1</u> and 2 and DF3 and 4.
249 Bowling LC	Down and Up BLOCKED	00 15 to 07 30. Bridgework (Bowling Footbridge). Isolation of electrical sections DF1 and 2.
250 Dumbarton	A11	00 00 to 08 00. Signalling work.
MONDAY 6 to FRIDAY	10 OCTOBER	
251 Finnieston GF and Hyndland Jn	Down and Up BLOCKED .	00 30 to 05 00 daily. Station work (Partick). Possession to be given up for the passage of T71.
TUESDAY 7 OCTOBER		
252 Singer and Dalmuir Park	Down and Up BLOCKED	00 15 to 05 30. Track maintenance.
TUESDAY 7 to FRIDAY	10 OCTOBER	
253 Airdrie and Sunnyside Jn	Down and Up BLOCKED	00 15 to 05 00 daily. Overhead line work and bridgework (OB No.69A). <u>Isolation of electrical sections PA3 and 4</u> .
254 Sunnyside Jn and Shettleston	Down and Up BLOCKED	00 5 to 05 00 daily. Overhead line work.  Isolation of electrical sections PA1 and 2.
WEDNESDAY 8 to FRID	AY 10 OCTOBER	
255 Dalreoch and Craigendoran	Down and Up BLOCKED	00 20 to 06 00 daily. Track maintenance.
DALREOCH TO BALLOCH SATURDAY 4 OCTOBER		
256 Dalreoch Jn and Balloch	Single BLOCKED	00 00 to 06 00. Bridgework (OB No.81A).  Isolation of electrical section DB1.
HIGH STREET JN TO S	HIELDS JN	
257 High Street and Shields Jn	Down and Up BLOCKED	09 00 to 16 00. Retaining wall work.
HYNDLAND EAST JN TO SATURDAY 4 OCTOBER	DALMUIR PARK (VIA CLY	YDE BANK)
258 Hyndland West Jn and Dalmuir Park	Down and Up BLOCKED	00 00 to 05 30. Overhead line work. <u>Isolation of electrical sections DF5 and 6</u> .
SUNDAY 5 OCTOBER		
259 Hyndland West Jn and Dalmuir Park	Down and Up BLOCKED	00 00 to 07 30 daily. Track renewal and overhead line work. <u>Isolation of electrical sections DF5</u> and 6.

	•	WON-B17
SECTION B - TEMPORAR	Y ENGINEERING WORKS -	continued
At or between	Lines affected	Remarks
CRAIGENDORAN TO FORT SATURDAY 4 OCTOBER	WILLIAM	
260 Crianlarich	Down and Up Loops BLOCKED	00 00 to 06 00. (Cont'd from WON No.27). Station work.
SATURDAY 4 and SUNDA	Y 5 OCTOBER	
261 Arrochar and Tarbet and Ardlui	Single BLOCKED	21 15 Sat to 18 00 Sun. Bridgework (UB No.70) and track renewal.
SUNDAY 5 OCTOBER		
262 Garelochhead and Glen Douglas	Single BLOCKED	08 00 to 18 00. Bridgework (OB No.27A).
263 Ardlui and Crianlarich	Single and Down and Up Loops BLOCKED	06 00 to 18 00. Station work and track renewal.
264 Corrour and Tulloch	Single BLOCKED	08 00 to 16 00. Track renewal.
MONDAY 6 to FRIDAY 1	O OCTOBER	
265 Crianlarich	Down and Up Loops BLOCKED	21 00 Mon to Thu to 06 00 Tue to Fri. Station work.
FRIDAY 10 OCTOBER		
266 Crianlarich	Down and Up Loops BLOCKED	21 00 to 24 00. (Cont'd in WON No.29). Station work.
CRIANLARICH TO OBAN SUNDAY 5 OCTOBER		
267 Dalmally and Taynuilt	Single BLOCKED	08 00 to 17 00. Track renewal.
MALLAIG JN TO MALLAIS SUNDAY 5 OCTOBER	<u>G</u>	
268 Annat and Glenfinnan	Single BLOCKED	07 30 to 16 00. Track renewal. Possession to be given up for the passage of 1F95, 11 05 Fort William/Mallaig/Fort William.
TWEEDMOUTH TO EDINBU	RGH WAVERLEY	·
269 Beal and Tweedmouth	All	08 00 to 16 00 daily. Signalling work between 58ml140yd and 65ml720yd.
270 Reston GSP and Grantshouse	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.128 and OB No.136).
271 Innerwick GSP and Oxwellmains	Down and Up Between Trains	07 00 to 18 00 daily. Earthwork and track maintenance between 33mllOyd and 33mp.

08 00 to 18 00 daily. Bridgework (OB No.69) Crane and mechanical equipment in use.

08 00 to 18 00 daily. Earthwork and

bridgework (OB No.40AA).

and Prestonpans Between Trains

Down and Up

Down and Up

Between Trains

272 Stenton GSP

273 Longniddry

and Drem

CEO	TANK D. FELMODAD	P PAGENTEDING HODES -	WON-B18
	or between	Y ENGINEERING WORKS - Lines affected	Remarks
		***************************************	. 3
	IL FURTHER NOTICE	RGH WAVERLEY - continued - continued	<u>uea</u>
274	Monktonhall Jn and Portobello	Down and Up Between Trains	07 00 to 19 00 daily. Bridgework (OBs Nos.16 and 23). Mechanical equipment in use.
275	Waverley (East End) and Waverley (West End)	North Loop Siding and North Loop Between Trains	08 00 to 17 00 daily. Construction work.
SAT	URDAY 4 and SUNDA	Y 5 OCTOBER	
276	Berwick-upon- Tweed and Reston GSP	Down and Up BLOCKED	23 45 Sat to 09 30 Sun. Track renewal between 54ml080yd and 47m310yd.
277	Reston GSP and Grantshouse	Down and Up BLOCKED .	23 45 Sat to 09 30 Sun. Bridgework (OBs. Nos.128 and 136) and track maintenance between 47m310yd and 41m310yd.
278	Stenton GSP and Drem	Down and Up BLOCKED	23 30 Sat to 09 00 Sun. Drainage and track renewal between 24m920yd and 17m1320yd.
279	Drem and Prestonpans	Down and Up BLOCKED	23 30 Sat to 09 30 Sun. Bridgework (OB No.40AA), track renewal and slip treatment between 17m320yd and 9m880yd.
280	Portobello and Prestonpans	Up BLOCKED Down BLOCKED Down Between Trains	23 00 Sat to 16 30 Sun ) Track renewal, track 23 45 Sat to 09 30 Sun ) maintenance, loading and 09 30 to 16 30 Sun ) unloading rails and bridgework (OB No.29) between 3m730yd and 9m880yd. Single line working over Down line 09 30 to 16 30.
281	Craigentinny Jn and Abbeyhill Jn	Down and Up BLOCKED	23 45 Sat to 09 15 Sun. Tunnel work (St Margarets). Trains diverted via Lochend Jn.
SUN	DAY 5 OCTOBER		
282	Grantshouse and Innerwick GSP	Down and Up BLOCKED	00 00 to 08 30. Bridgework (OB No.105).
SUN	DAY 5 AND MONDAY	6 OCTOBER	•
283	Drem and Stenton GSP	Up Between Trains	00 00 to 06 00 daily. Track maintenance between 17m1740yd and 24m920yd.
284	Monktonhall Jn and Prestonpans	Up Between Trains	00 00 to 06 00 daily. Track maintenance between 6m90yd and 9m880yd.
TUE	SDAY 7 OCTOBER		
285	Prestonpans and Drem	Up Between Trains	00 45 to 06 00. Track maintenance between 9m800yd and 17m1740yd.
TUE	SDAY 7 and WEDNES	DAY 8 OCTOBER	
286	Berwick-upon- Tweed and Reston GSP	Down BLOCKED	01 30 to 07 00 daily. Track maintenance between 54m1080yd and 47m310yd. Single line working over Up line.

02 00 to 06 55 daily. Track maintenance between 47m310yd and 54m1080yd. Single line working over Down line.

THURSDAY 9 and FRIDAY 10 OCTOBER 287 Reston GSP and Up BLOCKED

Berwick-upon-

Tweed

SECTION	В	_	TEMPORARY	ENGINEERING	WORKS	-	continued

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## PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)

UNTIL FURTHER NOTICE

288 Portobello and Single 05 00 to 19 00 daily. Bridgework (OB No.49 and Leith South Between Trains UB No.13), excavation and earthwork between

0 and 1mp. Mechanical equipment in use.

SATURDAY 4 OCTOBER

289 Portobello and Single BLOCKED 12 00 to 13 00. Earthwork.

Leith South

SUNDAY 5 OCTOBER

290 Portobello and Single BLOCKED 08 00 to 16 00. Earthwork.

Leith South

MONKTONHALL JN TO MILLERHILL SOUTH JN (GOODS LINE)
SUNDAY 5 OCTOBER

SUNDAY 5 OCTOBER

291 Millerhill East Down Between Trains 08 00 to 16 00. Track renewal between 0mp and 0m700yd.

MONDAY 6 to THURSDAY 9 OCTOBER

292 Millerhill Yard All Between Trains 23 00 Mon to Wed to 06 00 Tue to Thu. Track

maintenance.

MILLERHILL TO PORTOBELLO (GOODS LINE)
UNTIL FURTHER NOTICE

293 Niddrie South Down and Up 07 00 to 19 00 daily. Bridgework (OB No.1).

Jn and Between Trains Mechanical equipment in use.

Jn and Between Trains Mechanical equipment in use.

Portobello

294 Millerhill and Down and Up 08 00 to 18 00 daily. Bridgework (OB No.7B).

Niddrie South Between Trains Mechanical equipment in use.

Jn

SUNDAY 5 OCTOBER

295 Niddrie South Down BLOCKED 12 00 to 16 30. Track maintenance.

Jn and
Portobello

PORTOBELLO TO NIDDRIE WEST (GOODS LINE)
UNTIL FURTHER NOTICE

296 Portobello and Single 07 00 to 19 00 daily. Bridgework (OB No.1).
Niddrie West Between Trains Mechanical equipment in use.

Middlife west Detween Mains Mechanical equipment in obe.

HAYMARKET WEST JN TO ABERDEEN UNTIL FURTHER NOTICE

297 Dalmeny and Up Between Trains 08 00 to 16 00 daily. Lineside excavation. South Gyle

298 Ladybank Down 07 30 to 17 00 daily. Construction work.
Between Trains

299 Tay Bridge Down and Up 00 00 to 17 00 daily. Bridgework (Tay Bridge)
South and Between Trains and signalling work. Crane and mechanical equipment in use.

Central Jn

At or	between	Lines affected	Remarks
	KET WEST JN TO FURTHER NOTICE	ABERDEEN - continued - continued	
Jn	ndee Central and mperdown Jn	All Between Trains	00 00 to 24 00 daily. Work at lineside, tunnel work (Dock St) and signalling work. Crane and mechanical equipment in use.
Jn	ndee Central and mperdown Jn	Down Through/ Down Platform and Down Main Between Trains	07 00 to 19 00 daily. Bridgework (OB No.188J). Crane and mechanical equipment in use.
	wtonhill and rryhill Jn	Down and Up Between Trains	00 00 to 24 00 daily. Earthwork, rock blasting and work at lineside between 230ml300yd and 239m640yd. Crane and mechanical equipment in use.
SATURD	AY 4 and SUNDAY	5 OCTOBER	
Jn Ta	ndee Central and y Bridge uth	Up BLOCKED Down Between Trains	23 30 Sat to 16 15 Sun. Track renewal and track maintenance between 57m220yd and 56m910yd.  Single line working over Down line 08 00 to  16 00. Crane and mechanical equipment in use.
Jn	ndee Central and mperdown Jn	Down Platform, Down Through and Down Main BLOCKED Down Platform, Down Through and Down Main Between Trains	22 30 Sat to 08 00 Sun ) Bridgework (OB No.188J). ) Down trains to run over ) Up lines from 22 30 Sat ) to 08 00 Sun. )
	onehaven and wtonhill	Down and Up Between Trains	22 00 Sat to 08 00 Sun. Track renewal between 224m1650yd and 230m1298yd.
SATURD	AY 4 to FRIDAY	10 OCTOBER	
ane	mperdown Jn d Broughty rry LC	Down and Up Between Trains	08 00 to 17 00 daily. Drainage and earthwork between 0m462yd and 3m990yd. Mechanical equipment in use.
SUNDAY	5 OCTOBER		
-	rth eensferry d Dalmeny	Up BLOCKED Down Between Trains	07 30 to 17 00. Bridgework (Forth Bridge) Up trains to run over Down line.
. Eas	verkeithing st Jn and rntisland	Down BLOCKED Up BLOCKED Up Between Trains	00 00 to 16 30 ) Construction work, track 00 00 to 06 00 ) renewal, track maintenance, 06 00 to 16 30 ) earthwork, loading and unloading rails between 13ml080yd and 20m220yd. 1G35 03 04 (News) Edinburgh to Kirkcaldy, 5G35 04 20 (ECS) Kirkcaldy to Edinburgh, 5T74 05 15 (Sun) Craigentinny to Dundee diverted via Cowdenbeath.Single line working over Up line 06 00 to 16 30.
	rntisland and rkcaldy	Down and Up Between Trains	00 00 to 07 00. Track maintenance between 20m220yd and 25m1540yd.
310 Dur	ndee	A11	07 30 to 17 00. Signalling work.
	broath LC d Inverkeilor	Down and Up Between Trains	08 00 to 17 00. Track renewal between 16ml320yd and 23m242yd.
	ntrose North d Craigo	Down and Up Between Trains	07 30 to 16 30. Bridgework (OB No.262) and signalling work.
			,

SECTION D - TEMPOR	WEI ENGINEEKING MOKK	5 - continued	
At or between	Lines affected	Remarks	

## HAYMARKET WEST JN TO ABERDEEN - continued

SUNDAY 5 OCTOBER - continued

313 Craigo and Down and Up 08 00 to 18 00. Bridgework (OB No.281).

Laurencekirk Between Trains

314 Laurencekirk Down and Up 08 00 to 17 00. Track renewal between

and Carmont LC Between Trains 210ml320yd and 219m858yd.

315 Newtonhill and All 07 30 to 17 00. Signalling work.
Aberdeen

MONDAY 6 OCTOBER

316 Dundee Central Up BLOCKED 00 00 to 05 15 ) Track renewal and track

Jn and Down Between Trains 00 00 to 24 00 ) maintenance between

Tay Bridge Up Between Trains 05 15 to 24 00 ) 57m220yd and 56m910yd.

TUESDAY 7 to FRIDAY 10 OCTOBER

317 Tay Bridge Down and Up 00 00 to 24 00 daily. Track renewal and track maintenance between 57m220yd and 56m90lyd.

Dundee Central

THURSDAY 9 OCTOBER

318 Inverkeithing Down Between Trains 00 00 to 03 45. Track maintenance between

East Jn and Burntisland 13m460yd and 20m220yd.

THORNTON NORTH JN TO METHIL WEST (GOODS LINE)
UNTIL PURTHER NOTICE

319 Double Dykes LC Single 07 00 to 20 00. Bridgework (OB No.10A).

and East Fife Between trains
Central Jn Finishes 07 00 Sat 4 Oct.

Central In

SUNDAY 5 OCTOBER

Sidings GF

320 Thornton North Single BLOCKED 07 30 to 16 30. Track maintenance and bridgework (OB No.10A) between 0m880yd and 3mp.

In and East Dridgework (OB NO. 10A) between omoobyd and Smp

AUCHMUTY TO MARKINCH DOWN SIDINGS GF GOODS LINE FRIDAY 10 OCTOBER

321 Auchmuty and Single BLOCKED 07 00 to 24 00. Under track crossing.
Markinch Down

SECTION	В	-	TEMPORARY	ENGINEERING	WORKS	-	continued

At or between	Lines affected ,	Remarks
PERTH TO INVERNUATIL FURTHER N		
322 Dunkeld and Pitlochry	Single Between trains	08 00 to 18 00 daily. Work at lineside, tunnel work (Inver) and bridgework (UB's Nos.33 and 47) between 16ml188yd and 24m700yd. Crane and mechanical equipment in use.
323 Pitlochry a Blair Athol		00 00 to 19 00 daily. Tunnelwork (Killiecrankie), rock blasting and work at lineside between 30m1210yd and 31m616yd. Crane and mechanical equipment in use.
324 Blair Athol and Dalwhin		08 00 to 20 00 daily. Bridgework (UBs Nos 86J and 126 and 99). Work at lineside between 35ml32yd and 58ml188yd. Crane and mechanical equipment in use.
325 Culloden Mo and Inverne	•	07 30 to 17 00 daily. Signalling work.
SATURDAY 4 and	SUNDAY 5 OCTOBER	
326 Dunkeld and Pitlochry	Single Between Trains	<ul> <li>22 00 Sat to 17 00 Sun. Track renewal and track maintenance between 15m264yd and 28m638yd.</li> </ul>
327 Moy Loop an Culloden Mo		21 30 Sat to 06 00 Sun. Unloading signalling material.
328 Culloden Mo and Millbur	•	21 30 Sat to 18 00 Sun. Trackwork, track maintenance, earthwork, work at lineside, unloading signalling material and signalling work. Crane and mechanical equipment in use.
329 Millburn Jn Inverness	and Down and Up and Single Between Trains	21 00 Sat to 24 00 Sun. Signalling work, track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.
SUNDAY 5 OCTOBE	<u>R</u>	
330 Perth and Stanley Jn	All	07 30 to 17 00. Signalling work.
331 Pitlochry as Blair Athol	•	08 00 to 18 00. Track renewal, track maintenance and loading rails between 29ml380yd and 30m320yd.
332 Blair Athol: and Dalwhin		08 00 to 17 00. Track renewal, work at lineside between 35m132yd and 58m1188yd and signalling work. Mechanical equipment in use.
333 Kingussie Lo and Kincrai Loop		08 00 to 17 00. Work at lineside and loading rails between 73m390yd and 73m990yd. Mechanical equipment in use.
334 Slochd Loop Tomatin Loop	•	08 $00$ to $17$ $00$ . Work at lineside between $95m310yd$ and $98m1716yd$ .

		WOR-DZ 3	
SECTION B - TEMPORAR	Y ENGINEERING WORKS	- continued	
At or between	Lines affected	Remarks	

			ERNESS	-	continued
SUNDAY	3	to	TUESDAY		OCTOBER

335	Dunkeld and
	Pitlochry

Single Between Trains 22 00 Sun and Mon to 07 00 Mon and Tue. Track maintenance between 15m264yd and 28m638yd.

#### MONDAY 6 to FRIDAY 10 OCTOBER

336 Pitlochry and Blair Atholl LC

Single Between Trains 00 00 to 24 00 daily. Track renewal and track maintenance between 29ml380yd and 30m320yd.

337 Culloden Moor and Millburn Jn

All Between Trains

00 00 to 24 00 daily. Track maintenance, track renewal earthwork and work at lineside. Crane and mechanical equipment in use.

338 Millburn Jn and Inverness

Down and Up and Single Between Trains 00 00 to 24 00 daily. Signalling work, track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.

#### TUESDAY 7 to FRIDAY 10 OCTOBER

339 Stanley Jn and Dunkeld Single Between Trains 22 00 Tue to Thu to 07 00 Wed to Fri.
Track maintenance between 7ml76yd and 15m264yd.

# LADYBANK TO HILTON JN SUNDAY 5 OCTOBER .

340 Hilton Jn

Down and Up Branch Between Trains 08 00 to 17 00. Track maintenance.

## PERTH TO DUNDEE CENTRAL JN UNTIL FURTHER NOTICE

341 Perth and Barnhill

Single Between trains 08 00 to 16 00. Bridgework (UB No.35). Work at lineside between 20mll00yd and 20ml300yd. Mechanical equipment in use.

342 Longforgan LC and Dundee Central Jn All Between trains

07 30 to 21 00 daily. Bridgework (OB No.5/1) and work at lineside between 3m550yd, and 3mp and signalling work. Crane and mechanical equipment in use.

#### SATURDAY 4 to FRIDAY 10 OCTOBER

343 Barnhill and Errol LC

Down and Up Between Trains 08 00 to 17 00 daily. Bridgework (OB No.25) and track renewal at 14m462yd and signalling work. Mechanical equipment in use.

344 Errol LC and Longforgan LC

Down and Up Between Trains 08 00 to 17 00 daily. Track renewal, loading rails and material and work at lineside between 10m99yd and 5ml210yd. Mechanical equipment in use.

345 Longforgan LC and Dundee Central Jn Down and Up Between Trains 08 00 to 17 00 daily. Loading rails and material and track renewal between 5ml2l0yd and 0m440yd. Mechanical equipment in use.

SECTION B - TEMPORA At or between	RY ENGINEERING WORKS -	- continued Remarks
	TRAL JN - continued	
346 Perth	A11	07 30 to 17 00. Signalling work.
347 Dundee Central Jn	A11 .	07 30 to 17 00. Signalling work.
TUESDAY 7 to FRIDAY	10 OCTOBER	
348 Errol LC and Longforgan	Down and Up Between Trains	22 30 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 10m990yd and 5m1210yd.
ABERDEEN TO INVERNE UNTIL FURTHER NOTIC		,
349 Huntly end Keith	Single Between trains	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45mll00yd. Mechanical equipment in use.
350 Forres and Nairn	Single Between trains	00 00 to 24 00 daily. Work at lineside between 128ml200yd and 128ml400yd. Mechanical equipment in use.
351 Nairn and Inverness	All	07 30 to 17 00 daily. Signalling work.
SATURDAY 4 and SUND	AY 5 OCTOBER	,
352 Inverurie and Insch LC	Single Between I ains	22 00 Sat to 17 00 Sun. Track maintenance between 16ml738yd and 27ml034yd.
353 Keith Jn and Elgin	Single Between Trains	22 00 Sat to 17 00 Sun. Track renewal and track maintenance between 14m235yd and 13m1227yd.
354 Millburn Jn and Inverness	Down and Up and Single Between Trains	21 00 Sat to 24 00 Sun. Signalling work, track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.
SUNDAY 5 OCTOBER		
355 Aberdeen and Dyce Jn	All Between Trains	07 30 to 17 00. Signalling work.
356 Dyce Jn and Inverurie	Single Between Trains	08 00 to 17 00. Bridgework (OB No.43) and signalling work.
357 Elgin and Forres	Single Between Trains	07 30 to 17 00. Track renewal between 11ml628yd and 0m330yd and signalling work.
358 Nairn and Millburn Jn	A11	08 00 to 18 00. Signalling work.
MONDAY 6 to FRIDAY	10 OCTOBER	
359 Keith and Elgin	Single Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 14m235yd and 13m1227yd.
360 Millburn Jn and Inverness	Down and Up and Single Between Trains	00 00 to 24 00 daily. Signalling work, track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.

use.

SECTION B - TEMPORA	RY ENGINEERING WORKS	- continued
At or between	Lines affected	Remarks
INVERNESS TO WICK UNTIL FURTHER NOTIC	<u>E</u>	
361 Inverness and Lentran	All	07 30 to 17 00 daily. Signalling work.
362 Dingwall and Invergordon	Single Between trains	00 00 to 24 00 daily. Bridgework (OB No.69/1) and platform work Alness. Crane and mechanical equipment in use.
363 Invergordon Station	Down and Up Between trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
364 Fearn Station	Single Between trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
365 Tain Station	Down and Up Between trains	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.
366 Dunrobin Station	Single . Between trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
SATURDAY 4 and SUND	AY 5 OCTOBER	
367 Brora and Helmsdale	Single BLOCKED	20 45 Sat to 18 00 Sun. Track renewal and track maintenance between 90ml05yd and 10lm880yd.
SATURDAY 4 to FRIDA	Y 10 OCTOBER	
368 Inverness Station	All Between trains	08 00 to 20 00 daily. Track renewal, platform work and work at lineside and unloading signalling material. Crane and mechanical equipment in use.
369 Welsh's Bridge and Rose Street	All Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthwork and work at lineside and unloading signalling material. Crane and mechanical equipment in use.
SUNDAY 5 OCTOBER		•
370 Clachnaharry and Lentran	Single Between Trains	00 $\dot{0}0$ to 08 00. Unloading signalling material.
371 Invergordon and Tain	Single Between Trains	08 00 to 17 00. Track renewal between 31m638yd and 44m506yd.
372 Ardgay and Lairg	Single Between Trains	08 00 to 17 00. Track renewal between 57ml540yd and 66ml716yd.
373 Lairg and Rogart	Single Between Trains	08 00 to 17 00. Bridgework at (UB No.198). Mechanical equipment in use.
374 Helmsdale and Forsinard	Single Between Trains	09 00 to 16 00. Track maintenance between 101m880yd and 125m1518yd.

		WON-B26
SECTION B - TEMPORAL At or between	RY ENGINEERING WORKS - Lines affected	Remarks
INVERNESS TO WICK - SUNDAY 5 and MONDAY	continued	Notation
375 Helmsdale and Forsinard	Single Between Trains	20 45 Sun to 06 00 Mon. Track maintenance between 101m880yd and 125m1518yd.
MONDAY 6 to FRIDAY	10 OCTOBER	
376 Brora and Helmsdale	Single Between Trains	08 00 to 16 00 daily. Track renewal and track maintenance between 95m55yd and 95m455yd.
377 Forsinard and Georgemas Jn	Single Between Trains	20 45 Mon to Thu to 06 00 Tue to Fri. Track maintenance between 125ml518yd and 147m440yd.
DINGWALL TO KYLE OF UNTIL FURTHER NOTICE		,
378 Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.
379 Achnasheen and Strathcarron LC	A11	07 30 to 18 00 daily. Signalling work.
SUNDAY 5 OCTOBER		•
380 Strathcarron and Kyle of Lochalsh	Single BLOCKED	08 00 to 18 00. Bridgework (UB Nos.130,135,146 and 153). Track renewal and track maintenance between 48ml6yd and 48ml550yd. Possession to be given up for the passage of 1298 09 40 Kyle of Lochalsh to Boat of Garten. Crane and mechanical equipment in use
SUNDAY 5 to FRIDAY	10 OCTOBER	
381 Achnasheen and Strathcarron	Single Between Trains	08 00 to 18 00 daily. Bridgework (UB Nos.85 and 89). Crane and mechanical equipment in use.
MONDAY 6 to FRIDAY	10 OCTOBER	
382 Strathcarron and Kyle of Lochalsh	Single Between Trains	07 30 to 18 00 daily. Bridgework (UB Nos.130, 135, 146 and 153). Track renewal and track maintenance between 48m160yd and 48m1550yd. Crane and mechanical equipment in use.

2

#### 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 5 OCTOBER - BETWEEN KNIGHTSWOOD NORTH JN AND HELENSBURGH - The MAXIMUM PERMISSIBLE SPEEDS will be amended.

See Section D of this Notice

(31)

SUNDAY 5 OCTOBER - BETWEEN CRAIGENDORAN AND HELENSBURGH UPPER - The permanent speed restrictions of 25mph on the Down line and 35mph on the Up line between 0mll0yd and 02mp will be deleted.

See Section D of this Notice

(31)

#### DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN MAUCHLINE AND HURLFORD - New Permanent speed restrictions of 65mph have become operational on the Down line between 35ml630yd and 36½mp and between 36ml080yd and 37ml540yd. (29)

\* \*KILWINNING RESIGNALLING (STAGE 2) - The work described and illustrated in the Special \* Notice entitled KILWINNING RESIGNALLING (STAGE 2) has been introduced.

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

BETWEEN GLENGARNOCK AND FALKLAND - The MAXIMUM PERMISSIBLE SPEED between Glengarnock and Falkland has been increased to 90mph on both lines for other than electric trains (75mph MAXIMUM PERMISSIBLE SPEED will continue to apply for electric trains). In consequence, the undernoted three new permanent speed restrictions have become operational:-

75mph between 32m1610yd and 0m370yd (Up direction only)
75mph between 0m370yd and 0m950yd (Up and Down)
75mph between 1m570yd and 35m200yd (Up and Down).

(See Section D of this notice)

(30)

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HUNTERSTON - The application of the undernoted signals has been altered as shown:-

		Route Indication	Application	
Signal	Aspect	where provided	To or Towards	
H514	Main	G	Up Freight Line	
	Main	P	Up Largs Line	
н516	Main	G	Up Freight Line	
	Main	P	Up Largs Line	
н518	Main	Position 1 Junction Indicator	Up Freight Line	
	Main	-	Up Largs Line	(28)

#### WON-C2

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

\* \*CLYDEBANK DOCK JN - The altered permanent way and signalling arrangements shown on the \* sketch on page C5 have been brought into use.

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

#### RUNNING SIGNALS

		Route Indication	Application
Signal	Aspect '	where provided	To or Towards
UP MAIN			
+ CD72	Main	-	CD71
	Position Light	-	Reception line or
	-		Reception/Departure line
DOWN MAIN			
CD62	Main	-	CD63
	Position Light	-	Yard or Washer Line
× CD74	Main	-	CD82
	Position Light	- ·	Reception line or
			Reception/Departure line
CD82	Main	Position 1 Junction Indicator	CD70
YARD			
CD80	Main	•	CD70
	Position Light	-	East Headshunt
WASHER LINE			
CD81	Main	•	CD70
	Position Light	-	East Headshunt
RECEPTION/D	EPARTURE LINE		•
CD83	Main	-	CD64
HEADSHUNT/D	EPARTURE LINE		
CD84	Main	-	CD64
RECEPTION L	INE		
CD85	Main		CD64

- Former signal repositioned 6 yards farther from the box and position light aspect provided.
- x Former signal repositioned 6 yards farther from the box and altered to be capable of exhibiting a red or yellow aspect.
- Signal CD74R has been altered to be capable of exhibiting a yellow or green aspect.
- The position light aspect associated with signal CD81 on the Washer line has been altered to be ground mounted.

#### POSITION LIGHT SIGNALS

Signal	Route Indication		Application Towards
CD6	-	Up Main	Yard
	-	Up Main	Washer line
	~	Up Main	Down Main
CD8	•	East Headshunt	Yard
	-	East Headshunt	Washer line

A double-sided "OFF" indicator, associated with signal CD62, has been provided on Garscadden station Down platform, post-mounted, 8'6" above platform level on right of drivers located on the Hyndland side of the booking office.

#### WON-C3

# SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued DETAILS OF WORK ALREADY CARRIED OUT - continued CLYDEBANK DOCK JN - continued

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

Although not shown on the sketch, the following telephone signs have been provided, where applicable, in accordance with regional practice.

(at all new signals capable of (displaying a red aspect

 $\boxtimes$ 

(28)

MILLERHILL - Down East Goods Signal M41 has been renewed 2 yards nearer the box on left of drivers red aspect 12 feet above rail level. A position 4 junction route indicator has been provided and the application of the signal has been altered to be:

Main

to M98

Main with position 4 junction route indicator - to Cl

A new colour light signal, Cl, with associated position light aspect, has been provided on the East Arrival line at the North end, on left of drivers, red aspect 11 feet above rail level. This signal is controlled from the Up Yard (South Endh Supervisor's office. The single-sided notice board previously provided at this location has been removed.

Signal M44, applying from East Departure to Up East Goods, has been renewed at the same location, red aspect 11 feet above rail level and the associated position light aspect removed.

The application of Up East Goods ground position light signal, M42, has been altered to be towards signal M98 or towards East Arrival line.

Nos.5, 7, 8 and 9 South Down Reception sidings have been secured out of use pending removal and all associated signals disconnected. No.6 siding has been retained meantime together with signal M71.

The area previously designated South Down Reception sidings is now known as the Electrification Depot.

The stencil route indication 'A' associated with signals M88, M92, M94, M95 and M96, applying to signal M79, has been altered to apply to 'Electrification Depot'. (30)

CULLODEN MOOR - The existing shunt spur has been extended and a new connection, Single line to shunt spur, facing to Up direction trains, installed and secured out of use.

A new half connection facing to Up direction trains, has been installed on the Up line and secured out of use. (29)

BETWEEN MILLBURN JN AND INVERNESS STATION - The Up Forres line between Millburn Jn at its connection with the Up Aviemore line, and locomotive signal box has been secured out of use together with the following connections:-

Millburn Jn - Facing between Up Forres and Up Aviemore.

Welsh's Bridge - All facing and trailing between Forres and Aviemore lines.

- Forres lines trailing crossover.

Locomotive - Forres lines crossovers.

- All connections to Platforms 3 and 4 and the station sidings.

#### MUN-CY

# SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued DETAILS OF WORK ALREADY CARRIED OUT - continued BETWEEN MILLBURN JN AND INVERNESS STATION - continued

The station ground frame, released by Rose St. signal box has been secured out of use.

All signals associated with the Up Forres line and the connections secured out of use have been removed together with the signals on the Down Forres line.

.The portion of the Down Forres line between Millburn Jn, at its connection with the Down Aviemore line, and locomotive signal box, has been redesignated Up and Down Forres line and is now worked in accordance with the Tokenless Block system.

Welsh's Bridge signal box acts as a block post on the Aviemore lines only.

The following signals associated with the Up and Down Forres line have been provided as shown on the sketch on pages C7 and C8 of this notice:-

#### Description of signals:-Millburn Jn

- 67 Up Forres to Up Aviemore home 1, situated 416 yards from the box, arm 16 feet above rail level.
- 66 Up Forres home, situated 416 yards from the box, arm 18 feet above rail
- (57) Down Aviemore towards Up Aviemore.
- (74) Up Forres distant, situated 480 yards from the home signals.

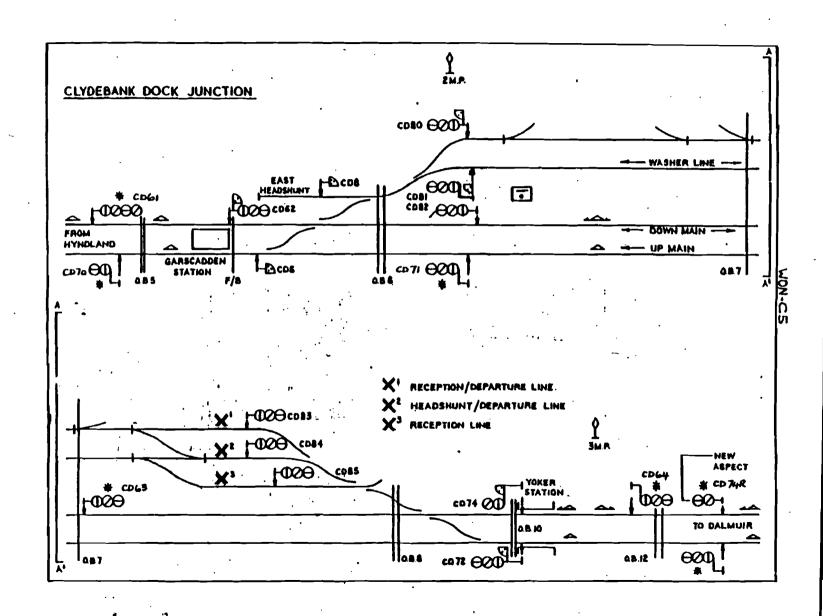
### Welsh's Bridge

- Down Aviemore home, situated 209 yards from the box, arm 18 feet above rail level.

Rose St Down outer distant, on the same post, 14 feet above rail level.

34 - Up Aviemore towards Down Aviemore.

- Back along Up Aviemore. (30)



		<u>·</u>		_= <u></u> -
			ON OF SYMBOLS.	EXPLANATION COLOUR LIGHT
AYING N OR I ASPECT.	CAPABLE OF DISPLAYING TELLOW OR GREEN ASPECT.	CAPABLE OF DISPLAYING RED OR YELLOW ASPECT.	NAL Capable of Displaying Red or Green Aspect	ASPECT SIGN
ION LIGHT ALLY OUT) IED ASPECT:- MITE	POSITION LIGHT (HORMALLY OUT) PROCEED ASPECT TWO WHITE LIGHTS AT 45°	DUTE INDICATOR JUNCTION TYPE RULE BOOK-SECTION'C	MAL.  CAPABLE OF  DISPLAYING  RED, YELLOW  OR GREEN  ASPECT.	ASPECT SIGNAL SPECT SIGNAL SPECT
		HUNT SIGNAL  ELEVATED POSITION LIGHT  NORMAL ASPECT:- RED & WHITE HORIZONTAL LIGHTS PROCEED ASPECT:- TWO WHITE LIGHTS AT 45°	CAPABLE OF DISPLAYING RED, YELLOW, DOUBLE YELLOW OR GREEN ASPECT.	4 ASPECT SIG
		HISCELLANEOUS	•	POINTS
	•	MILE POST	CONTROLLED	
		* EXISTING SIGNAL.	HAND POINTS	1
	DIRECTION	A.W.S OPERATIONAL I		
		EXISTING BIGNAL.  A.W.S.  A.W.S OPERATIONAL I	HAND POINTS	

( þ

- GROUND DISC.

TRACK OUT OF USE

#### 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

#### SECTIONAL APPENDIX

#### SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

List of lines in sequence used throughout the book

Page number relating Table A

Page 3

Delete :- Cowlairs to Port Dundas (Goods Line) entry.

(28/6/86)

Page 12

Amend eighth paragraph to read:Portable AWS magnets will be positioned on the approach side of Warning Boards
for Temporary Speed Restrictions, as specified in the Rule Book, Section U, on lines fitted with AWS. Portable AWS magnets will not be provided on lines which are not AWS fitted (clause 1.1.3 of Section U is modified accordingly).

Running Li Signalling	ines and	DETAILS OF RUNNING L	Mileage M Yd	Perma Down mpl	Up	Speed Restrictions  At or between	Remarks
Ве	etween Carlimend to read	sle South Jn (CE) and:-  Carlisle South Jn (CE)  Carlisle  Carlisle  Carlisle North Jn  Caldew Jn	Caldew Jn ( 68 1610 69 200 0 420 0 1170 ( 2 220 Goods line)		<u>60</u>	All lines and connections Other and 68m1340yd. Other and Om1280yd Main to Goods line	AWS inductors not provided at Carlisle Station platform signals.  Amended (6/9/86)
	etween Clegh	orn LC (AHB) and Garr: :- Cleghorn LC (AHB)  Carluke	76 530 81 1650	90 95 100 90 80	<u>95</u>	77m260yd and 78m620yd 78m620yd and 79m290yd 79m290yd and 814mp 814mp and 84mp 81m510yd and 78m620yd 84mp and 84m570yd 84mp and 81m510yd	CW Up 84m70yd /

	INSTRUCTIONS AND NOTICE		Pern		t Speed Restrictions	
Running Lines and		Mileage	Dowr	•		
Signalling System	Location	M Yd	m	h 1	At or between	Remarks
Pages 19 and 20 - Ame	end - continued					
	Law Jn (see page 31)	84 150	15 50	4 <u>0</u> 80	Over DPL Entering over and leaving UPL Through jn to Holytown line 84m570yd and 84m.p.	DPL 1915f (580m)
	Garriongill Jn (see page 27)	84 1300	70 60	$\frac{\frac{30}{70}}{\frac{60}{}}$	84m570yd and 84m970yd 84m970yd and 84m1430yd	(27/9/86)
<b>V</b>	(see page 27)		1			. (27/ 9/ 66
	UTH JN TO HAYMARKET EAS ps LC and relevant info					(23/8/86
age 29 MIDCALDER JN	TO HOLYTOWN JN					
Between Addio Amend:- to read:-	ewell and Fauldhouse No	orth	<u>50</u> <u>60</u>	60 60	13½mp and 11½mp. 13½mp and 11ml220yd	(23/8/86
Page 30 Between Benny Delete:	ar Jn and Carfin		60 60	50 50	9mp and 7½mp. Over curves 2½mp and 1½mp.	(18/8/86
LAW JN TO UD	DINGSTON JN Jn and Wishaw Central					
Delete:			70	70	Through jn to 842	1
Amend:			50	<u>50</u>	(for multiple unit trains) Through jn to 84½ (for other than multiple unit	
to read:			50	<u>50</u>	trains) Through jn to 844mp	(27/9/86
<u>Add:-</u>	OHNS	84 510				(21/6/86

SECTION D - GENERAL INSTRUCTIONS AND NOTI			Permanent Speed Restrictions		
Running Lines and		Mileage	Down U		
Signalling System	Location	M Yd	mph	At or between	Remarks
Page 32  LAW JN TO UD  Delete:-	DINGSTON JN			,	CW Up, Oml30yd (20/4/86)
	ENTRAL JN TO FINNIESTON erglen and Rutherglen N Rutherglen Footpath LC (RG)				(6/9/86)
Page 36  RUTHERGLEN C  Amend:-  to read:-	ENTRAL JN TO FINNIESTON Finnieston Exhibition Centre	4 70 4 70 4 70			(21/6/86)
Page 37  RUTHERGLEN b Add: -	EST JN TO RUTHERGLEN NO Rutherglen Footpath	ORTH JN (WES	ST CURVE	<u>)</u>	(6/9/86)
Page 38  LARKFIELD J.  Amend table	TO SHIELDS JN to read:-  Larkfield Jn (See pages 25 and 47 West St tunnel (110 yards)	101 20 ) 101 350 to 101 460	30 25	MAXIMUM PERMISSIBLE SPEED Through jn to Muirhouse Jn.	All lines in this table are controlled from Glasgow Central.  CW. Down 180 yards after passing

SECTION D - GENERAL IN			Permanent Speed Restrictions			
Running Lines and		Mileage				
&ignalling System	Location	M Yd	m	ph.	At or between	Remarks
Page 38 - Amend - con	Terminus Jn (See below and page 48) Shields Jn (See below and page 50)	101 1080	<u>25</u>	<u>15</u>	Through jn to Muirhouse Jn.  Through jn.	CW. Up 187 yards after passing Sig G.708.
SHIELDS JN TO Amend table to	TERMINUS JN (UP THROUGO read :-	GH SDG) GOO	DS_L	INE		
SHIELDS TO TEN	RMINUS JN (UP THROUGH	TERMINUS)		5	MAXIMUM PERMISSIBLE SPEED	
2	Shields (See above and page 50)	1 684		_		Line in this table is controlled from Glasgow Central.
	Terminus Jn (See above and pages 39 and 48).	102 0 101 20	<u>'</u>		·	Amended (7/6/86)
Page 40		ļ	l	<b> </b>		
	EGLINTON STREET JN (VI		<u>K)</u>			
Between Dumfri Amend to read:	ies South (DS) and Hol :-	.ywood LC .i				
	Dumfries South (DS)	92 1010	, 5	60 45	92m700yd and 93m1120yd. Over curve, 92m700yd and 92mp	
A B A B	Dumfries Stn. (D) (See page 44)	91 1300	<u>45</u> <u>30</u>	30	Through stn. on main lines 92mp to 914mp	,
	Holywood LC	88 680				(3/8/86)

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		Per	manen	t Speed Restrictions		
unning Lines and		Mileage	Down Up			
ignalling System	Location	M Yd		ph 1 <del></del>	At or between	Remarks
	1			1		
age 41				l		
	1	- <b>I</b>	l	1		·
<u>Delete</u> :-	Barony Jn., dots signi	fying block po	st a	nd al	l associated information.	(27/5/86)
				l		
		,		1		
GRETNA JN	TO EGLINTON ST JN (VIA	KILMARNOCK)	]			
Page 41				i		
Dahaasa Ma				1		•
between Ma	nuchline and Hurlford					
Amend: -				65	35m1630yd and 36½mp	
		l		==	<u> </u>	
	•		40	40	36½mp and 36m1080yd	
			ı	١,,	26 1000 1 1 00 1640 1	·
				65	36m1080yd and 37m1540yd.	
			l		•	
to read:-			<u>65</u>	65	35m1630yd and 363mp	
			ľ			
	•		<u>40</u>	<u>40</u>	36½mp and 36m1080yd	
			<u>65</u>	65	36m1080yd and 37m1540yd	(21/9/86)
	•	Ì	==	🐣	Journooya and Journoya	(21/9/88)
			1		•	
age 44						
	ļ		ľ			
Delete :-	BARONY JN TO BARONY CO	LLIERY (GOODS	LINE	) tab	le.	(27/5/86)
				ſ	l	
	•					
	<u>:L</u>			i	l	

				Pern	ianen	t Speed Restrictions	
	Lines and		Mileage	Dowr	Up	<del></del>	
Signalli	ng System	Location	M Aq	wt	h	At or between	Remarks
Page 47		1		1			1
	KILMARNOCK T	O BARASSIE		i			
	Amend: -	Gatehead LC					
				l		•	
	to read:-	Gatehead LC (AHB)	2 1320	1			(29/6/86
	Amend: - Shew	alton Moss GF (incl) to	! Raraccio t		.d. • –		
	<u> </u>	Shewalton	5 1540	40		<u>5m1320yd and 5m1540yd</u>	Controlled from Points
	·	Moss GF (S) (See below		===	~~	Smrszoya and Smrs40ya	Controlled from Paisley.
		and Local Instructions		ĺ			
		Page 26		30	30	Over curve and through jn	
		, i		-		72mp and 7ml230yd.	†
	1	•					
	1	Barassie	7 1230				
		(See Page 53)					Amended (25/5/86
n ro							
Page 50	BDINGE CTDEE	T IN TO CTRANDARD	Į				
		<u>T JN TO STRANRAER</u> nd and 3rd MAXIMUM PERMI		ED 00		n to wood.	
	mucita 131, 2	I and Std PRATHON PERMI	JOIDLE SEE	iso en I	LLIE	s to read:-	
	BETWEEN BRID	GE ST JN AND 19ml390yd		75	75	MAXIMUM PERMISSIBLE SPEED	
	AT GLENGARNO			<u></u>	<u> </u>		
		Ī					· ·
	BETWEEN ELDE	RSLIE AND BOGSIDE	}	40	40	MAXIMUM PERMISSIBLE SPEED ON	
		1			_	REVERSIBLE SIGNALLED LINES IN	
						THE REVERSE DIRECTION.	
		1			ļ		
		390yd AT GLENGARNOCK	Ì	90	90	MAXIMUM PERMISSIBLE SPEED FOR	
	AND 39m20yd	AT FALKLAND	ļ	ľ	1	OTHER THAN ELECTRIC TRAINS	
	DETUREN 10-1	390yd AT GLENGARNOCK		7.5	7.5	WAYTIGH DEDUTES OF SOR	
	AND 39m20yd			75	75	MAXIMUM PERMISSIBLE SPEED FOR	
	AND SHEZOYU	I FALKLAND				ELECTRIC TRAINS	
	BETWEEN 39m2	Oyd AT FALKLAND AND		60	60	MAXIMUM PERMISSLBLE SPEED	
	Omp AT GIRV	AN	]	🐣	===	THE THE TENED OF LED	(28/9/86)
	•	1	1		1		(20) 3) 30)
	Amend item i	n Remarks column at bott	om of page	to r	ead	:-	"All lines between Hillington East and
		1	i	1	ı	1	Dalrymple Jn (incl) are controlled from
		1					Date y mpre an (there) are controlled from

	INSTRUCTIONS AND NOTIC		Perm	anent	Speed Restrictions		
mning Lines and	ì	Mileage	Down		<del></del>		
gnalling System	Location	M Yd	mph		At or between	Remarks	
Amend Arkles	ton Jn (incl) to Dalry	mple Jn to	ead:	   			
† †	Arkleston Jn	5 920	30		Entering, over and leaving Down goods loop	DGL 3300f (1005m)	
1 1		Ì	40	<u>40</u>	Entering, over and leaving Up	UGL 2710f (825m) (bi-directional)	
			<u>45</u>	<u>45</u>	6tmp and 7mp		
i k	Paisley (P)	6 660	35	<u>35</u>	Between Ayr lines and Gourock lines		
10 Garack	Paisley Gilmour St (see page 57)	6 1010 6 1170 6 1610			·		
+ +		8 1080	40 40	<u>40</u>	Through facing crossover Entering over, and leaving un passenger loop	UPL 1285f (390m) (bi-directional)	
1	Elderslie	9 70					
+	Johnstone	9 970 10 200 15 530	<u>40</u> <u>40</u>		Through Main line crossover  Through Lochwinnoch crossovers		
† †	Lochwinnoch	15 1250					
<b>+ +</b>	OHNS	15 1550					
' '							
		1					
	Į.	1		1			

.

SECTI	ON D -	- GENERAL II	STRUCTIONS AND NOTICE:	S - c	<u>ontinu</u>					
		_						Speed Restrictions		
		nes and			eage	Down		<b>.</b>		
Signa	lling	System	Location	<u>M</u>	Yd	mp	h	At or between	Remarks	
Pages	51 -	54 - Amend	- continued							
			Glengarnock	19	1390	<u>40</u>	<u>40</u>	Through Main line trailing crossover.	UGL 865f (260m)	(bi-directional
		,		20	1390	<u>40</u>	<u>40</u>	Through Main line facing crossover.		
						<u>40</u>	<u>40</u>	Entering over and leaving Down Passenger Loop.	(bi-directional)	DPL 2290f (695m
			CE Siding GF (S) (DPL)	21	150		ĺ			
<b>i</b> .			Brownhill	21	620					
			Swinlees (Roche) '	21	840	<u>40</u>	<u>40</u>	Entering over and leaving Up Passenger Loop.	UPL2290f (695m)	(bi-directional
				21	1630	40	<u>40</u>	Through Main line trailing		
		į	<u>Dalry</u>	22	920			erossover.		
	Ĭ		Kilwinning Jn (See page 61)	25	1560	<u>40</u>	<u>25</u>	Through jn to Ardrossan. Entering over and leaving Up Goods Loop.	UGL 1365f (415m) DRS 1054	f (320m).
			Kilwinning	26	0	40		Through trailing crossover.	·	
+			Byrehill Jn (See page 63)	26	1540		<u>25</u>	Through jn to Dubbs Jn.		
			Bogside (see page 64)	27	1560	<u>40</u>	<u>10</u>	To Snodgrass branch. Through Main line trailing crossover.		
					1					

SECTION D - G	ENERAL INST	RUCTIONS AND NOTICES	- con	<u>ıti</u> nu	ed				
	. 1				Perm	anent	Speed Restrictions		
Running Lines		<u> </u>	Miles	ige	Down			j .	
Signalling Sys	s rem ro	cation	M	Yd	mp	h	At or between	Remarks	<u> </u>
Pages 51 - 54	- Amend - o	continued		ĺ					
	Ir	<u>vine</u>	29 6	20					
	Ga	iles LC (AHB-X)	31 3	70	<u>x40</u>	<u>x40</u>	Approaching level crossing in wrong direction.		
		,			<u>40</u>	<u>40</u>	Over Main line trailing crossover.		
				1	<u>60</u>		32m1610yd and 0m370yd.		
	Bas	rassie	33 33 1	0 .80					
			0	0	30	<u>30</u>	Over connection, DPL to Kilmarnock single line		
		rassie Jn ee Page 47)	0	20	40	<u>40</u>	Entering, over and leaving DPL Through Main line facing crossover.		DPL 1180f (355m)
	Up	main signal PB286	0 16	30	75 60 75	75 60	Entering, over and leaving UGL Om370yd and Om950yd Over curves, Om950yd and lm570yd lm570yd and 35m200yd	UGL 1305f(395m)	,
	Tro	<u>oon</u>	1 3 1 11 2 3	00 30	,	_	(total distance 1610yd)	-	
	Hor	nkton Siding GF (S)	36 6				,		
	Pre	estwick	37 7	50					
	Fal	lkland	38 16		<u>50</u>	<u>50</u>	39m2Oyd and 40m29Oyd		DGL 760f (230m)
		,							
							·		

E F -

SECTION D - GENERAL	INSTRUCTIONS AND NOTICES	- continu				
			Peri	nanen	t Speed Restrictions	
Running Lines and		Mileage	Dow	n Up		1
Signalling System	Location	M Yd	12	ph	At or between	Remarks
Pages 51-54 - Amend	- continued					
<b>!</b>	Newton-on-Ayr	39 730				
	Newton Jn (See page 64)	39 880	<b> </b> 	10	Through jn to Ayr Harbour Jn.	
	OHNS	39 900	20		Through jn to Killoch branch	
†	Down Ayr Signal PA340	39 970	40 40 50	40 25 50		•
	Ayr	40 1080	50	50	40m920yd and 40m1740yd	Permissive working is authorised on the Up and Down lines through Ayr Station for
	Belmont LC (CCTV)	40 1360 41 990	30	30 45	Through crossover. Through crossover.	passenger train connection purposes. Controlled from Ayr relay room.
1 1 1	Dalrymple Jn (See page 65)	43 1170	20		Through jn to Benbane branch	Amended (28/9/86)
Page 55  Between Girv.  Amend:-	an and Pinwherry		20	20	Bridge No.9, 1m680yd and 1m730yd.	
to read:-			45	45	Bridge No.9, 1m680yd and 1m730yd.	(1/9/86)
	<u> </u>	1			1	<u></u>

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D - G	ENERAL I	INSTRUCTIONS AND NOTICES	]		anen	t Speed Restrictions	
Running Lines	and		Mileage	Down			
Signalling Sy	stem	Location	M Yd	mp	h	At or between	Remarks
Pages 61 and	62						
Amend .	:- KILWI	NNING JN TO LARGS table	to read:-	<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED	
	Ī	Kilwinning Jn (See Page 53)	25 1540		40 25	Through jn. Entering over and leaving Up Goods Loop.	The lines between Kilwinning Jn and Hunterston (excl) are controlled from Paisley SC.
				40	<u>40</u>	25m1560yd and 26m150yd	
	<u> </u>	Kilwinning	26 0		40	Through facing crossover.	
		Dubbs Jn (See Page 63)	26 1500		<u>25</u>	Through Jn to Byrehill Jn.	
				<u>40</u> <u>40</u>	<u>40</u>	Through trailing crossover. Entering Down Goods loop.	DGL 1515f (460m)
		Stevenston (See Page 62)	28 550				
		Stevenston LC	28 680	50	50	29m730yd and 29m1690yd	
	1 2 8 8 S	<u>Saltcoats</u>	29 1210	_			
l .I .	13		30 160	<u>50</u>		Through connection to Up Largs.	
UP PREIGHT	2	Ardrossan Sth Beach (See Page 63)	30 840 30 1060	25 50	<u>50</u>	Through jn to Ardrossan Harbour. 30m1060yd and 31mp.	
21	E Gruban	West Kilbride Hunterston (H) (See Page 63)	35 220 36 1140		<u>25</u>	Over connection Single line to Up Freight.	All lines between Hunterston and Largs
		Fairlie High Sdg GF (S)	38 1650				are controlled from Hunterston.
	, ·						

					t Speed Restrictions	
unning Lines and	_	Mileage		n Up		
ignalling System	Location	M Yd	10	ph	At or between	Remarks
ages 61 and 62 - Am	l end - continued					
	Fairlie High Fairlie Tunnel (990 yards)	39 20 39 260 to 39 1250				
	Admiralty Sdg GF (S)	39 1300	50 40	50 40	40m660yd and 40m1540yd 41m660yd and Largs Stn.	
Ĭ	Largs	42 150	<u> </u>			(Amended 28/9/86)
Amend MISK T	O STEVENSTON NO.1 (GOOD: ENSTON (GOODS LINE)	S <u>LINE)</u> tab	le t	 o rea	  d:-	ı
1	Misk	0 1250	5	5	MAXIMUM PERMISSIBLE SPEED	Controlled from Paisley SC.
î	Stevenston (See Page 61)	0 0				(14/9/86)
age 63 Add:-						·
ARDROSSAN SO	Ardrossan Sth Beach	130 840	<u>25</u>	<u>25</u>	MAXIMUM PERMISSIBLE SPEED	Controlled from Paisley SC.
S	(See Page 61)	30 1030				No Train Staff.
T T	Princes St LC (CCTV)	31 150				Controlled from Ardrossan Hbr LC
S C S	Ardrossan Hbr LC	31 620			-	·
G P T	Ardrossan Hbr	31 840			,	(14/9/86)

Entering, over and leaving

Up slow line

All lines between Cadder (West end)
(incl.) and Queen St are controlled from

(23/8/86)

Cowlairs.

Cadder (West end)

4 1010

SECTION D - GENERAL .	INSTRUCTIONS AND NOTICE	S - continu				
					t Speed Restrictions	
Running Lines and		Mileage		ı Up		
Signalling System	Location	M Yd	m	<u>h</u>	At or between	Remarks
Page 80 EDINBURGH TO Amend Cowlair	GLASGOW QUEEN ST (VIA	PALKIRK HIG ligh Level	H)	ad:-		
	Cowlairs West Jn (see page 90 for West Curve line and page 79 for	1 1470	<u>20</u>	<u>15</u>	Through jn to Maryhill Park Through jn, main passenger line to Springburn	
	Springburn line)		40 50 20	<u>40</u>	Through facing crossover Through trailing crossover Entering and leaving Down Passenger loop East end	DPL 735f (225m)
			<u>40</u>	<u>40</u>	1m660yd and Queen St High Level tunnel Down direction	
			20		Entering and leaving Down Passenger loop and Down departure line West end	
		1 330	40	40	Through facing crossover	
	Queen St High Level tunnel (990 yards)	0 1320 to 0 330	20	20	Through tunnel Down direction	
1 1	Queen St High Level	0 00	<u>50</u>	<u>50</u>	Omp to 2tmp Up direction	
Page 80 Delete:- COW	LAIRS TO PORT DUNDAS (G	DODS LINE)	tabl	Ē.		(28/6/86)

SECTION D - GENERAL 1	INSTRUCTIONS AND	NOTICES - continued	
DECITOR D - GENERAL I	FUSTVOCTIONS WILL	norres - continued	

1 ...

SECTION D - GENERAL	INSTRUCTIONS AND NOTICES	5 - continu	ied			•
					t Speed Restrictions	
Running Lines and		Mileage		n Up		`
Signalling System	Location	M Yd	m	ph	At or between	Remarks
Page 81	1					
POLMONT JN T	O LARBERT JN					
	1					
Amend: -	1		<u>50</u>	50	MAXIMUM PERMISSIBLE SPEED	
to read:-	Between Polmont Jn		60	<u>60</u>	MAXIMUM PERMISSIBLE SPEED	
	and 24m1120yd					<u> </u>
	Between 24ml120yd and		<u>50</u>	50	MAXIMUM PERMISSIBLE SPEED	
	Larbert Jn					
	1					
Add:-			<u>50</u> <u>40</u>	50 40	21m440yd and 21 mp.	
Delete:-		-	40	<u>40</u>	Over curves 222mp and 23m220yd.	
Add:-			<u>55</u>	55	Over curves 22m53Oyd and	İ
<u></u>			1		22m1210yd.	·
	, "	]				
			<u>50</u>	<u>50</u>	23m1340yd and 23m1600yd.	(23/8/86)
				'		
						1
Page 85	I					
AIRDRIE TO H	ELENSBURGH					1
A	1 5.1 MARIAGNA DEDVICATOR	, , , , , , , , , , , , , , , , , , , ,	1	١.		
	d 5th MAXIMUM PERMISSIBL HTSWOOD NORTH JN AND 22m			60	MAXIMUM PERMISSIBLE SPEED	
DETWEEN KINTO	I	11140ya 1	60	00	MAXIMUM FERMISSIBLE SPEED	
BETWEEN 22ml	140yd AND HELENSBURGH	İ	40	40	MAXIMUM PERMISSIBLE SPEED	(5/10/86)
	T.	1	-			· `
	1	! 				
					-	
			1			
						•
1		1		L		

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SECTION	D - GENERAL	INSTRUCTIONS AND NOTICE	S - continu	ed			
				-		t Speed Restrictions	· ·
	Lines and		Mileage		n Up		,
Signal1:	ing System	Location	M Yd	133	ph	At or between	Remarks
Page 92	HYNDLAND NOR! Hyndland West Add:-	TH JN TO HYNDLAND WEST	, ML				S Down West Curve trailing points to Down main (normal lie is for Down main). (14/6/86)
	Hyndland West Add: - Clydebank Doo	l	IA CLYDEBAN				S Down main, trailing points from Down West Curve (normal lie is for Down main). (14/6/86)
	<u>Add</u> : -			30	30	Through east end main line trailing crossover.  Through west end main line facing crossover.	(14/9/86)
Page 94	Amend CLYDEBA To read:-	ANK CENTRAL JN TO OLD K  NTRAL JN TO OLD KILPATR  Clydebank Central Jn (See page 93)	ICK (GOODS				Controlled from Clydebank Dock Jn
	1 1 1 1	Old Kilpatrick	$ \begin{array}{c cccc} 0 & 90 \\ \hline 109 & 110 \end{array} $ 111 570	ľ		·	Only one train may be allowed on the line at a time (30/8/86)
Page 95	CRAIGENDORAN	JN TO FORT WILLIAM in Remarks column.		<u>25</u>	<u>35</u>	OmllOyd and Otmp	(5/7/86) (5/10/86)

.

		]	Per	manen	t Speed Restrictions	
unning Lines and		Mileage	Dov	n Up		· ·
ignalling System	Location	M Yd		ıph	At or between	Remarks
age 99		1				
CRIANLARIO	H TO OBAN			1		·
	e in Remarks column.					(5/7/86)
		1				
		İ		1		•
ige 100	i	1				•
	TO MALLAIG	1.				
Amend note	in Remarks column to re-	ad:-				The line between Mallaig Jn and Annat
				1		in both directions is not AWS fitted. (5/7/86)
						(3/7/86)
age 101	Į					
<del></del>	TO MALLAIG					
Morar LC (	AOCL)	36 1230				
<u>Delete</u> :- r	ote in remarks column					(21/9/86)
					ĺ	
100				1		
age 102	ma potantinau rituant nu					
IMEEDMOUTE	TO EDINBURGH WAVERLEY			1		
Amend :~ 1	st, 2nd and 3rd MAXIMUM	DEBMICCIRI E	CDFF	n ent	l ries to read :-	
	EEDMOUTH AND BERWICK	1	1125		MAXIMUM PERMISSIBLE SPEED	
	1			-		
BETWEEN BE	RWICK AND 69MP		100	100	MAXIMUM PERMISSIBLE SPEED	
	l					
BETWEEN 69	MP AND 52M79OYD		90	<u>90</u>	MAXIMUM PERMISSIBLE SPEED	
	.1	<u>.</u> .				
Between Tv	eedmouth and Berwick-upon	n-Tweed			·	
Tweedmouth	(7)					
Add: - mile	· 1	65 1720				(13/9/86)
. <u>nad.</u> will	· · ·	03 1720				(15/ 5/ 60/
Amend last	catch points entry in Re	emarks colu	mn to	read	':-	CW. Connection from Down Goods loop
	1	1.	,	1	i .	(north end) to Down Main line.
Add in Ren	arks column :-					The Down line through Berwick Station is
	1		1			worked in both directions.
Berwick-up		1				
Add:- mile	age	67 00				(13/9/86)

SECTION D - GENERAL	INSTRUCTIONS AND NOTICES	- continu				
					t Speed Restrictions	
Running Lines and		Mileage	Down		l	
Signalling System	Location	M Yd	mp	h	At or between	Remarks
Page 103 Amend :-			90 80	90 80	67m1520yd and 69mp. 69mp and 69m1450yd.	
to read :-			95 90		67m1520yd and 69mp. 69mp and 69m1450yd.	. (19/5/86)
<u>Add</u> : -	Torness Siding GSP (S)	32 1690	<u>85</u>	<u>85</u>	69m1450yd and 53m750yd.	(15/6/86)
Between Usan Add: T to Si	ST JN TO ABERDEEN and Montrose South gnalling System Column the item published in t	 				. (23/8/86)
Page 130 PERTH TO INV Amend:-	ERNESS		65 60 65	<u>60</u>	20m510yd and 21m900yd Over curves, 23m1430yd and 23m1650yd 20m510yd and 21m1030yd	
Page 133 Delete	<u>/</u> <u>T</u> /	65 880	65 60		Over curves, 23ml340yd and 23ml650yd	. (19/4/86)
	<u>/</u> 17/	68 1450				(21/6/86)

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SECTION D - GENERAL I	NSTRUCTIONS AND NOTICE	5 - continu				<del>_</del>
		W=1			t Speed Restrictions	1
Running Lines and Signalling System	Location	Mileage M Yd	Down		At or between	Remarks
218		<del></del>	<u>''-r</u>	i I		
Pages 134 and 135						
		1	١.			
Amend Between	Culloden Moor and Inv	erness to r	ead:		•	
l	Culloden Moor	111 660		40	Up line to single line	
				<del>  ``</del>	op 1200 to 020gra	
	<u>/T/</u>	114 880	·	ì		
			<u>55</u>	<u>55</u>	Over curves, 116m1120yd and	
			١,,	١,,	117m310yd	
A B X A B			40 15	40 15	117m310yd and 117m380yd 117m380yd and 118m70yd	
	Millburn Jn	117 440		12	117m 300yd and 110m70yd	
A B EAB A	(see page 141)					
P B						
PP B IN						
[	Welsh's Bridge	117 1230				
Rose N.	(see pages 141 and	117 1230				
Kose at It	143)					
<b>.</b> ₹/ ¥						
(₹)	Locomotive	117 1470				
Sto limits	Inverness	118 70				(28/9/86)
. vi		110 /0				
					·	
Page 135	TO COMPANY IN					i
PERTH TO DUND	Perth and Jn with sin	 	ا	! 		
Muella between	Teren and Sh with Sin	gie iine co	l	· -		
<b>1</b> • •	Perth (P) .	21 20		20	Through connection, Dundee Loop	
1 1	(see pages 71 and		l	_	line to main line immediately	i
	129) .	00 1/10		1	in advance of Sig P46.	
	Perth	20 1410				
	,		15	15	Sig P65 and sig P112.	
1 <u>1 †</u> 1	Jn with single line	20 1080	-	_		(14/6/86)
					<u> </u>	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

	<u>-</u>	NSTRUCTIONS AND NOTICES		Peru	nanen	t Speed Restrictions	
Running	Lines and		Mileage		ı Up		
	ng System	Location	M Yd	1201	ph -	At or between	Remarks
	ABERDEEN TO I Amend:- to read:-  Amend:- to read:-	NVERNESS  Kinloss LC (AHB)  Kinloss LC (AHB)  Forres LC  Forres LC  hu LC (RG) and Dalcross	3 220 2 1650 0 330 0 352 LC (AHB)	20 60	20 60	131m1210yd and 132m110yd.	(2/8/86)
	to read:-			<u>20</u> 60	20 60	131m1210yd and 132m110yd.	(9/8/86)
Page 141	Amend between	Allanfearn LC (AOCL) a	nd <u>Inverne</u>      140 1210	25 40	rea 35 55	d: Approaching LC	
	B A B		143 200 143 440 117 440	15 10	15 10	143m170yd and 143m440yd  Over single connecting line between Forres and Aviemore line	<u>s</u>
the indicated the	Andres lives	Welsh's Bridge (see pages 135 and 143)	117 1230	<u>15</u>	<u>15</u>	117tmp and 118m70yd	
,	16 Bus 24		117 1470 118 70				(28/9/86)

SECTION D -	- GENERAL II	ISTRUCTIONS AND NOTICES	- continu			Speed Restrictions	· -
Running Lir	nee and		Mileage		maneni n Up	Speed Restrictions	·
Signalling	System	Location	M Yd	1		At or between	Remarks
	VERNESS TO	IICK s Bridge and Clachnaha	rry				
	end			20	<u>20</u>	117m1230yd and 0m900yd (total distance 1010yd)	
to	read:		•	15 20	15 20	117m1230yd and 0m500yd (total distance 610yd) 0m500yd and 0m900yd	(28/9/86)
		all and <u>Invergordon</u> com Signalling System c	oloumn.				(21/6/86)
	lny LC (AOCI	<u>.)</u>		30 55	30 55	Approaching L.C.	
to	read:-			30 55	30 55	Approaching L.C.	(30/8/86)
	in - Delete:	<u>:-</u>		<u>15</u>	<u>15</u>	Through loop connections.	(21/6/86)
Page 145 Ame	<u>end</u> :-	Kirkton LC (Open)	-	<u>25</u>	<u>25</u>	Approaching LC	
to	read:-	Kirkton LC (AOCL)		30 55	30 55	Approaching LC	(1/6/86)
	tween Brora	L.C. (AOCL) and Brora Brora LC (AOCL) Brora	90 680 90 1060	10 15	10 15		•
to	·read:-	Brora LC (AOCL)	90 680 90 1060	10	10 15		(30/8/86)
	tween Brora d:-	and Helmsdale Dalchalm (AOCL)	91 660	25 50	25 50	Approaching LC	(18/5/86)

			}			t Speed Restrictions	1
	Lines and		Mileage	Dowt	ı Up		
Signalli	.ng System	Location	M Aq	mj	<u>p</u> h	At or between	Remarks
	_	YLE OF LOCHALSH		<u>15</u>	<u>15</u>	Through Loop connections.	(21/6/86)
	Achnasheen -   Strathcarron -	<del></del>		15 15	1	Through loop connections. Through Loop connections.	(21/6/86)
Page 156	HAYMARKET WES Between Usan Add: T to Si	T JN TO ABERDEEN and Montrose South ghalling System Column des the item published	in WON No.	21)			(23/8/86)
Page 157	Amend:~ to read:-	Portlethan Portleth <u>e</u> n		•			(30/8/86)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - continued

SECTION 2

SECTION 2			
TABLE B - SPECIAL WORKING ARRANGE Between	MENTS Lines	Authorities	Restrictions
Page 1			
Gretna Jn to Eglinton Street		arnock)	
<u>Delete</u> :- Barony Jn/Auchinle	ck entry		(27/5/86)
Page 7			
Page 2 Delete - Admiralty Sdg./Fair	lie High entr	y	(11/5/86)
Stevenston No.2/Ste	venston No.1	entry	(10/8/86)
<u>Delete</u> - Holm Jn to Ardrossan Harbour	and relative	entries.	(1/6/86)
Page 4			
Delete:-			
Clydebank Central Jn to Old	Kilpartick (G	oods Line) and rela	(30/8/86)
Page 6			
Perth to Inverness			
Delete :- last four entries			
Add		_	700
Millburn Jn/Locomotive box	Single	F	ECS
Locomotive box/Millburn Jn	Single	F	ECS
Aberdeen to Inverness  Delete :- last two entries			
Add:-			
Millburn Jn/Locomotive box	Single	F	Trains for goods yard
Page 7		•	•
Inverness to Wick Amend:-			
Welsh's Bridge/Rose Street	Down	F	30 freight vehicles BV or 6
			fitted freight
To read:-			vehicles.
Welsh's Bridge/Rose Street	Down	F	30 freight
			vehicles BV or 6 fitted freight
			vehicles ECS (28/9/86)
			(20/ )/00)
TABLE E - RULE BOOK, SECTION C, C Signal Box Si	LAUSES 4.6 AN gnal	<u>D 5.9</u>	Remarks
Page 9		-	
Perth to Inverness Amend entry under this headin	g to read :-		
Inverness Locomotive Do	wn home		For backing movements
			from Millburn
			Jn to passenger
			station.
Inverness to Wick			(28/9/86)
Dingwall Delete entry in Rem	arks column		(21/6/86)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - continued

Fran	To	Type of	Conditions	Domarko
From .	То	Train	Conditions	Remarks
Page 11				
Add:-				
Kilwinning Jn to La	rgs			
Stevenston	Largs	Engineer's Trains	R	See Local
		(Unfitted)		Instructions
				Page 32
Largs	Stevenston	Engineer's Trains	R	See Local
Laigo	beevenseon	(Unfitted)		Instructions
				Page 32
				•
This reinstates the	item published in	Weekly Operating Not	ice No.16	Amended (27/9/86)
			•	•
Page 12				
Add :-	•	•		
Perth to Inverness				
Locomotive box	Millburn Jn	ECS	RD	-
Millburn Jn	Locomotive box	ECS	RD	. <del>-</del>
444				
Add :- Aberdeen to Inverne	.0.0			
Millburn Jn	Welsh's Bridge	ECS	RD	-
	· ·			
Welsh's Bridge	Millburn Jn	ECS	RD	-
*				
Add:-				
Welsh's Bridge	Rose Street	ECS	RD	_
werom o biroge	work percer	200		
Rose Street	Welsh's Bridge	ECS	RD	-
				(28/9/86
		•		
SECTION 3				
	GEN	ERAL INSTRUCTIONS		
Page (i) - INDEX				
444				
Add:-				Page
Class 318	Electric Multiple	Units-Emergency Coupl	ings	56
5-255 516				(1/9/86)
Anti-Vanda				

(31/5/86)

#### WON-D27

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

RULE BOOK SECTION H, CLAUSES 3/16 AND 4/13

Page 1

Place

Location of Telephone

Delete:-

Newtonmore entry

Culloden Moor entry

Line and Location

Page 2

Add:-

Muir of Ord

Down Platform

South end of platform

(21/6/86)

### SET BACK SIGNALS - RULE BOOK, SECTION J, CLAUSE 4.1

Signal box/Location

Movement from

Page 2

Delete: - Bridge Street Jn to Strangaer and relative entry.

(21/6/86)

LINES WORKED BY THE TRACK CIRCUIT BLOCK SYSTEM

Page 5

General Appendix

2.1 Single lines worked by the Track Circuit Block System - Instructions to Trainmen.

Clause 6

Delete: - Usan - Montrose South

#### STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

Signal Box	Area/Location	Line	Remarks
Page 7			
	ntries (2) to read:-	**-	Dahara Giraal
Paisley SC	Ayr	Up	Between Signals PA356 and PA322
			PA336 and PA322
Paisley SC	Ayr	Down	Between Signals
141510, 55	•-, -		PA319 and PA359
			(1/6/86)
Page 8			
	irs entries to read:-		
Cowlairs	-	Up lines	Between Signals
			C8, C10, C13, C22, C52 and C81.
			C32 and C81.
Cowlairs	-	Up lines	Between Signals
		·	C93 and C99.
Cowlairs	-	Down lines	Between Signals
			C96 and C92.
Cowlairs	<del>-</del>	Down lines	Between Signals
00#14115		20411 121101	C80, C53 and C4, C5,
		•	C21.
(Note - Veh	icles must not be prope!	lled towards C20 or C21).	(28/6/86)
·——			

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

#### SINGLE LINES WORKED BY THE SCOTTISH REGION TOKENLESS BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

#### Page 11 - 8. Shunting keys - Delete:-

From Hunterston To

Largs

Amended (20/7/86)

Byrehill Jn .

Dubbs Jn

(6/4/86)

Add:-

Usan

Montrose South

(23/8/86)

Millburn Jn Locomotive box

(28/9/86)

#### Page 12

#### SECTION OF LINE

Add: - Usan to Montrose South

(23/8/86)

#### SINGLE LINES WORKED BY THE RADIO ELECTRONIC TOKEN BLOCK SYSTEM -INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

#### Page 13 - Clause 1.1 NOTE

Add as second last item:-

The term "Intermediate siding" refers to a designated siding, where trains can shut-in, which is between the station limits boards at adjacent token exchange points. (5/7/86)

#### Page 15 - Clause 3.2.7

Add as second sentence:-

The signalman will inform the driver that he no longer has authority to proceed and the driver must confirm that this is understood.

#### Pages 15/16

### Add as new Clause 3.3 - 3.3 Trains requiring

Trains requiring to proceed from a token exchange point to work at an intermediate siding will be allowed to enter the single line block section provided the train concerned has been issued with the appropriate "Intermediate siding" token or a "Section" token.

If the train is in possession of an "Intermediate siding" token, it must shut-in at the siding.

If the train is in possession of a "Section" token, it must not shut-in at the siding but when work at the siding has been completed, the train must continue through the section to the token exchange point to which it was authorised to proceed.

In each case, the driver must, before returning the token, give the signalman an assurance that no vehicles have been left on the single line.

Amend numbering of clauses 3.3, 3.4, 3.5 and 3.6 to read:-3.4, 3.5, 3.6 and 3.7 respectively.

(5/7/86)

#### Page 17 - Clause 4.5

Amend reference to Person in Charge to read: - PICOP

#### Page 18 - Clause 5.1.6

Amend third paragraph to read:-

If it is not possible to dispose of the front portion of the disabled train at the token exchange point in advance, then the disabled train must not be divided but assistance obtained in accordance with the foregoing instruction.

Amend reference to "clause 10.2" to read: - "clause 5.2".

(5/7/86)

#### WON-D29

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

SINGLE LINES WORKED BY THE RADIO ELECTRONIC TOKEN BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED - continued

#### Page 19 - Clause 6.1

Amend reference to "Annetts key switch" to read: "Radio key switch".

#### Clause 6.2.1

Add new paragraph (iv).

(iv) When the rear cab equipment is in use, "Long section" tokens will not be issued to the train concerned.

Amend numbering of paragraph (iv) to read - (v).

(5/7/86)

#### Page 20A - Clause 7.5

Amend to read:-

The reference in the Rule Book, Section Q, clauses 2.3 and 3.3 to "token" includes electronic "Section" token.

Amend references (5) to Person in Charge to read: - PICOP

(7/6/86)

Amend reference in fourth paragraph to "Annetts key switch" to read: - "Radio key switch". (5/7/86)

#### Page 20B

Add as new clause 8.4:-

A shunting movement which proceeds from a loop line on to the single line must not be brought to a stand until the whole of the movement is on the approach side to the "Points set" indicator.

Amend numbering of clause 8.4 to read: - 8.5.

(5/7/86)

#### Page 21 SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFF

Add: - Ardrossan South B. ach to Ardrossan Harbour

(14/9/86)

Carmondean Jn to Bathgate Station

### Page 24

#### BREAKDOWN CRANES

#### Amend tabular information to read :-

Crane	Capacity	Location	Maximum
No.	Tonnes	Locomotive	Permissible
		Depot	Speed
DRC 95204	50	Haymarket	45 mph
DRC 96711	75	Eastfield	75 mph
DRC 96705	76	Motherwell	60 mph
DRC 96715	75	Carlisle	75 mph
DRC 96700	76	Gateshead	60 mph
			. (21/6/86

#### Page 25

#### BREAKDOWN ARRANGEMENTS GENERAL NOTES

#### (1) Breakdown Cranes Working in Sidings

Amend tabular information to read:-

Crane No	Location	Capacity	Minimum Radius
DRC 96711	Eastfield	75 tonnes	5 chains
DRC 96705	Motherwell	76 tonnes	5 chains
ADRC 96715	Carlisle	75 tonnes	5 chains
DRC 96700	Cateshead	76 tonnes	5 chains

(21/6/86)

#### WON-DEO

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

### PROHIBITIONS AND SPEED RESTRICTIONS ON INDIVIDUAL BREAKDOWN CRANES

#### **PROHIBITIONS**

Amend tabular information to read:-

Location	Crane Nos. Affected
Auchmuty Branch Inverness Harbour Branch	ADRC 95204, 96711, 96705, 96715, 96700 (21/6/86)

#### Page 26

#### SPEED RESTRICTIONS

Amend tabular information to read:-

Location	Speed mph	Crane Nos. Affected
Forth Bridge - Up line	10	ADRC 95204
Burghead Branch	5	ADRC 95204, 96711, 96705, 96715, 96700

#### Page 53

### Removal of Obstructions from Overhead Line by Area Manager's

Staff using Insulated Poles.

Amend: - date of Standing Order No.RMEE/EDO/22

to read:- May 1986 (6/9/86)

#### Page 53 - Isolation Procedure

Amend instruction to read:-

Instructions 44(ii) and 55(ii) in BR.29987 - "Working Instructions for AC Electrified Lines, dated 3rd May 1975" are authorised and apply to all lines controlled from Glasgow Central, Motherwell and Paisley signalling centres. (10/9/86)

#### Page 54 - Driver/Guard communication on trains hauled by Class 87 locomotive.

Amend heading and relative instruction to read:-

Driver/Guard communication on trains hauled by electric traction.

- All types of class 86 and 87 electric locomotives, together with a number of brake vehicles, are being equipped with a means of communication between the driver and guard.
- Telephone type handsets, push button and buzzers are provided in each driving cab and in the PA cupboard in each guard's compartment so fitted.
- 3. The communication is carried by means of an additional jumper cable and the person coupling the locomotive to the train will also be responsible for attaching the communication jumper between the locomotive and the first vehicle.
- The driver must personally ensure that all couplings, including the comminication jumper has been properly carried out.
- 5. To initiate a call the driver/guard must press the call button to operate the buzzer at the other end of the train using the code 3-3.

The system is linked to the PA system and if the guard is away from his compartment he must leave the PA system switched on. The buzzer code 3-3 will be head over the PA system throughout the train. The guard should return to his compartment immediately to answer the call.

It should be noted that, whilst the buzzer code will be heard over the PA system, speech between the driver/guard will not as it is carried over a separate circuit.

In order to speak it is necessary to press the switch on the handset and this must be released before the other party can reply.

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

#### Page 54 - Amend - continued

- 6. The apparatus must be tested by the guard after the locomotive has been coupled to the train. In the event of failure the guard must advise the driver and, if possible, also advise C&W staff at the location concerned.
- 7. In the event of the communication system failing, or any part of the equipment becoming defective, this is not a reason for failing the train.
- 8. The communication must only be used for essential conversions between the driver and guard on matters concerning the operation of the train including:-
- 8.1 (i) To advise the driver of the train particulars and also in connection with the brake continuity test, however, if the apparatus has failed, the brake test must be carried out by conventional means.
- 8.1 (ii) To confer, as outlined in the Rule Book, Section M, in the event of the train being stopped by accident, failure or other exceptional cause provided the driver the guard are satisfied that no other line(s) is affected.
- 8.2 In the event of circumstances on the train, eg defect, illness, hooliganism etc requiring an out-of-course, but not immediate, stop to be made.
- 8.3 When the driver becomes aware of the probability of extended delay, to enable the guard to advise the passengers. (14/6/86)

#### Page 55 - Operation of Thyristor Controlled Traction Units

Amend instruction to read:-

The undernoted Thyristor controlled electric locomotive must not be allowed to run between Shields Jn (exclusive) and Gourock/Wemyss Bay:-

Class 87/1 No.87.101

(30/8/86)

#### Page 56

Amend heading "Route Availability of Class 303/311 and 314 multiple unit trains to read: Route Availability of Electric Multiple Units. (6/9/86)

#### Page 56

<u>Add:-</u>

Class 318 Electric Multiple Units - Emergency couplings
Emergency couplings for use with Class 318 Electric Multiple Units are kept at
Shields ETD, Ayr TMD and Motherwell TMD. (1/9/86)

#### Page 61

#### WORKING OF DIESEL MULTIPLE UNIT TRAINS

Delete - Anti-Vandalism train and relative instruction

(31/5/86)

#### Page 79 - Add

#### ANTI-VANDAL TRAINS

Anti-Vandal (Q) trains are permitted to run over any line in the Region even though limitations on traffic types may be published elsewhere for certain lines. These trains must be signalled by the Train Identification Code 5297 and where train describers are not in use, must be signalled by the special bell signal 3-3-1. Anti-Vandal trains are authorised to stop in section as required, and on other than Track Circuit Block lines must be accepted in accordance with Block Regulation 3, clause 3.8. (31/5/86)

### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

#### Page 81

#### CONTINUOUS BRAKE TRAIN OPERATION

From To Line Maximum unfitted load (tonnes)

#### 1. Assisting in rear

2. Areas of Signalling Restraint

Carlisle to Glasgow Central

Amend - Uddingston to Motherwell entry to read :-

Newton East Jn

Motherwell

ŨР

90 (20/4/86)

#### Page 84

Add :-

#### INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDE MANNING AGREEMENT

These instructions apply to the running of radio equipped electric multiple units on the following lines of route: Between Glasgow Central and Ayr via Bridge St Jn

Between Glasgow Central and Gourock/Wemyss Bay via Bridge St Jn

Between Glasgow Central and Shields ETD/Corkerhill CSMD via Bridge St Jn (including all lines in the Shields Jn area)

- 1. Correct headcodes and train descriptions must be used at all times.
- With the exception of a platform line, drivers must only carry out the set-up procedure when the train is at a stand at a signal capable of displaying a main red aspect and prefixed "G", "P", "PE", "PG", "PK", "PB", or "PA", or any of the position light signals, not associated with a main aspect, specified below. The set-up procedure must not be carried out at Up Ayr line signal P5A between Arkleston Jn and Hillington West, or at Down Gourock line signal P62A between Langbank and Woodhall. The set-up procedure need only be carried out at the position light signals listed below if the train will commence a journey from the signal concerned.

Position light signals, not associated with a main aspect, where the set-up procedure is permitted (all near Shields Jn area):-

#### Signal No. Line

G532

No.1 Headshunt (Shields ETD)

G508

Up City Union

During the set-up procedure, drivers must ensure that the headcode displayed is correct.

- 3. Drivers must not carry out the set-up procedure in a platform line if another train is occupying the platform line ahead up to the exit signal, including No.9 platform at Glasgow Central. When carrying out the set-up procedure in a platform line, the signal number of the first stop signal ahead of the train must be entered. A list of platform signals at terminal stations is shown at the end of these instructions.
- 4. Signalmen must not cancel the description of a terminating train from the train describer apparatus until the train has arrived in a platform or passed clear of all track circuits into a depot and, where the route has not been set automatically, the signal button controlling the route to the platform or depot concerned has been normalised. The same train description must not be used for two trains at the same time.

#### SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

#### INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDE MANNING AGREEMENT - continued

- 5. These instructions and use of the radio equipment are exempt during all shunting operations including those being carried out on any line between Glasgow Central station platforms and Bridge St Jn.
- 6. Drivers must ensure that radio channel changes take place at the marked locations.
- 7. In the event of a train failing and assistance is required, a competent person will be provided to couple the assisting and failed trains.

LIST OF PLATFORM SIGNALS AT TERMINAL STATIONS

Platform No Glasgow Central	Mid Signal*	Exit Signal	Platform No	Exit Signal
			Ayr	
1	G2	G38	1	PA344
2	G4	G39	2	PA346
3	<del>-</del> .	G6	3	PA348
4	<b>-</b>	G8	4	PA352
5	-	. Gll		
6	-	G13		
· 7	-	G15	Gourock	
8	-	G18	1	P113
9	G21 & G43	G44	2	P115
10	G35	G4 5	3	P117
11	G37 & G46	G54		
11A	-	G72	Wemyss Bay	
12	-	<sup>1</sup> G63	1	P139
13	-	G67 ·	2	P138

<sup>\*</sup> First signal quoted is nearest buffer stop.

(28/9/86)

#### Page 101

#### STABLING OF VEHICLES ON RUNNING LINES AND LOOP LINES

Delete: Cadder Down Goods line from table.

(3/8/86)

#### SECTION 4

#### LOCAL INSTRUCTIONS

INDEX	Page	
Page (i) Delete:- Barony Colliery Branch	26	(27/5/86)
Page (iii) Delete Fairlie entry		(11/5/86)
Page (iv) Add :- Largs entry	35	(27/9/86)
Page (v)  Add :- Millerhill Electrification Depot	72	(27/9/86)

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 20

#### FINNIESTON STATION

Amend heading to read: - EXHIBITION CENTRE STATION

(21/6/86)

#### Page 23

#### DUMFRIES

Reception and departure sidings between Dumfries South and Dumfries Station Signal Boxes. Amend 2nd paragraph to read:-

The Down reception and departure siding between these Signal Boxes must only be worked in the Down direction except in the following circumstances:-

- 1) A Locomotive may set back from the Down main line to the Down departure siding for the purpose of attaching to a train.
- 2) A train from the Maxwelltown branch may proceed onto the Down departure via the Down main line.

In both circumstances the train must be brought immediately to a stand inside Signal D88 and await a handsignal from the guard or shunter. (10/8/86)

Page 26 Delete - BARONY JN TO BARONY COLLIERY (GOODS LINE) and relative instructions. (27/5/86)

Page 26

#### SHEWAL ON MOSS

Main line sdgs -Amend reference to "Barassie Jn" to read "Paisley Sc"

(25/5/86)

Page 27 - Add:-

#### GLENGARNOCK

Youngs Siding - A one lever ground frame controls access from the RCE Sidings to Youngs Siding. Guards of trains requiring access to Youngs Siding must obtain the padlock key to the ground frame from Glengarnock station, returning it after use. The ground frame must be left set for the RCE Sidings when access to Youngs Siding is not required.

Delete: - IRVINE and relative instruction.

(28/6/86)

#### BETWEEN TROON AND PRESTWICK

Prestwick Airport - Trip wires at approach to runway -Amend second paragraph to read:-

In the event of either of these trip wires being broken it will cause Down line signal PB291 and Up line signal PA314 to be placed or maintained at danger.

(25/5/86)

#### WON-D35

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 32

#### BETWEEN HUNTERSTON AND LARGS

Add:-

All unfitted Engineer's trains requiring to work between Hunterston and Largs must have a locomotive in rear in accordance with the conditions authorised in Table J.

(Amended)(22/7/86)

This reinstates the item published in Weekly Operating Notice No.16.

Page 35 Delete FAIRLIE and relative entry.

(11/5/86)

Add

#### LARGS

Friction buffer stops - Drivers of trains, and persons in charge of shunting movements working into Nos.1 and 2 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 A.C.E to have the buffers reset.

(26/9/86)

Page 35 and 36

Delete: HOLM JN TO ARDROSSAN HARBOUR and relative instructions.

(3/8/86)

#### Page 36 - NEWTON JN TO KILLOCH COITIERY (GOODS LINE)

Amend instructions under this heading to read :-

Absolute Possessions - When the Engineer requires to take "Absolute Possession" of this line, protection must be afforded by detonators and flags/lamps placed 1 mile on each side of the work. The train staff must not be used for protection purposes. The Rule Book, Section T, Part III is modified accordingly and clause 12.3.2 does not apply.

(7/6/86)

#### Page 47

#### BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)

#### DESCENDING

Delete: Down line marker lights and associated instructions

Marker lights - Marker lights are fixed on the Up and Down sides of the tunnel wall as follows:-

Three lights 108 yards from signals CQ16 and CQ17

lights 62 yards from signals CQ16 and CQ17 light 19 yards from signals CQ16 and CQ17. One

The marker lights are continuously lit and given a white indication. They are provided to assist drivers in locating signals CQ16 or CQ17 in conditions of poor visibility.

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

#### Page 48

Delete: - Engineers' trains and associated instruction

Add:-

Engineers trains - The locomotive must always be on the lower end when working between signals C24, C25, C26, C27, CQ12, and CQ13. The train must not exceed 200 tonnes, exclusive of locomotive and brake van. AWB must be carried out for other than fully fitted trains. Locomotives below class 20 must not be utilised.

#### ASCENDING

Amend fourth paragraph after tabular information to read:For the purpose of uncoupling the locomotive assisting in rear, the train must be brought to a stand at signal C30, C31, the Down Cowlairs passenger loop or the Down Eastfield passenger loop.

Amend sixth paragraph after tabular information to read:When trains are assisted in front, the train must be brought to a stand at signal C30 or
C31 for the leading loco to be uncoupled. (28/6/86)

#### Pages 48 and 49

#### BETWEEN COWLAIRS AND QUEEN ST (HIGH LEVEL)

Amend the instructions headed Failure of Up trains to read:-

Failure of Up trains - Should a train fail and require assistance in rear after the whole of the train has passed CQ14 or CQ15, the guard must advise the signalman by telephone. Should a telephone other than at CQ14 or CQ15 be used for this purpose, the signalman must instruct the guard to proceed to signal CQ14 or CQ15 as appropriate and to telephone the signalman from there.

When an assurance has been given that the train is at a stand, has been properly protected and will not be moved, the signalman must into uct the guard to remain there in a place of safety until the arrival of the assisting locomotive. The signalman must then contact the Station Supervisor and arrange for the assisting locomotive to proceed to meet the guard of the failed train. The assisting locomotive must be signalled from Queen St by position light signal and the driver instructed to stop at CQ14 or CQ15 as appropriate. When confirmation has been received that the guard has joined the assisting locomotive, the signalman must authorise the driver to pass the signal at danger and to proceed with extreme caution to the rear of the failed train.

Should there be no suitable locomotive at Queen St and a locomotive requires to proceed to Queen St on the opposite line for this purpose, the guard must be instructed to proceed to Queen St to join the assisting locomotive which will then be signalled by position light signal towards CQ14 or CQ15 where the driver will be authorised to pass the signal at danger and proceed with extreme caution to the rear of the failed train.

The failed train may be assisted forward to Cowlairs or hauled back to Queen St.

Should an Up train be unable to negotiate the gradient due to inadequate power of the traction unit(s) or for any other reason, the driver must, if the cause cannot be found and rectified within 5 minutes, obtain assistance. (28/6/86)

#### Page 50

#### QUEEN STREET (HIGH LEVEL)

Amend paragraph under tabular information to read:
A diesel multiple unit train with less than the requisite number of engines working as shown above may be assisted in front to Up line signal C30 or C73, Down line signal C31 or to West curve signal C56 provided the diesel multiple unit train can thereafter proceed under its own power. The continuous brake must be in operation on the train from the assisting locomotive.

(28/6/86)

#### Page 51

Delete COWLAIRS TO PORT DUNDAS GOODS LINE) and relative instructions (28/6/86)

### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

#### Pages 53/54

Add heading and instructions:-

#### NEWBRIDGE JN TO BATHGATE

Between Cawburn Jn 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.

Friction Buffer Stops - Drivers of trains working into Bathgate station must not allow their trains to come into contact with these buffers in the ordinary course of working.

In the event of a train coming into contact with the buffer stop with sufficient force to displace the complete buffer unit, the signalman at Edinburgh SC must be informed and he must immediately arrange with the ACE to have the buffers reset.

Amended (17/5/86)

#### Page 54 AIRDRIE STATION - ADD

Shunting movements - Drivers of shunting movements proceeding from the Carriage sidings to the Down main line are authorised to drive from the cab nearest the buffer stop provided the provisions of clause 1 of the instructions "Light locomotives, push-pull and multiple-unit trains - driving from the leading cab", appearing at page 2.2 of the General Appendix, are observed. Clause 2(a) of the General Appendix instructions is modified accordingly. (4/10/86)

#### Page 54

Add heading and instruction: - CARMONDEAN JN TO BATHGATE YARD (GOODS LINE)

Train working - The guard of a train travelling from the Down Freight 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.

When the yard is unstaffed, the driver and guard of an Engineers train requiring to proceed beyond signal EN583 towards the yard will be advised of the circumstances before being authorised to pass signal EN583. Under such circumstances the guard or person-in-charge of the train must carry out the duties of shunters as shown in the Rule Book, Section J, clause 3 before giving the driver authority to pass the Stop Board at the entrance to the yard.

Amended (13/7/86)

#### Page 56 BRIDGETON CENTRAL - ADD

Shunting movements at Bridgeton CSD - Drivers of shunting movements proceeding from Bridgeton CSD past the signal box towards Bridgeton Central tunnel are authorised to drive from the cab nearest the buffer stop provided the provisions of clause 1 of the instructions "Light locomotives, push-pull and multiple-unit trains - driving from the leading cab" appearing at page 2.2 of the General Appendix are observed. Clause 2(a) of the General Appendix instructions is modified accordingly. (4/10/86)

#### Page 57

#### Add:-

#### CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)

- Propelling of trains is prohibited EXCEPT as follows:-
- Between Old Kilpatrick and Dalmuir Riverside Freight trains less than 340ft in length provided a brake van (in which the guard or shunter will ride) is formed as the leading vehicle.
- 2. Between Chivas Regal Sidings and Dalmuir Riverside Fully fitted freight trains less than 170ft in length. (30/8/86)

### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 57

<u>Ad</u>d :-

### BETWEEN CRAIGENDORAN AND MALLAIG JN, CRIANLARICH AND OBAN AND ANNAT AND ARISAIG

Referring to the General Appendix, page 12.5, clause 4.3 "BR Automatic Warning System of Train Control (AWS)", Cancelling Indicators are not provided.

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 Corrour, tokens must only be exchanged at a stop board at Corrour Station or in the loop.

4. Warning Arrangement

When a train is allowed to go forward from Garelochhead, Spean bridge or Glenfinnan, under the Warning Arrangement the Signalman will, when authorising the drive. to proceed, verbally instruct him that the section is clear to the next home signal only.

In the case of Corrour, when a train is allowed to go forward from Rannoch or Tulloch towards Corrour 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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig 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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig 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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig and require
  assistance from the rear, it will not be necessary to comply with the provisions'
  of clause 6.2.2.

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued Page 57 - Add - continued

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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig (Glenfinnan 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 which are not permanently rail mounted pass over crossing loop points in the trailing direction, the points must be set, clamped and scotched in the required position.

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.

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 Corrour, 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 it is not illuminated. Illumination of the light in this sign means the points are set correctly.

A shunting movement which proceeds from a loop line on to the single line must not be brought to a stand until the whole of the movement is on the approach side to the 'points set' indicator.

In the case of Corrour, 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 Corrour).

Amended (5/7/86)

#### WON-D40

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

#### GLEN DOUGLAS NATO DEPOT

Before entering the depot the guard must remove and extinguish the tail lamp and leave it in a safe position at the security gate leading to the NATO headshunt.

Guards working trains from the depot must, before authorising the driver to leave the siding, ensure that the train has a tail lamp attached in accordance with the relevant instructions.

(17/5/86)

Page 59

Delete: - Crianlarich and relative instruction.

(12/4/86)

Page 61

GLENFINNAN

Shunting

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. (13/4/86)

Pages 61, 62, 63

#### BETWEEN GLENFINNAN AND MALLAIG

Delete :- Between Glenfinnan and Arisaig and relative instructions.

Working at Arisaig

Delete: - 1st, 2nd, 3rd, 4th and 6th paragraphs.

Amended (26/4/86)

Add:-

Possession of the line when a train is stabled at Mallaig - Possession of the line between Arisaig and Mallaig or Glenfinnan and Mallaig when Arisaig is not open is authorised provided the PICOP has received an assurance from the signalman concerned that the stabled train has been shunted clear of the single line and that line is clear to the buffer stop. Possession of the line may be taken by one of the following methods:-

1) The PICOP must proceed to Mallaig, collect the train staff and inform the signalman at Arisaig or Glenfinnan (as appropriate) before leaving. When the work is complete, the PICOP must, before giving up the Possession, return the train staff to Mallaig and give the signalman an assurance this has been

done and that the line is clear and fit for traffic.

or

7

•

Where, owing to distance, it is impractical for the PICOP to proceed to Mallaig to uplift the train staff, he must arrange to have 3 detonators 20 yards apart, a red banner flag and a lamp capable of displaying a red light in both directions, placed 1 mile on the Mallaig side of the possession. When the possession is given up the PICOP must give the signalman an assurance that the protection has been removed and that the line is fit for traffic.

The Rule Book Section T, Part III is modified accordingly.

(5/7/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

#### Page 63

#### MILLAIG

Amend instructions under this heading to read:When the last train for the day has to be shunted clear of the single line at
Mallaig, the driver will be issued with two copies of a special written instruction
(specimen below) which he should sign and hand to the signalman at Glenfinnan or
Arisaig as appropriate when receiving the Arisaig/Mallaig train staff. The
signalman will countersign both copies and return one to the driver.

On arrival at Mallaig the signalman must be informed that the train has arrived, complete with tail lamp. The train must then be shunted clear of the single line, the train staff deposited in the staff room together with the special written instruction, and the signalman given an assurance that the single line is clear to the buffer stop:

When the first train of the day is shut-in, the train must be shunted to the platform line after the driver has collected the train staff. The signalman must be informed before the train is about to depart. The special instruction must be given to the signalman when surrendering the train staff.

The stabling of locomotives and vehicles in the platform line is prohibited except for the last train for the day.

NO. SPECIMEN	BRITISH RAILWAYS (Scottish Region)	
To the Driver of	train.	
On arrival at Ma clear of the sin Instructions.	llaig you are instructed to shunt the train gle line in accordance with the Local	
Designation		
Signalman Arisaig/Glenfinn	an*	
Driver		
* Delete as appro	poriate	(5/7/86)

#### Page 64

Add :-

#### TORNESS SIDINGS

The siding connection is controlled from a switch panel located in a cabinet adjacent to the points. The panel is electrically released from Edinburgh SC.

To operate the siding connection, trainman must first communicate with the signalman thereafter open the door of the switch panel cabinet by means of the plunger provided. When the signalman gives permission for the panel to be operated, the 'F' indication above No.2 switch will become illuminated and No.2 switch must be turned to the right hand position. When this has been done, the 'F' indication will be extinguished and replaced by the illumination of the 'ACC' indication. Thereafter, No.1 switch must be turned to the right hand position to operate the points.

The illuminated 'R' indicates that the points are correctly set.

After the train movement is completed, the switches must be restored to the left hand position, the signalman advised when this has been done and the cabinet door closed.

(13/6/86)

#### WON-D42

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

#### Page 72

Add :-

#### MILLERHILL ELECTRIFICATION DEPOT

Before allowing a train to proceed towards the Electrification Depot the signalman will obtain the permission of the person in charge of the Depot. Such permission must not be given unless the person in charge is satisfied it is safe to do so and no conflicting movement has been permitted.

(17/9/86)

### Page 84

#### THORNTON YARD

Departing trains - West End

Amend references in first and second paragraphs to "Area Freight Assistant" to read Person in charge of yard. (5/7/86)

#### INVERNESS

Page 90

Delete:- Working in the wrong direction from Welsh's Bridge to Locomotive signal box on Up line and relative instruction. (28/9/86)

Page 91

Propelling passenger trains Delete: Final paragraph.

(28/9/86)

Millburn Yard ground frame -

Amend heading and relative instructions to read:-

Millburn Yard - When Millburn yard is unstaffed, the guard of a train terminating there, on arrival via the Up Aviemore line or Up Independent line, must ensure that all points within the yard are properly set for a movement in to an empty siding.

When Millburn yard is unstaffed, the guard of a train departing from the yard must ensure that all points are properly set for a movement from the yard to the main line and then advise the signalman at Millburn Jn that the train is ready to depart. The guard must not signal the driver to start the train until the yard exit signal has been cleared. (27/8/86)

#### The Rule Book, Section H, clause 8.1(d)

Amend Instruction to read:-

ECS being propelled on the Forres single line from Millburn signal box must carry a red light on the leading vehicle. (28/9/86)

Page 92

Delete: - Welsh's Bridge - Temporary Fuelling facilities and relative entry.

(21/6/86)

Harbour Branch

Amend reference in second paragraph to "harbour railman" to read " Leading Railman (Shunter)" (21/6/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

# INVERNESS TO WICK DINGWALL TO KYLE OF LOCHALSH GEORGEMAS JN TO THURSO

Add as first sentence :

Automatic Warning System - Referring to the General Appendix, page 12.5, clause 4.3, Cancelling Indicators are not provided. (5/7/86)

Page 93 - Crossing Loop Points

Add as last sentence:...
The fouling point at crossing loop points is indicated by an orange marker, placed between the loop lines, at ground level. (5/7/86)

Page 94

#### DINGWALL

Amend: - Authority for Up trains to proceed to read: -

Authority for Down trains to proceed

(21/6/86)

Page 95

#### BETWEEN INVERGORDON AND FEARN

Amend instructions under this heading to read:Intermediate Sidings - When a train issued with an "Intermediate siding" token has arrived at the intermediate siding concerned and subsequently requires to proceed to another intermediate siding between Invergordon and Fearn, the train will be issued with a special "Trip" token. Possession of the "Trip" token allows the train to work between any of the sidings in the section but not to proceed beyond the "Station Limits" boards on the approaches to Invergordon or Fearn token exchange points.

A train in possession of the "Trip" token need not shut-in at an intermediate siding if it will subsequently proceed to another intermediate siding but the driver must advise the signalman of his arrival at each intermediate siding and obtain his permission to depart from the intermediate siding.

When a train in possession of the "Trip" token requires to proceed to a token exchange point, the train must be shut-in at an intermediate siding and an assurance given to the signalman that no vehicles have been left in the single line block section. The "Trip" token must then be returned and the appropriate "Intermediate siding" token will then be issued.

(5/7/86)

Page 96

#### KYLE OF LOCHALSH

Shunting '

Amend reference in last line to "are" to read "have been".

(5/7/86)

4

#### MISCELLANEOUS INSTRUCTIONS

#### AYRSHIRE ELECTRIFICATION

UNTIL FURTHER NOTICE - Electric locomotives are prohibited from working over the Ayrshire lines. (17/9/86)

#### DUNFERMLINE STATION

UNTIL FURTHER NOTICE - The Down platform has been temporarily shortened by 70 yards at the Townhill end and a temporarry stop marker erected.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (MR/NOT3A)(19/5/86)

### \*\* AUTOMATIC OPEN CROSSINGS, LOCALLY MONITORED (AOCL)

All staff are reminded of the General Appendix instruction that where a plunger is provided to operate the road traffic signals, it must not be operated until the train is ready to start.

(MR/NOT3A)(20/9/86)



No.29

## WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

## SATURDAY 11 OCTOBER to FRIDAY 17 OCTOBER 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

#### SECTION A

#### TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified)

Warning Boards and indicators provided unless otherwise shown.

/ Indicates that the Warning Boards and Indicators will be moved as the work progresses.

Where two speeds are shown for restriction eg  $\frac{20}{40}$  The Rule Book, Section U, Clause 1.2 applies.

					Mil	eage		Restri-	
		Lines			At or			ction	
Loc	ation	affec	ted	M	Yd	<u> </u>	Yd	<u>mph</u>	Remarks
CAR	LISLE TO GLASGOW CEN	TRAL							
1	Floriston LC and Kingmoor	-	Up Main	2	53	2	09	<del>20</del> <del>40</del>	Trackwork. (86/28) Finishes 14 00 Sun 12 Oct
2	Mossband Jn and Gretna Jn	Down	-	7	` 63	8	00	20	Trackwork. (86/29) Begins 14 00 Sun 12 Oct.
3	Shieldmuir Jn and Garriongill Jn	-	Up	-	1046	85	1740	$\frac{20}{40}$	Trackwork. (86/26) Finishes 07 00 Sun 12 Oct
3 <b>A</b>	Shieldmuir Jn and Garriongill Jn	-	Up	86	1046	86	166	20	Trackwork. (86/29) Begins 07 00 Sun 12 Oct.
4	Uddingston Jn	Down	-	93	000	93	1087	20	Trackwork. (86/24)
5	Uddingston Jn	Down	-	93	1087	93	1220	40	Condition of track. (86/24)
6	Polmadie and Larkfield Jn	Down Clyde sdale		100	1500	101	44	20	Condition of track. (86/20)
CAR	STAIRS SOUTH JN TO H	AYMARK	ET EAS	T JN					
7	Auchengray LC and Carstairs East Jn	-	Up	78	860	78	600	20	Trackwork. (86/27)
MID	CALDER JN TO HOLYTOW	N JN							
8	Hartwood and Bellside GF	Down	-	6	980	6	985	40	Condition of track. (86/4)
LAW	JN TO UDDINGSTON JN	<u> </u>							
9	Holytown Jn and Ravenscraig No.2	-	Up	88	1340	88	1260	40	Condition of track. (86/23)
10	Uddingston Jn	-	Up	м: О	NUS 70	0	400	20	Condition of track. (86/20)

		Line	s		Mil At or	eage betw	een	Restri- ction	
Loc	ation	affec		м		M		mph	Remarks
RUT	HERGLEN CENTRAL JN	TO FINN	IESTON						
11	Anderston Tunnel and Bridgeton	-	Up	1	1230	1	880	20	Condition of track. (85/34)
LAR	KFIELD JN TO SHIELD	S JN							
12	Terminus Jn and Shields Jn	Down	-	101	1140	101	1320	20	Condition of track. (86/63)
GRE	TNA JN TO EGLINTON	STREET	JN (VI	A KI	LMA RNO	CK)			
13	Dumfries South	Down	-	92	1100	92	920	20 40	Condition of track. (85/50)
4	Dumfries South	-	Up	92	920	92	1100	40	Condition of track. (85/43)
15	Dumfries Station	Down	-	92	000	91	880	20	Trackwork. (86/22) Finishes 10 00 Sun 12 Oct
16	Dumfries Station	-	Up	91	440	91	1400	20	Trackwork. (86/19) Finishes 10 00 Sun 12 Oct
7	Dumfries Station	Down	Up	92	60	91	1320	20	Trackwork. (86/29) Begins 10 00 Sun 12 Oct.
8.	Auchinleck and Mauchline	Down	Up	46	440	46	00	20	Trackwork. (86/27)
wi.	RHOUSE CENTRAL JN TO	MUIRH	OUSE NO	ORTH	JN (V	IA C	ATHCAR	T) (CATHO	ART CIRCLE)
.9	Crosshill and Pollokshields East	Inner	<u>-</u>	0	1550	0	880	20	Trackwork. (86/17/18) Finishes 08 00 Sun 12 Oct
RI	DGE STREET JN TO STI	RANRAER							
20	Lochwinnoch and Glengarnock	Down	Up	18	750	18	790	30	Condition of bridge (UB No.43). (86/24) NOTE: For all trains except Electric/Diesel Multiple Units.
21	Lochwinnoch and Glengarnock	Down	Up	18	750	18	790	60	Condition of bridge (UB No.43). (86/24) NOTE: For Electric/Diesel Multiple Units Only.
2	Kilwinning Jn and Dalry	-	Up	25	1375	25	820	20	Trackwork. (86/25)
AI	SLEY TO GOUROCK								
23	Port Glasgow and Woodhall	-	Up	120	740	119	1550	20	Trackwork. (86/24) Finishes 07 30 Sun 12 Oct
24	Newton Street Tunnel	Down	-	124	320	124	880	20	Trackwork. (86/28)

_		Line	_		Mi:	leage		Restri- ction	
Loc	ation	affec		M				mph_	Remarks
WEM	YSS BAY JN TO WEMYSS	BAY							
25	Wemyss Bay Jn and Containerbase	Down	-	0	120	0	640	20	Trackwork. (86/25)
KIL	WINNING JN TO LARGS								
26	Stevenston LC and Salcoats	Down	-	29	192	29	601	20	Trackwork. (86/29) Begins 09 30 Sun 12 Oct.
27	West Kilbride and Ardrossan South Beach	-	Up Fre:	33 ight	1100	33	440	20	Trackwork. (86/26)
MOT	HERWELL TO PERTH								
28	Kippenross	-	Up	122	1650	122	1562	<u>20</u> 40	Bridgework (UB No.4) (86/28)
29	Dunblane and Greenloaning	Down	Up	124	1020	124	1180	20	Bridgework (UB No.6). (86/27)
WHI	FFLET NORTH JN TO RU	THERGL	EN E	AST JN					
30	Langloan Jn and Carmyle Jn	Down	-	2	1300	2	1230	20	Condition of track. (86/10)
EDI	NBURGH WAVERLEY TO G	LASGOW	QUE	EN STRI	EET_(	VIA F	ALKIRK	( HIGH)	
30A	Haymarket West Jn and Newbridge Jn	Down	-	43	820	42	1460	$\frac{20}{40}$	Trackwork. (86/29) Begins 08 00 Thu 16 Oct.
31	Newbridge Jn and Haymarket West Jn	-	Up	39	660	39	1320	20	Trackwork. (86/27) Finishes 10 00 Wed 15 Oct.
NEW	BRIDGE JN TO BATHGAT	<u>re</u>							
32	Newbridge Jn and Cawburn Jn	Down	-	33	1060	<i>†</i> 32	1320	20	Trackwork. (86/17/18)
CRA	IGENDORAN JN TO FORT	WILLI	AM.						
33	Garelochhead and Glen Douglas	Sing	le	11	800	11	900	20	Bridgework (UB No.30). (86/29) Begins 18 15 Sun 12 Oct.
334	A Garelochhead and Glen Douglas	Sing	gle	12	400	12	500	10	Condition of bridge (UB No.34). (86/12)
34	Arrochar & Tarbet and Ardlui	Sing	gle	23	200	23	400	20	Bridgework. (UB No.70) (86/25) Finishes 16 00 Sun 12 Oct.

						leage	_	Restri-	
Loca	ation	Line affec	-	M M		betwe M	en Yd	ction mph	Remarks
						<del>::</del>			
35	EDMOUTH TO EDINBURGH  Berwick-upon-Tweed  and Reston GSP			50	1203	48	173	20	Trackwork. Applies 02 00 to 06 55 Fri 17 Oct.
36	Reston GSP and Berwick-upon-Tweed	-	Up	48	173	50	1203	20	Trackwork. Applies 01 30 to 07 00 daily Tue 14 to Thu 16 Oct.
37	Innerwick GSP and Oxwellmains	Down		32	440	31	1320	<u>20</u> 40	Trackwork. (86/28)
38	Oxwellmains and Innerwick	-	Up	31	1320	32	440	20	Trackwork. Applies 08 00 to 16 30 Sun 12 Oct.
39	Portobello Jn and Monktonhall Jn	-	Up	3	1640	4	240	20.	Trackwork. (86/28) Begins 09 00 Sun 12 Oct.
WILI	LERHILL TO PORTOBELL	o (GOO	DS LI	NE)					
40	Millerhill and Niddrie South Jn	Down	Up	4	1280	4	1100	20	Condition of track. (85/22)
HAY	MARKET WEST JN TO AB	ERDEEN	<u>i</u>						·
41	Inverkeithing East Jn and Burntisland	Down	-	19	110	19	880	20	Trackwork. (86/28)
42	Burntisland and Inverkeithing East Jn	-	Up	19	880	19	110	20	Trackwork. <u>Applies 08 00 to 16 00</u> <u>Sun 12 Oct</u> .
43	Dundee Central Jn and Tay Bridge South	-	Up	57	220	56	910	20	Trackwork. (86/28)
44	Tay Bridge South and Dundee Central Jn	Down	-	56	910	57	220	30	Trackwork. Applies 23 30 Sat 11 to 16 15 Sun 12 Oct.
44A	Arbroath LC and Inverkeilor	`Down	Uр	21	880	22	000	70	Condition of track. (86/29)
									Begins 10 00 Sun 12 Oct.
LAD	YBANK JN TO HILTON J	N							
45	Ladybank Jn and Clatchard Craig South GF	Sing	;le	5	1680	, 6	00	20	Bridgework (UB No.13): (86/8)
PER'	TH TO INVERNESS								
46	Pitlochry and Blair Atholl LC	Sing	;le	29	1380	30	320	40	Condition of track. (86/24)

WON-A5

					e ag e	Restri-	•	
		Lines		-	between	ction		
Loc	ation	affected	М	Yd_	M Yd	mph	Remarks	
ABE	RDEEN TO INVERNESS							
47	Rosarie LC and Elgin	Single	27	198	26 1078	<del>20</del> 40	Condition of	track. (85/33)
48	Rosarie LC and Elgin	Single	14	235	13 1227	<del>20</del> 40	Trackwork.	(86/27)
INV	ERNESS TO WICK				•			
49	Brora and Helmsdale	Single	95	55	95 455	20	Trackwork.	(86/28)
DIN	GWALL TO KYLE OF LOCI	HALSH						
50	Strathcarron LC (AOCL) and Attadale Halt	Single	48	160	48 1550	20	Trackwork.	(86/28)

### TEMPORARY ENGINEERING WORKS

At	or between	Lines affected	Remarks
	LISLE TO GLASGOW IL FURTHER NOTICE	CENTRAL	
51	Shieldmuir Jn and Motherwell	All	00 00 to 05 00 daily. Signalling work.
52	Glasgow Central	A11	00 00 to 06 00 daily. Signalling work.
SAT	URDAY 11 OCTOBER		
53	Glasgow Central	Line 5/Y BLOCKED	00 30 to 05 30. Track renewal at points Nos.333A and B.
SUN	DAY 12 OCTOBER		
54	Carlisle South Jn	All Between Trains	07 30 to 16 00. Signalling work. Points and signals disconnected.
55	Kingmoor and Mossband Jn	A11 .	of 30 to 15 00. Signalling work. Points and signals disconnected. Floriston A.H.B. disconnected and locally controlled.
56	Floriston LC and Kirtlebridge GF	All BLOCKED (to electric trains)	07 00 to 16 45. Overhead line work.  Isolation of electrical sections EU3 and 4  (complete).
57	Mossband Jn and Caldew Jn	Up Main BLOCKED	07 00 to 15 00. Track renewal. Up trains to travel over Up Goods line.
			vel over the Up Goods line between Mossband Jn
4110	Cardew Sil and Ab	BOILE BIOCK CONSTITUTE	as will apply to all such trains.
58	Mossband Jn and Gretna Jn	Down BLOCKED Up Between Trains	07 00 to 16 45. Track renewal. Single line working over Up line.
59	Mossband Jn and Gretna Jn	A11	07 00 to 17 45. Signalling work. Points and signals disconnected.
60	Quintinshill and Kirtlebridge GF	Down and Up BLOCKED	07 45 to 16 15. Bridgework (UB No.53).
61	Kirtlebridge GF and Lockerbie	Down BLOCKED (to electric trains) Up BLOCKED Down BLOCKED	07 00 to 07 45 ) Track renewal and unloading
62	Lockerbie and Wamphray GF	Down and Up BLOCKED	08 00 to 16 30. Overhead line work. <u>Isolation of electrical sections EMI to 4.</u>
63	Lockerbie	A11	00 00 to 08 00. Signalling work.
64	NOT USED		

Lines affected

Remarks

CARLISLE	TO	GLA SGOW	CENTRAL -	continued
SUNDAY 12	2 00	TOBER -	continued	

30N	DAT 12 OCTOBER =	continued	
65	Beattock North and Summit	Down BLOCKED (to electric trains) Up BLOCKED Down BLOCKED	07 30 to 08 20 ) Drainage, earthwork and ) overhead line work. <u>Isolation</u> 07 30 to 16 30 ) of electrical sections LM1,2,3 08 20 to 16 30 ) and 4.
66	Symington GF and Abington	Up BLOCKED Down BLOCKED (to electric trains) Down BLOCKED	02 30 to 16 15 ) Drainage, track maintenance, 07 35 to 08 30 ) overhead line work and
67	Carstairs	A11	08 00 to 17 00. Signalling work.
68	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	08 00 to 16 00. Track renewal, track maintenance and unloading rails. <u>Isolation of electrical sections MCl, 2, 3 and 4.</u>
69	Motherwell and Shieldmuir Jn	Up BLOCKED	01 45 to 07 00. Track maintenance.
70	Logans Road LC and Uddingston Jn	Down and Up BLOCKED	00 15 to 22 30. Track renewal and track maintenance. Inter-Regional trains diverted via R&C lines 00 15 to 08 30 and via Hamilton and Holytown Jn 16 00 to 22 30.  Motherwell/Dalmuir/Motherwell services diverted via Hamilton Central and terminate/start Bellshill. Isolation of electrical sections MN1 (b, c and d) and MN2 (e, f and g), 07 30 to 22 30.
71	Uddingston Jn and Newton East Jn	Down and Up BLOCKED	00 15 to 22 30. Platform work (Uddingston) and overhead line work. Inter-Regional trains diverted via R&C lines 00 15 to 08 30 and via Hamilton and Holytown Jn 16 00 to 22 30, Motherwell/Dalmuir/Motherwell services diverted via Hamilton Cen and terminate/start Bellshill. Isolation of electrical sections MN1 and 2, 00 15 to 07 30, MN1(b,c and d) and MN2(e,f and g), 07 30 to 22 30.
72	Newton East Jn and Newton West Jn	Down and Up Main Down and Up Platform lines and Down Loop BLOCKED	00 15 to 08 00. Track renewal at points Nos.17A and 21B and overhead line work. Trains diverted via R&C lines. Isolation of electrical sections MN1 and 2 and MN5 and 6.
73	Newton West Jn and Rutherglen East Jn	Down and Up BLOCKED	00 15 to 08 00. Earthwork. Trains diverted via R&C lines. Isolation of electrical sections MN1 and 2 and EN1 and 2, 00 15 to 07 30.
74	Rutherglen East Jn and Polmadie	Down and Up Fast BLOCKED	08 00 to 18 00. Overhead line work.  Isolation of electrical sections  EN1(a,b and c) and EB2(b to h) and EB1(j)
75	Polmadie and Larkfield Jn	Down and Up Clydesdale and Down Holding Sidings BLOCKED Down Fast Between Trains BLOCKED (to electric trains)	08 00 to 18 00. Overhead line work and track renewal at points Nos.926A and B and 924. Isolation of electrical sections EN2(b to h), EB1(j) and EB2 (a).

	SEC	TION R - TEMPORAR	Y ENGINEERING WORKS -	WON-B3
		or between	Lines affected	Remarks
		LISLE TO GLASGOW DAY 12 OCTOBER -	CENTRAL - continued	
	76	Polmadie	A11	08 00 to 17 00. Signalling work.
	77	Bridge Street Jn and Glasgow Central	All BLOCKED (to electric trains)	00 10 to 06 45. Overhead line work. <u>Isolation of electrical sections EG1 to 6.</u>
	78	Glasgow Central	A11	08 00 to 17 00. Signalling work.
	79	Glasgow Central	Z line/Top Platform No.11 BLOCKED	00 00 to 08 00. Track renewal at points No.334. No access to Platform No.11.
Ť	80	Glasgow Central	Nos.3,4 and X lines Nos.4 and 5 Carriage Sidings and platform Nos.4 and 5 BLOCKED No.1 Up, W line,	00 00 to 15 30 ) Track renewal. <u>Isolation of</u> ) electrical sections <u>EG1 and 2</u> , ) <u>EG3(a,b,c,d,e,f and g) and</u> ) <u>EG4 (d and e)</u> .  00 00 to 15 30 )
			Nos.2, 3 and 6 Carriage Sidings and Platform Nos.1 and 2 and Nos.5 to 9 BLOCKED (to electric trains) No.1 Down line Between Trains BLOCKED (to electric trains)	Op 00 to 15 30 )
	MON	DAY 13 OCTOBER		
	81	Beattock North and Summit	Down BLOCKED	05 05 to 09 45. Track renewal.
	82	Abington and Symington GF	Down BLOCKED	07 20 to 10 00. Track maintenance.
	83	Newton West Jn and Rutherglen West Jn	Down and Up Main/ Fast and Down Slow BLOCKED Up Slow BLOCKED (to electric trains)	00 05 to 05 00. Overhead line work. Electric hauled trains diverted via Cathcart Circle (Queens Park). Isolation of electrical sections EN1, 2, 3 and 4.
	MON	DAY 13 to WEDNESD	AY 15 OCTOBER	
	84	Kirtlebridge GF and Lockerbie	Down BLOCKED	06 15 to 09 15. Track maintenance.
	MON	DAY 13 to FRIDAY	17 OCTOBER	
	85	Summit and Abington	Down BLOCKED (to electric trains)	06 30 to 10 00 daily. Overhead line work. : Isolation of electrical sections LM2 and LC2.
	86	NOT USED		

No.4 Departure Road 10 00 to 16 00 daily. Building repairs. BLOCKED Isolation of electrical sections EN3(f).

87 Polmadie CSMD

			WON-B4
SEC	TION B - TEMPORAR	Y ENGINEERING WORKS -	
At	or between	Lines affected	Remarks
_	LISLE TO GLASGOW ( SDAY 14 OCTOBER	CENTRAL - continued	
88	Beattock North and Summit	Down BLOCKED	07 00 to 09 45. Track renewal.
89	Summit and Beattock North	Up BLOCKED	02 35 to 05 35. Track renewal.
90	Shieldmuir Jn and Law Jn	Up BLOCKED	00 30 to 05 30. Track maintenance. Trains diverted via Wishaw.
TUE	SDAY 14 and WEDNE:	SDAY 15 OCTOBER	
	Bridge Street Jn	No.1 Down line BLOCKED	00 30 to 05 30 daily. Track renewal at points No.376A.
	SDAY 14 to THURSDA Lockerbie and Kirtlebridge GF	AY 16 OCTOBER Up BLOCKED	02 55 to 05 50 daily. Track maintenance.
_	NESDAY 15 OCTOBER Beattock South and Beattock North	Down BLOCKED	07 00 to 09 45. Track renewal.
THU	RSDAY 16 OCTOBER		
93	Lockerbie and Wamphray GF	Down BLOCKED	06 25 to 09 30. Track renewal.
THU	RSDAY 16 and FRID	AY 17 OCTOBER	`
94	Bridge Street Jn	No. 1 Up line BLOCKED	00 30 to 05 30 daily. Track renewal at points No.376B.
	STAIRS SOUTH JN TO	O HAYMARKET EAST JN	
95	Slateford Jn and Haymarket East Jn	Down Between Trains	07 00 to 16 00 daily. Construction work. Mechanical equipment in use.
SUN	DAY 12 OCTOBER		
96	Auchengray LC and Carstairs East Jn	Up BLOCKED Down BLOCKED	08 15 to 16 00 ) Track renewal and 09 00 to 16 00 ) track maintenance.
97	Midcalder Jn and Auchengray LC	Up BLOCKED Down BLOCKED	08 30 to 16 00 ) Loading material 09 10 to 16 00 ) and drainage.
98	Kingsknowe LC	Down and Up	07 30 to 16 30. Signalling work.
THU	IRSDAY 16 OCTOBER		£
99		UP BLOCKED	00 30 to 07 20. Track maintenance. Possession to given up for the passage of 3D67 04 55 Edinburgh to Glasgow Central.

## MIDCALDER JN TO HOLYTOWN JN SUNDAY 12 OCTOBER

100 Benhar Jn and Down and Up Bellside GF BLOCKED 00 00 to 18 00. Track maintenance. Possession to be given up for the passage of 1011, 09 35 Edinburgh to Poole over Down line and 1841 10 05 Manchester Victoria to Edinburgh over Up line.

SECTION B	_	TEMPORARY	ENGINEERING	WORKS	-	continued
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Lines affected Remarks At or between

MIDCALDER JN TO HOLYTOWN JN - continued TUESDAY 14 to FRIDAY 17 OCTOBER

101 Holytown Jn

Up BLOCKED

and Benhar Jn

00 30 to 05 30 daily. Track maintenance. Single line working over Down line.

LAW JN TO UDDINGSTON JN UNTIL FURTHER NOTICE

102 Wishaw Central Al1

and Wishaw Central Jn 00 00 to 05 00 daily. Signalling work.

SUNDAY 12 OCTOBER

103 Wishaw and All

Ravenscraig No. 2

08 00 to 17 00. Signalling work.

104 Mossend West

Jn and Bellshill Down BLOCKED

08 00 to 24 00. In connection with engineering work at Uddingston Station. Single line working over Up line. 1011 09 35 Edinburgh to Poole and 1841 10 05 Manchester Vic to Edinburgh diverted via R&C lines.

MONDAY 13 and TUESDAY 14 OCTOBER

105 Wishaw Central

Jn and

Ravenscraig No.2

Down and Up BLOCKED 08 00 to 16 00 daily. Track maintenance. Trains diverted via Motherwell.

TUESDAY 14 to FRIDAY 17 OCTOBER

106 Ravenscraig

No.2 and Uddingston Jn

Down and Up BLOCKED 00 30 to 05 00 daily. Overhead line work. Trains diverted via Motherwell. Isolation of electrical sections MLl(a,b,c and k) and ML2(g,h

and i).

WEDNESDAY 15 OCTOBER

107 Law Jn and Wishaw Central

Jn

Down and Up BLOCKED

00 30 to 05 30. Track maintenance. Trains

diverted via Motherwell.

108 Bellshill and

Uddingston

Down BLOCKED

01 00 to 04 30. Track maintenance. 5D65, 01 40 Craigentinny to Polmadie diverted via Hamilton

Central.

WISHAW CENTRAL JN TO SHIELDMUIR JN

UNTIL FURTHER NOTICE

Shieldmuir Jn

109 Wishaw Central Jn and

00 00 to 08 00 daily. Signalling work.

MOTHERWELL TO NEWTON EAST JN (VIA HAMILTON)

SUNDAY 12 OCTOBER

110 Motherwell and Hamilton Central

Down and Up BLOCKED 00 00 to 08 00. Track renewal at points Nos.56A and B.

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#### SECTION B - TEMPORARY ENGINEERING WORKS - continued

Lines affected At or between Remarks

NEWTON WEST JN TO CATHCART WEST JN

SUNDAY 12 OCTOBER

lll Newton West Jn Down and Up BLOCKED 00 00 to 08 00. Track renewal.

and Cathcart East Jn

112 Kirkhill A11 08 00 to 17 00. Signalling work.

113 NOT USED

THURSDAY 16 and FRIDAY 17 OCTOBER

Down and Up BLOCKED 00 00 to 05 30 daily. Overhead line work. 114 Cathcart East Jn and Cathcart Isolation of electrical sections MN5 and 6 and EW3 and 4.

West Jn

FRIDAY 17 OCTOBER

115 Newton West Jn Down and Up BLOCKED 00 00 to 05 30. Loading material. and Cathcart

East Jn

CATHCART EAST JN TO CATHCART NORTH JN THURSDAY 16 and FRIDAY 17 OCTOBER

00 00 to 05 30 daily. Overhead line work. 116 Cathcart East Down and Up BLOCKED

Jn and Cathcart Isolation of electrical sections MN5 and 6 and

North Jn EWl and 2.

RUTHERGLEN CENTRAL JN TO FINNIESTON SUNDAY 12 OCTOBER

117 Rutherglen Down and Up BLOCKED 00 00 to 08 00. Track renewal.

North Jn and Finnieston

MONDAY 13 OCTOBER

118 Rutherglen Down and Up BLOCKED 00 00 to 05 30. Overhead line work. Isolation of

electrical sections PRI and 2 and EN3. Central Jn and

Rutherglen North

TUESDAY 14 and WEDNESDAY 15 OCTOBER

Down and Up BLOCKED 00 00 to 05 30 daily. Overhead line work. 119 Rutherglen Isolation of electrical sections PRI and 2.

North Jn and Finnieston

North Jn

RUTHERGLEN WEST JN TO RUTHERGLEN NORTH JN MONDAY 13 OCTOBER

00 00 to 05 30. Overhead line work. Isolation of 120 Rutherglen West Single BLOCKED

electrical sections PRI and 2. Jn and Rutherglen

SECTION	В	_	TEMPORARY	ENGINEERING	WORKS	_	continued
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At or between Lines affected Remarks

### LARKFIELD JN TO SHIELDS JN

SUNDAY 12 OCTOBER

121 Larkfield Jn Down and Up BLOCKED 08 00 to 18 00. Overhead line work. Isolation of electrical sections EB1 (j) and EB2 (a).

### GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)

SUNDAY 12 OCTOBER

122 New Cummock Down and Up BLOCKED 00 30 to 10 30. Track renewal and drainage.

123 Auchinleck and Down and Up BLOCKED 00 30 to 10 30. Track renewal. Mauchline

#### TUESDAY 14 to FRIDAY 17 OCTOBER

124 Muirhouse North
Jn and Eglinton
Street Jn

Down and Up BLOCKED

00 30 to 05 30 daily. Track renewal and track
maintenance. Isolation of electrical sections

EG3 (i), EG4 (a), EW1 (a), EW2 (b and c) and EW3
and 4.

## EAST KILBRIDE TO BUSBY JN UNTIL FURTHER NOTICE

125 East Kilbride Down and Up 07 00 to 18 00 daily. Earthwork. Crane and mechanical equipment in use.

## KILMARNOCK TO BARASSIE UNTIL FURTHER NOTICE

126 Kilmarnock and Single 08 00 to 18 00 daily. Bridgework (OB No.4B). Gatehead LC

#### SUNDAY 12 OCTOBER

Park)

127 Kilmarnock and Single BLOCKED 09 45 to 24 00. Bridgework (OB No.4).
Barassie

## MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE) SUNDAY 12 OCTOBER

128 Cathcart North Inner and Outer 00 00 to 08 00. Erecting scaffolding. <u>Isolation</u>
Jn and BLOCKED of electrical sections EWl and 2.

Muirhouse North
Jn (via Queens

#### TUESDAY 14 to FRIDAY 17 OCTOBER

129 Cathcart West Inner and Outer
Jn and Muirhouse BLOCKED work (Crosshill) and overhead line work.

North Jn (via
Queens Park)

00 30 to 05 30 daily. Loading material, station work (Crosshill) and overhead line work.

Isolation of electrical sections EW1, 2, 3, 4, 5 and 6.

## NEILSTON HIGH TO CATHCART WEST JN SUNDAY 12 OCTOBER

130 Neilston High Down and Up BLOCKED 09 30 to 18 30. Track maintenance. and Cathcart West Jn

#### TUESDAY 14 OCTOBER

131 Neilston High Down and Up BLOCKED 00 30 to 05 30. Loading material. and Cathcart West Jn

SECTION B -	TEMPORARY ENGINEERING WORKS -	<ul> <li>continued</li> </ul>	l
44			

	CI ENGINEERING WORKS -	
At or between	Lines affected	Remarks
BRIDGE STREET JN TO UNTIL FURTHER NOTICE		
132 Bridge Street Jn	Branches Nos.1 and 2	08 00 to 16 00 daily. Work on lineside wall.
133 Bridge Street Jn and Cardonald	All i	00 00 to 06 00 daily. Signalling work.
134 Glengarnock	Down and Up	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
135 Glengarnock and Kilwinning Jn	Down and Up	08 00 to 18 00 daily. Bridgework (OB No.49) and station work (Dalry and Kilwinning).
136 Bogside and Irvine	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (UB No.21). Crane and mechanical equipment in use.
137 Irvine	Down and Up Between Trains	08 00 to 17 00 daily. Platform work.
138 Prestwick	Down and Up Between Trains	08 00 to 18 00 daily. Stationwork.
139 Ayr	All Between Trains	08 00 to 16 00 daily. Platform work.
SUNDAY 12 OCTOBER		
140 Cardonald Jn and Arkleston Jn	Down BLOCKED	00 30 to 05 00. Track maintenance.
140A Paisley and Arkleston Jn	Up BLOCKED	05 00 to 09 00. Track maintenance.
141 Paisley and Johnstone	Down and Up BLOCKED	00 00 to 09 45. Loading rails, track renewal and track maintenance. <u>Isolation of electrical</u> sections EL1 and 2, 01 00 to 08 00.
142 Johnstone and Lochwinnoch	Down and Up BLOCKED	00 00 to 09 45. Track maintenance and track renewal.
143 Kilwinning Jn and Dalry	Up BLOCKED	00 30 to 09 30. Track renewal.
144 Kilwinning Jn and Irvine	Down and Up BLOCKED	00 30 to 09 30. Track renewal.
145 Girvan and Pinwherry	Single BLOCKED	00 00 to 16 00. Bridgework (OBs Nos.15 and 16) and track maintenance. Possession to be given up for passage of 1206, Track Recording Coach.
146 Pinwherry and Barrhill	Single BLOCKED	09 00 to 16 30. Track maintenance. Possession to be given up for passage of 1206, Track Recording Coach.
MONDAY 13 to FRIDAY	17 OCTOBER	
147 Paisley	All	00 00 to 06 00 daily. Signalling work.
TUESDAY 14 and WEDNE	SDAY 15 OCTOBER	
148 Paisley and Johnstone	Down and Up BLOCKED	00 00 to 05 35 daily. Unloading rails. <u>Isolation</u> of electrical sections EL1 and 2, 01 00 to 05 00.

		WON-B9
SECTION B - TEMPORA	RY ENGINEERING WORKS -	continued
At or between	Lines affected	Remarks
BRIDGE STREET JN TO TUESDAY 14 to FRIDA	STRANRAER - continued Y 17 OCTOBER	<u>1</u>
149 Arkleston Jn and Paisley Gilmour St	Down and Up BLOCKED	00 30 to 05 10 daily. Overhead line work.  Isolation of electrical sections EB1 (a to g),  EB2 (g to m) and EL1 and 2.
150 Kilwinning and Irvne	Down and Up BLOCKED	00 00 to 05 30 daily. Track maintenance and station work (Irvine). Isolation of electrical sections SA1 and 2, 01 00 to 05 00.
FRIDAY 17 OCTOBER		
151 Kilwinning and Glengarnock	Up BLOCKED	04 00 to 05 30. Track maintenance.
SHIELDS JN TO CORKE	RHILL CSMD	,
152 Corkerhill CSMD	All BLOCKED (to electric trains)	08 00 to 18 00. Work on depot lighting. <u>Isolation of electrical sections EK1 (n, p and r.)</u>
PAISLEY TO GOUROCK SATURDAY 11 OCTOBER		
153 Bishopton and Wemyss Bay Jn	Down and Up BLOCKED	00 30 to 05 30. Overhead line work. Isolation of electrical sections GB1, 2, 3 and 4 and GW1.
154 Gourock	Platform No.3 BLOCKED	00 30 to 05 30. Stationwork. No EMU's on Platform No.3. Isolation of electrical sections GG1 and 2.
SUNDAY 12 OCTOBER		
155 Bishopton and Langbank	Down and Up BLOCKED	00 45 to 07 30. Slip treatment. Isolation of electrical sections GB3 and 4.
156 Langbank and Wemyss Bay Jn	Up BLOCKED Down BLOCKED	00 00 to 09 00 ) Drainage, track renewal and 00 45 to 07 30 ) loading material. Isolation of electrical sections GB3 and 4, 00 45 to 07 30.
157 Wemyss Bay Jn and Greenock Central	Down and Up	08 00 to 17 00. Signalling work.
158 Wemyss Bay Jn and Greenock Central	Down and Up BLOCKED	00 40 to 07 00. Earthwork, track renewal and track maintenance. Isolation of electrical sections GB1,2,3 and 4 and GW1.
SUNDAY 12 and MONDAY	13 OCTOBER	
159 Bogston and Greenock Central	Up BLOCKED	07 00 Sun to 05 30 Mon. In connection with engineering work between Greenock Central and Gourock. Single line working over Down line,
160 Greenock Central and Gourock	Down and Up BLOCKED	Ol 00 Sun to 05 30 Mon. Drainage, earthwork, loading material, track renewal, track maintenance and signalling work. Glasgow Central/Gourock/Glasgow Central services terminate/start Greenock Central. Isolation of electrical sections GGl (a, b and c) and GG2 (c and d).

SECTION R - TEMPORAR	Y ENGINEERING WORKS -	WON-B10 continued
At or between	Lines affected	Remarks
PAISLEY TO GOUROCK - TUESDAY 14 OCTOBER	continued	
161 Greenock Central and Gourock	Down and Up BLOCKED	00 30 to 05 30. Track maintenance.
TUESDAY 14 to FRIDAY	17 OCTOBER	
162 Paisley and Paisley St James	Down and Up BLOCKED	00 20 to 05 15 daily. Overhead line work. Isolation of electrical sections EB3 and 4.
162A Wemyss Bay Jn	Down and Up BLOCKED	00 30 to 05 30. Signalling work.
163 Gourock	Platform No.3 BLOCKED	00 30 to 05 30 daily. Station work. No EMUs on Platform No.3. Isolation of electrical sections GG1 and 2.
WEMYSS BAY JN TO WEM SUNDAY 12 OCTOBER	YSS_BAY	
164 Wemyss Bay Jn and Wemyss Bay	Down, Up and Single BLOCKED	00 15 to 08 30. Earthwork and track maintenance.  Isolation of electrical sections GB1, 2, 3 and 4 and GW1, 00 40 to 07 00.
164A Wemyss Bay	Single	08 00 to 17 00. Signalling work.
KILWINNING JN TO LAR		
165 Stevenston and South Beach	Down and Up/Single and Up Freight	08 00 to 18 00 daily. Bridgework (OB's Nos.7B, 8 and 12) and station work (Saltcoats).
166 South Beach and Hunterston	Single and Up Freight	07 30 to 18 00 daily. Bridgework (OB No.18 and FB No.1) and platform work (West Kilbride).
SATURDAY 11 OCTOBER		
167 Kilwinning Jn and Saltcoats	Down and Up BLOCKED	00 30 to 05 45. Overhead line construction work.
168 Saltcoats and Hunterston	Single and Up Freight BLOCKED	00 30 to 05 45. Overhead line construction work.
169 Hunterston and Largs	Single BLOCKED	00 40 to 05 50. Overhead line construction work.
SUNDAY 12 OCTOBER		
170 Kilwinning Jn and Saltcoats	Down and Up BLOCKED	00 30 to 09 00. Track renewal, track maintenance and work on lineside building.
171 Saltcoats and Hunterston	Single BLOCKED Up Freight BLOCKED Single Between Trains	00 30 to 09 00 ) Track renewal, track 00 30 to 18 00 ) maintenance, work on lineside 09 00 to 18 00 ) building and bridgework

building.

00 50 to 08 45. Track renewal and bridgework (FB No.51 and OB No.43) and work on lineside  $\,$ 

Single BLOCKED

172 Hunterston and Largs

CECTION B TEMPODAD	V PROTREEDING HODIG	WON-Bil
At or between	Y ENGINEERING WORKS - Lines affected	Remarks
KILWINNING JN TO LAR SUNDAY 12 OCTOBER -		-
173 Largs	Platform No.2 BLOCKED Platform No.1 BLOCKED	01 00 to 16 00 ) Track renewal and work on ) building lineside Platform No.2 01 00 to 08 45 ) to be cleared of DMU's 01 00 to 16 00. Platform No.1 to be cleared of DMU's 01 00 to 08 45.
MONDAY 13 to FRIDAY	17 OCTOBER	
174 Saltcoats and Hunterston	Single and Up Freight Between Trains	08 00 to 18 00 daily. Bridgework (FB No.1) and work on lineside building.
TUESDAY 14 to FRIDAY	17 OCTOBER	
175 Kilwinning Jn and Saltcoats	Down and Up BLOCKED	00 30 to 05 30 daily. Overhead line construction work, track renewal and work on lineside building.
176 Saltcoats and Hunterston	Single and Up Freight BLOCKED	00 30 to 05 45 daily. Track renewal, track maintenance, overhead line construction work and work on lineside building.
177 Hunterston and Largs	Single BLOCKED	Ol 00 to 05 45 daily. Overhead line construction work and work on lineside building.
ARDROSSAN SOUTH BEAC SATURDAY 11 OCTOBER	H TO ARDROSSAN HARBOU	<u>R</u>
178 Ardrossan South Beach and Ardrossan Harbour	Single BLOCKED	00 30 to 05 30. Overhead line construction work.
SUNDAY 12 OCTOBER		
178A Ardrossan South Beach and Ardrossan Harbour	Single BLOCKED	00 30 to 18 00. Overhead line construction work and station work.
MONDAY 13 to FRIDAY	17 OCTOBER	
179 Ardrossan South Beach and Ardrossan Harbour	Single Between Trains	08 00 to 18 00 daily. Overhead line construction work and station work.
MOTHERWELL TO PERTH SATURDAY 11 OCTOBER		:
180 Mossend Yard	Up Sidings and Up Reception Lines BLOCKED (to electric trains)	13 30 to 22 30. Overhead line work.  Isolation of electrical section ML1(g).
181 Dunblane and Stirling North	Up BLOCKED Down Between Trains Up Between Trains	00 35 to 04 15 ) Tunnel work (Kippenross). 00 35 to 06 00 ) Single line working over Down 04 15 to 06 00 ) line.

At or between

Lines affected

Remarks

#### MOTHERWELL TO PERTH - continued SATURDAY 11 to MONDAY 13 OCTOBER

182 Dunblane and Greenloaning Down and Up Between Trains Down and Up BLOCKED Down and Up Between Trains 22 00 Sat to 00 40 Sun ) Track renewal, track

) maintenance and

00 40 Sun to 03 30 Mon ) bridgework (UB No.6).

) Glasgow Queen St and

03 30 to 24 00 Mon

) Perth/Dundee/Aberdeen/ ) Inverness services

diverted via FalkirkGrahamston and Forth Bridge. Falkirk Grahamston/Dunblane and Edinburgh/Dunblane services terminate/start Stirling. 1878, 21 35 Sat News Manchester Victoria to Aberdeen, 1803, 20 33 Sat News Euston to Inverness, 1807, 21 00 Sat Euston to Inverness, 1825, 22 00 Sat Passenger and News Euston to Inverness, 1C87, 21 40 Perth to Euston, 1D34, 19 30 Inverness to Euston and lM15, 20 30 Inverness to Euston diverted via Ladybank and Falkirk Grahamston. 1824, 12 00 Kings Cross to Inverness, 1HO1, 23 25 Edinburgh to Inverness and 1876, 17 30 Sun Inverness to Edinburgh diverted via Ladybank. Crane and mechanical equipment in use.

#### SATURDAY 11 to FRIDAY 17 OCTOBER

183 Blackford Station

Down and Up Between Trains 08 00 to 17 00 daily. Loading and unloading

material. Crane in use.

#### SUNDAY 12 OCTOBER

184 Mossend South Jn and Whifflet South Jn

Down and Up BLOCKED 09 00 to 18 00. Track renewal. Possession to be given up for the passage of 1011, 09 35 Edinburgh to Poole over Down line and 1841, 10 05

Manchester Victoria to Edinburgh over Up line.

185 Cumbernauld and Greenhill Lower Jn

Down and Up BLOCKED

08 00 to 18 00. Track renewal and track

maintenance.

186 Larbert North and Plean Jn

Down and Up BLOCKED

01 00 to 09 00. Track renewal and track maintenance.

187 Greenloaning

Down and Up

00 30 to 17 00. Track maintenance between

and Blackford LC

Between Trains

129m462yd and 133m616yd.

188 Auchterarder and Hilton Jn

Down and Up Between Trains 07 30 to 19 30. Track renewal. Mechanical equipment in use.

189 Perth

All

07 30 to 17 00. Signalling work.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between Lines affected Remarks

MOTHERWELL TO PERTH - continued SUNDAY 12 and MONDAY 13 OCTOBER

190 Stirling North and Dunblane

Down and Up
BLOCKED

00 40 Sun to 03 30 Mon. Bridgework (UB No.4). and tunnel work (Kippenross). Glasgow Queen St and Perth/Dundee/Aberdeen/Inverness services diverted via Falkirk Grahamston and Forth Bridge. Falkirk Grahamston/Dunblane and Edinburgh/Dunblane services terminate and start at Stirling. 1878, 21 35 Sat News Manchester Victoria to Aberdeen, 1803, 20 33 Sat News Euston to Inverness, 1807 21 00 Sat Euston to Inverness, 1825, 22 00 Sat Passenger and News Euston to Inverness, 1087, 21 40 Sun Perth to Euston, 1D34, 19 30 Sun Inverness to Euston and 1M15, 20 30 Sun Inverness to Euston diverted via Ladybank and Falkirk Grahamston. 1824, 12 00 Sun Kings Cross to Inverness, 1HO1, 23 25 Sun Edinburgh to Inverness and 1876, 17 30 Sun Inverness to Edinburgh diverted via Ladybank.

SUNDAY 12 to FRIDAY 17 OCTOBER

191 Hilton Jn

Down and Up Between Trains 08 00 to 18 00 daily. Bridgework (OB No.96).

MONDAY 13 to FRIDAY 17 OCTOBER

192 Auchterarder and Hilton Jn

and Perth

Down and Up Between Trains 08 00 to 16 00 daily. Track renewal between 145m286yd and 147m858yd. Mechanical equipment in

TUESDAY 14 to FRIDAY 17 OCTOBER

193 Dunblane and Greenloaning

Down and Up Between Trains 00 00 to 24 00 daily. Track renewal, track maintenance and bridgework (UB No.6). Crane and mechanical equipment in use.

WEDNESDAY 15 OCTOBER

194 Greenloaning and Blackford

Down and Up Between Trains 00 30 to 07 30. Track maintenance between 129m462yd and 133m616yd.

THURSDAY 16 and FRIDAY 17 OCTOBER

195 Blackford and Auchterarder

Down and Up
Between Trains

 $00\ 30\ to\ 07\ 30\ daily.$  Track maintenance between 133m616yd and 137m902yd.

FRIDAY 17 OCTOBER

196 Greenloaning and Blackford LC Down and Up Between Trains 09 00 to 14 00. Loading and unloading material.

WHIFFLET NORTH JN TO RUTHERGLEN EAST JN

UNTIL FURTHER NOTICE

197 Carmyle Jn and Rutherglen East Jn Down and Up Between Trains 08 00 to 20 00 daily. Bridgework (UB's Nos.4 and 5). Crane and mechanical equipment in use.

At or between Lines affected Remarks

#### WHIFFLET NORTH JN TO RUTHERGLEN EAST JN - continued SUNDAY 12 OCTOBER

198 Langloan Jn and Rutherglen East Jn

Down and Up BLOCKED

08 30 to 17 00. Demolishing signal box. Possession to be given up for the passage of 1011, 09 35 Edinburgh to Poole over Down line and 1841, 10 05 Manchester Victoria to Edinburgh over Up line. Crane and mechanical equipment in use.

#### CARTSHERRIE SOUTH JN TO SIGHTHILL JN SUNDAY 12 OCTOBER

199 Gartcosh Jn and Down and Up Sighthill Jn

BLOCKED

08 00 to 18 00. Track renewal and bridgework (OB No.68B).

#### EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) UNTIL FURTHER NOTICE

		<b>-</b>	
200	Haymarket West Jn and Newbridge Jn	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.3A) and construction work. Mechanical equipment in use.
201	Newbridge Jn and Winchburgh Jn	Down and Up Between Trains	07 30 to 16 30. Retaining wall work.
202	Winchburgh Jn	Down and Up	07 30 to 16 30. Retaining wall work.

and Linlithgow Between Trains

#### SATURDAY 11 OCTOBER

203 Winchburgh Jn and Newburgh Jn

Up BLOCKED

00 00 to 06 00. Bridgework (UB No.15). Single line working over Down line.

204 Linlithgow and Polmont Jn Down and Up Between\_Trains 00 00 to 06 00. Earthwork. Crane and mechanical equipment in use.

#### SUNDAY 12 OCTOBER

205 Waverley East and Princes St Gardens

A11

A11

07 00 to 17 30. Signalling work.

206 Princes St Gardens and Haymarket

Down and Up North BLOCKED

00 00 to 16 00. Drainage between 0m550yd and 45ml610yd. North trains to run over South lines 00 00 to 16 00.

East Jn

07 30 to 16 30. Signalling work.

207 Haymarket East Jn and Havmarket

West Jn

Down and Up South Between Trains

00 00 to 07 30. Track maintenance between 45m770yd and 44m1610yd.

208 Haymarket Central In and Haymarket West Jn

SECTION B - TEMPORAL	RY ENGINEERING WORKS -	continued			
At or between	Lines affected	Remarks			
EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued SUNDAY 12 OCTOBER - continued					
209 Haymarket West Jn and Newbridge Jn	Down and Up BLOCKED	00 00 to 16 00. Track renewal, reballasting and track maintenance between 44ml610yd and 38ml300yd. Trains diverted via Dalmeny Jn.			
210 Winchburgh Jn and Newbridge Jn	Up BLOCKED	00 00 to 07 00. Bridgework (UB No.15).			
211 Linlithgow and Polmont Jn	Down BLOCKED Up Between Trains	00 00 to 07 30. Track renewal and earthwork. Crane and mechanical equipment in use.			
212 Polmont Jn and Greenhill Upper Jn	Down and Up BLOCKED	00 00 to 18 00. Track maintenance.			
213 Greenhill Upper Jn and Gartshore	Down and Up BLOCKED	00 00 to 07 30. Track maintenance.			
214 Gartshore and Cadder	Down and Up BLOCKED	00 00 to 07 30. Track maintenance and bridgework (Lenzie Station FB).			
215 Cadder	Down Arrival/ Departure Line BLOCKED	08 00 to 17 00. Track renewal.			
216 Cowlairs West Jn	Down and Up BLOCKED	00 30 to 07 30. Track maintenance (Switches and Crossings).			
217 Cowlairs West Jn and Queen Street HL	Down and Up BLOCKED	00 15 to 07 00. Signalling work (Power Cable) and unloading rails. ECS, Cowlairs to Glasgow Queen St not to run.			
218 Cowlairs	A11	08 00 to 17 00. Signalling work.			
MONDAY 13 OCTOBER					
219 Haymarket West Jn and Newbridge Jn	Down and Up Between Trains	00 00 to 06 00. Track maintenance between $44  \text{ml} 610  \text{yd}$ and $38  \text{ml} 300  \text{yd}$ .			
220 Winchburgh Jn and Newbridge Jn	Up BLOCKED	00 00 to 06 00. Bridgework (UB No.15). Single line working over Down line.			
MONDAY 13 to FRIDAY	17 OCTOBER				
221 Linlithgow and Polmont Jn	Down and Up Between Trains	00 00 to 04 30 daily. Earthwork. Crane and mechanical equipment in use.			
TUESDAY 14 to FRIDA	Y 17 'OCTOBER	•			
222 Greenhill Upper Jn and Gartshore	Down and Up BLOCKED	00 00 to 05 00 daily. Track maintenance.			
223 Gartshore and Cadder East	Down and Up BLOCKED	00 00 to 05 00 daily. Track maintenance.			

224 Cowlairs West Down and Up BLOCKED 00 15 to 05 00 daily. Track maintenance (Switches and Crossings).

SECTION	R _	TEMPODARY	ENGINEERING	WORKS	_	continued

Lines affected At or between Remarks

EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued WEDNESDAY 15 OCTOBER

225 Newbridge Jn Up BLOCKED

and Haymarket Central Jn

00 00 to 06 00. Track maintenance between

38ml300yd and 44ml610yd. Single line working over

Down line.

THURSDAY 16 and FRIDAY 17 OCTOBER

226 Newbridge Jn Down BLOCKED

and Winchburgh Jn

00 00 to 04 30 daily. Bridgework (UB No.15).

Single line working over Up line.

FRIDAY 17 OCTOBER

227 Queen Street HL Up BLOCKED

and Cowlairs West Jn

00 30 to 04 00. Tunnel work (Queen Street HL).

POLMONT JN TO LARBERT JN SUNDAY 12 OCTOBER

228 Polmont Jn and Down BLOCKED Grangemouth Jn Up Between Trains 00 00 to 08 00. Retaining wall work and drainage.

Crane and mechanical equipment in use.

229 Grangemouth Jn Down BLOCKED and Swingbridge Up Between Trains

East LC

00 00 to 08 00. Bridgework (OB No.10) and signal box work (Grangemouth Jn).

COWLAIRS TO BELLGROVE SUNDAY 12 OCTOBER

230 Cowlairs West Jn

Down and Up Pass and Down and Up

Goods BLOCKED

00 00 to 07 30. Track maintenance (Switches and

Crossings).

TUESDAY 14 to FRIDAY 17 OCTOBER

230A Cowlairs West Jn

Down and Up Goods BLOCKED 00 15 to 05 00 daily. Track maintenance (Switches

and Crossings).

CARMONDEAN JN TO BATHGATE YARD (GOODS LINE)

SUNDAY 12 and MONDAY 13 OCTOBER

231 Carmondean Jn and Bathgate

Yard

Single BLOCKED

22 00 Sun to 05 00 Mon. Track maintenance between

28ml150yd and 25m360yd.

AIRDRIE TO HELENSBURGH UNTIL FURTHER NOTICE

232 Airdrie and

Down Between Trains 08 30 to 16 00 daily. Earthwork.

Coatdyke

SATURDAY 11 OCTOBER

233 Airdrie and Sunnyside Jn Down and Up BLOCKED

00 10 to 04 40. Overhead line work. Isolation

of electrical sections PA3 and 4.

234 Sunnyside Jn Down and Up and Shettleston

BLOCKED

00 10 to 05 00. Overhead line work. Isolation

of electrical sections PA1 and 2.

SUNDAY 12 OCTOBER

235 Charing Cross and Hyndland Jn

Down and Up BLOCKED

00 15 to 07 30. Track renewal.

236 Knightswood South Jn and

Down and Up BLOCKED 00 15 to 07 30. Retaining wall work. Isolation of

electrical sections DF3 and 4 and DM1 and 2.

Westerton

		1.
SECTION R - TEMPORAR	Y ENGINEERING WORKS -	WON-B17
At or between	Lines affected	Remarks
AIRDRIE TO HELENSBUR SUNDAY 12 OCTOBER -		
237 Singer	Down and Up BLOCKED	00 00 to 07 45. Track renewal at Points No.69.
238 Bowling LC	Down and Up BLOCKED	00 15 to 07 30. Bridgework (Bowling Station FB). Isolation of electrical sections DFl and 2.
239 Dumbarton	All	00 00 to 07 00. Signalling work.
240 Ardmore	All	08 00 to 17 00. Signalling work.
241 Craigendoran Jn and Helensburgh Central	Single BLOCKED	00 20 to 07 30. Bridgework (OB No.186). <u>Isolation of electrical sections DH1 and 2</u> .
MONDAY 13 to FRIDAY	17 OCTOBER	
242 Finnieston GF and Hyndland Jn	Down and Up BLOCKED	00 30 to 05 00 daily. Station work (Partick). Possession to be given up for the passage of T71.
TUESDAY 14 and WEDNE	SDAY 15 OCTOBER	
243 Finnieston GF and Hyndland Jn	Down and Up BLOCKED	00 10 to 05 00 daily. Overhead line work. T71 diverted via Cowlairs and Dalmuir, Isolation of electrical sections PF1 (a, b and c), PF2 (b and c), DF7 (q) and DF8.
TUESDAY 14 to FRIDAY	17 OCTOBER	
244 Airdrie and Sunnyside Jn	Down and Up BLOCKED	00 15 to 05 00 daily. Overhead line work and bridgework (OB No.69A). <u>Isolation of electrical sections PA3 and 4</u> .
245 Sunnyside Jn and Shettleston	Down and Up BLOCKED	00 15 to 05 00 daily. Track maintenance and overhead line work. <u>Isolation of electrical sections PA1 and 2</u> .
DALREOCH JN TO BALLO SUNDAY 12 OCTOBER	ОСН	
246 Dalreoch Jn and Balloch	Single BLOCKED	00 15 to 07 30. Drainage and earthwork. <u>Isolation of electrical section DBl</u> .
HIGH STREET JN TO SECUNDAY 12 OCTOBER	HIELDS JN	
247 High Street and Shields Jn	Down and Up BLOCKED	09 00 to 16 00. Retaining wall work.
COWLAIRS WEST JN TO	KNIGHTSWOOD NORTH JN	

Down and Up BLOCKED 00 00 to 07 30. Track maintenance (Switches and

Down and Up BLOCKED 00 15 to 05 00 daily. Track maintenance (Switches

Crossings).

and Crossings).

SUNDAY 12 OCTOBER

North Jn

249 Cowlairs West Jn and Cowlairs

North Jn

248 Cowlairs West
Jn and Cowlairs

TUESDAY 14 to FRIDAY 17 OCTOBER

SECTION B - TEMPOR	ARY ENGINEERING WORKS	- continued	_	_ •
At or between	Lines affected	Remarks	 <u> </u>	,

#### COWLAIRS EAST JN TO COWLAIRS NORTH JN SUNDAY 12 OCTOBER

250 Cowlairs East Jn and Cowlairs

North Jn

Down and Up BLOCKED

00 00 to 07 30. Track maintenance (Switches and

Crossings).

TUESDAY 14 to FRIDAY 17 OCTOBER

251 Cowlairs East Jn and Cowlairs North Jn

Down and Up BLOCKED

00 15 to 05 00 daily. Track maintenance (Switches

and Crossings).

CRAIGENDORAN JN TO FORT WILLIAM SATURDAY 11 OCTOBER

252 Crianlarich

Down and Up Loops

BLOCKED

00 00 to 06 00 (cont'd from WON No.28). Station

work.

SATURDAY 11 and SUNDAY 12 OCTOBER

253 Garelochhead and Glen Douglas

Single BLOCKED

21 15 Sat to 18 15 Sun. Bridgework (OB No.27A and

UB No.30).

SUNDAY 12 OCTOBER

254 Craigendoran Jn Single BLOCKED 06 00 to 18 00. Bridgework (OB No.21C).

and

Garelochhead

255 Arrochar and

Single Between Trains

Tarbet and Ardlui

08 00 to 16 00. Track renewal.

256 Crianlarich

Down and Up Loops

BLOCKED

BLOCKED

06 00 to 18 00. Station work.

257 Rannoch and

Corrour

Single BLOCKED

08 00 to 16 00. Track renewal.

MONDAY 13 to FRIDAY 17 OCTOBER

258 Crianlarich

Down and Up Loops

21 05 Mon to Thu to 06 00 Tue to Fri. Station

work.

FRIDAY 17 OCTOBER

259 Crianlarich

Down and Up Loops

21 00 to 24 00 (cont'd in WON No.30). Station

BLOCKED work.

CRIANLARICH TO OBAN SUNDAY 12 OCTOBER

260 Dalmally and Taynuilt

Single BLOCKED

08 00 to 16 00. Track renewal.

MONDAY 13 to FRIDAY 17 OCTOBER

260A Crianlarich and Dalmally Single BLOCKED

21 00 Mon to Thu to 07 00 Tue to Fri. Track

maintenance.

WON-B19 SECTION B - TEMPORARY ENGINEERING WORKS - continued Lines affected Remarks At or between TWEEDMOUTH TO EDINBURGH WAVERLEY UNTIL FURTHER NOTICE 261 Beal and Al l 08 00 to 16 00 daily. Signalling work between 58m1140yd and 65m1720yd. Tweedmouth 262 Reston GSP and Down and Up 08 00 to 18 00 daily. Bridgework (OB No.128 Grantshouse Between Trains and OB No.136). 263 Innerwick GSP 07 00 to 18 00 daily. Earthwork and track Down and Up and Oxwellmains Between Trains maintenance between 33ml10yd and 33mp. 08 00 to 18 00 daily. Bridgework (OB No.69) 264 Stenton GSP Down and Up and Drem Between Trains Crane and mechanical equipment in use. 265 Longniddry Down and Up 08 00 to 18 00 daily. Earthwork and and Prestonpans Between Trains bridgework (OB No.40AA). 266 Monktonhall Jn 07 00 to 19 00 daily. Bridgework (OB No.16). Down and Up and Portobello Between Trains Mechanical equipment in use. 267 Waverley (East North Loop Siding 08 00 to 17 00 daily. Construction work. End) and and North Loop Waverley (West Between Trains End) SATURDAY 11 and SUNDAY 12 OCTOBER 268 Berwick-upon-Down BLOCKED 23 45 Sat to 11 15 Sun ) Track maintenance Tweed and Up BLOCKED 23 45 Sat to 09 45 Sun ) between 54ml080yd and Reston GSP 47m310yd. 269 Reston GSP and Down and Up BLOCKED 23 45 Sat to 09 45 Sun. Bridgework (OB's Nos.128 Grantshouse and 136). 270 Innerwick GSP Down BLOCKED 23 00 Sat to 16 45 Sun ) Track reballasting and and Oxwellmains Up BLOCKED 23 15 Sat to 09 30 Sun ) track maintenance Up Between Trains 09 30 to 16 45 Sun ) between 32m440yd and 31ml320yd. Single line working over Up line, 11 30 to 16 45. 271 St Germains LC 23 30 Sat to 09 30 Sun. Bridgework (OB's Nos.39 Down and Up BLOCKED and Prestonpans and 40AA). 272 Prestonpans and 23 45 Sat to 09 30 Sun. Loading material and Down and Up BLOCKED Monktonhall Jn bridgework (OB No.29) between 9m880yd and 5m1720yd. 273 Monktonhall Jn 23 45 Sat to 09 15 Sun. Bridgework (OB No.17) and Down and Up BLOCKED and Portobello track renewal between 5ml720yd and 3m730yd. SUNDAY 12 OCTOBER 273A Tweedmouth Down and Up BLOCKED 00 00 to 10 00. Bridgework (No.195). and Berwickupon-Tweed 00 00 to 07 30. Signalling work. 274 Grantshouse All Between Trains 00 15 to 09 15. Tunnel work (St Margarets). 275 Craigentinny Down and Up BLOCKED and Abbeyhill Trains diverted via Lochend Jn. Jn.

00 00 to 08 00. Bridgework (OB No.6).

276 Waverley (East

Waverley (West

End) and

End)

Hotel Lye, North

North Loop BLOCKED

Loop Siding and

SECTION B - TEMPOR	ARY ENGINEERING WORKS	- continued		<u></u>
At or hetween	lines affected	Remarks	<del></del>	

TWEEDMOUTH			WAVERLEY	-	continued
MONDAY 13 (	TTO	DRED			

MUNDAY	13	OCTOBER	

277 Prestonpans and Down and Up Monktonhall Between Trains 00 00 to 06 00. Track maintenance between 9m880yd and 5m1720yd.

#### MONDAY 13 and TUESDAY 14 OCTOBER

278 Innerwick GSP and Oxwellmains Down BLOCKED

22 50 Mon to 00 50 Tue. Track maintenance between 34m880yd and 31m440yd.

#### TUESDAY 14 OCTOBER

279 Berwick-upon-Tweed and Reston GSP

Down BLOCKED

02 45 to 07 00. Track maintenance between 54m1080yd and 47m310yd. Single line working over

Up line.

280 Oxwellmains and Up BLOCKED

Innerwick GSP

02 30 to 06 40. Track maintenance between 31m440yd and 34m880yd. Possession to be given up for the passage of 8X99, 23 35 (MO) Grangemouth BP to Haverton Hill.

#### WEDNESDAY 15 and THURSDAY 16 OCTOBER

281 Berwick-upon-Tweed and Reston GSP

Down BLOCKED

01 30 to 07 00 daily. Track maintenance between 54ml080yd and 47m310yd. Single line working over Up line.

### FRIDAY 17 OCTOBER

282 Reston GSP and Berwick-upon-

Tweed

Up BLOCKED

02 00 to 06 55. Track maintenance between 47m3lOyd and 54ml08Oyd. Single line working over Down line.

#### PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE) UNTIL FURTHER NOTICE

283 Portobello and Leith South

Single Between Trains 05 00 to 19 00 daily. Bridgework (OB No.49 and UB No.13), excavation and earthwork between O and 1mp. Mechanical equipment in use.

#### SATURDAY 11 OCTOBER

284 Portobello and Leith South

Single BLOCKED

12 00 to 18 00. Earthwork.

### SUNDAY 12 OCTOBER

285 Portobello and Leith South

Single BLOCKED

08 00 to 16 00. Earthwork.

#### MILLERHILL TO PORTOBELLO (GOODS LINE) UNTIL FURTHER NOTICE

286 Niddrie South Jn and Portobello

Down and Up Between Trains

07 00 to 19 00 daily. Bridgework (OB No.1). Mechanical equipment in use.

287 Millerhill and Niddrie South Jπ

Down and Up Between Trains 08 00 to 18 00 daily. Bridgework (OB No.7B). Mechanical equipment in use. Finishes 18 00, Sat 11 October.

		WON-B21
	Y ENGINEERING WORKS -	continued Remarks
At or between	Lines affected	
MILLERHILL TO PORTOR SATURDAY 11 OCTOBER	BELLO (GOODS LINE) - c	ont inued
288 Niddrie South Jn and Portobello	Down and Up BLOCKED	12 00 to 18 00. Bridgework (OB No.1).
SUNDAY 12 OCTOBER		
289 Niddrie South Jn and Portobello	Down and Up BLOCKED	08 00 to 18 00. Bridgework (OB No.1).
BILSTON GLEN TO MILI SUNDAY 12 OCTOBER	LERHILL (GOODS LINE)	
290 Millerhill South Jn	Single BLOCKED	07 00 to 16 00. Track renewal between $6mp$ and $6m200yd$ .
PORTOBELLO TO NIDDRI UNTIL FURTHER NOTICE		
291 Portobello and Niddrie West	Single Between Trains	07 00 to 19 00 daily. Bridgework (OB No.1). Mechanical equipment in use.
SATURDAY 11 OCTOBER		•
292 Portobello and Niddrie West	Single BLOCKED	12 00 to 18 00. Bridgework (OB No.1).
SUNDAY 12 OCTOBER		
293 Portobello and Niddrie West	Single BLOCKED	08 00 to 18 00. Bridgework (OB No.1).
MONDAY 13 to FRIDAY	17 OCTOBER	
294 Portobello and Niddrie West	Single BLOCKED	09 50 to 17 00. Bridgework (OB No.1). Possession to be given up for passage of booked services.
HAYMARKET WEST JN TO UNTIL FURTHER NOTICE		
295 Dalmeny and South Gyle	Up Between Trains	08 00 to 16 00 daily. Lineside excavation.
296 Ladybank	Down Between Trains	07 30 to 17 00 daily. Construction work. Finishes 07 30 Sat 11 Oct.
297 Tay Bridge South and Dundee Central Jn	Down and Up Between Trains	00 00 to 17 00 daily. Bridgework (Tay Bridge) and signalling work. Crane and mechanical equipment in use.
298 Dundee Central Jn and Camperdown Jn	All Between Trains	00 00 to 24 00 daily. Work at lineside and signalling work. Crane and mechanical equipment in use.
299 Dundee Central Jn and Camperdown Jn	Down Through/ Down Platform and Down Main Between Trains	07 00 to 19 00 daily. Bridgework (OB No.188J). Crane and mechanical equipment in use.
300 Newtonhill and Ferryhill Jn	Down and Up Between Trains	00 00 to 24 00 daily. Earthwork, rock blasting and work at lineside between 230ml300yd and 239m640yd. Crane and mechanical equipment in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued
At or between Lines affected Remarks

	MARKET WEST JN TO URDAY 11 and SUND	ABERDEEN - continued AY 12 OCTOBER	
301	Markinch and Thornton North Jn	Up BLOCKED Down BLOCKED Down Between Trains	23 45 Sat to 08 00 Sun ) Retaining wall work. 00 30 to 05 00 Sun ) 05 00 to 08 00 Sun )
302	Dundee Central Jn and Tay Bridge South	Up BLOCKED Down Between Trains	23 30 Sat to 16 15 Sun. Track renewal and track maintenance between 57m220yd and 56m910yd.  Single line working over Down line 08 00 to  16 00. Crane and mechanical equipment in use.
303	Dundee Central Jn and Camperdown Jn	Down Platform, Down Through and Down Main BLOCKED Down Platform, Down Through and Down Main Between Trains	22 30 Sat to 08 00 Sun ) Bridgework (OB No.188J), ) track renewal and work ) at lineside between 08 00 to 17 00 Sun ) 58m1562yd and 0m462yd. ) Down trains to run over ) Up lines from 22 30 Sat to 08 00 Sun. Mechanical equipment in use.
304	Broughty Ferry LC and Carnoustie LC	Down and Up Between Trains	22 30 Sat to 08 00 Sun. Track renewal between 3m990yd and 10m638yd. Mechanical equipment in in use.
305	Newtonhill and Ferryhill Jn	Down and Up . Between Trains	22 00 Sat to 08 00 Sun. Track renewal between 230m1298yd and 240m858yd.
SUNI	DAY 12 OCTOBER		
306	North Queensferry and Dalmeny	Up BLOCKED Down_Between Trains	07 30 to 17 00. Bridgework (Forth Bridge) Up trains to run over Down line.
307	Inverkeithing East Jn and Burntisland	Down BLOCKED Up BLOCKED Up Between Trains	00 00 to 16 30 ) Construction work, track 00 00 to 06 00 ) renewal and track 06 00 to 16 30 ) maintenance between 13m1080yd and 20m220yd. 1G35, 03 04 (News) Edinburgh to Kirkcaldy, 5G35, 04 20 (ECS) Kirkcaldy to Edinburgh, 5T74, 05 15 (Sun) Craigentinny to Dundee diverted via Cowdenbeath. Single line working over Up line 06 00 to 16 30.
308	Burntisland and Kirkcaldy	Down and Up BLOCKED Down Between trains	00 00 to 06 00 ) Track maintenance and drainage 06 00 to 16 30 ) between 20m220yd and 25m1540yd. 1G35, 03 04 (News) Edinburgh to Kirkcaldy, 5G35, 04 20 ECS Kirkcaldy to Edinburgh, 5T74, 05 15 (Sun) Craigentinny to Dundee diverted via Cowdenbeath.
309	Dundee	A11	07 30 to 17 00. Signalling work.
310	Montrose North and Craigo	Down and Up Between Trains	07 30 to 16 30. Bridgework (OB No.268) and signalling work.
311	Craigo and Laurencekirk	Down and Up Between Trains	08 00 to 18 00. Bridgework (OB No.281).
312	Carmont LC	A11	07 30 to 17 00. Signalling work.
313	Newtonhill and Aberdeen	A11	07 30 to 17 00. Signalling work.

	·	WON-B23
	Y ENGINEERING WORKS - Lines affected	Remarks
At or between	Lines affected	Keinerke
HAYMARKET WEST JN TO MONDAY 13 OCTOBER	ABERDEEN - continued	
314 Dundee Central Jn and Tay Bridge South	Up BLOCKED Down Between Trains Up Between Trains	00 00 to 05 45 ) Track renewal and track 00 00 to 24 00 ) maintenance between 05 45 to 24 00 ) 57m220yd and 56m910yd.
TUESDAY 14 and WEDNE	SDAY 15 OCTOBER	
315 Haymarket West Jn and Dalmeny	Down Between Trains	00 00 to 07 00. Track renewal between $2m620yd$ and $9m770yd$ .
TUESDAY 14 to THURSE	AY 16 OCTOBER	
316 Kirkcaldy and Sinclairtown	Down and Up Between Trains	$00\ 00\ to\ 06\ 00$ daily. Track maintenance between $26m20yd$ and $27m90yd$ .
TUESDAY 14 to FRIDAY	17 OCTOBER	
317 Tay Bridge South and Dundee Central Jn	Down and Up Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 56m910yd and 57m220yd.
THURSDAY 16 OCTOBER		•
318 Dalmeny and Haymarket West Jn	Up <u>Between Trains</u>	00 00 to 07 00. Track renewal between $5m440yd$ and $4m1320yd$ .
319 Inverkeithing East Jn and Burntisland	Down BLOCKED Down Between Trains	00 00 to 03 45 ) Track maintenance between 03 45 to 06 00 ) 13m460yd and 20m220yd. Down trains diverted via Cowdenbeath 00 00 to 03 45.
WEDNESDAY 15 to FRID	DAY 17 OCTOBER	,
320 Camperdown Jn and Broughty Ferry LC	Down and Up Between Trains	23 00 Wed and Thu to 06 00 Thu and Fri. Track maintenance between 0m462yd and 3m990yd.
FRIDAY 17 OCTOBER		

321 Haymarket West	Down Between Trains	00 00 to 07 00. Trac	k renewal between 9m240yd
Jn and Dalmeny		and 9m250yd.	

322 Inverkeithing East Jn and Burntisland	Down and Up Between Trains	00 00 to 06 00. Track maintenance between $13m460yd$ and $20m220yd$ .
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## AUCHMUTY TO MARKINCH DOWN SIDINGS GF GOODS LINE SATURDAY 11 and SUNDAY 12 OCTOBER

323 Auchmuty and	Single BLOCKED	00 00 Sat to 17 00 Sun. Track renewal	l between
Markinch Down		Om65Oyd and Om6OOyd.	
Sidings GF			•

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	RY ENGINEERING WORKS -	
At or between	Lines affected	Remarks
PERTH TO INVERNESS UNTIL FURTHER NOTICE	3	
324 Dunkeld and Pitlochry	Single Between Trains	08 00 to 18 00 daily. Work at lineside, tunnel work (Inver) and bridgework (UB's Nos.33 and 47) between 16m188yd and 24m700yd. Crane and mechanical equipment in use.
325 Pitlochry and Blair Atholl LC	Single Between trains	00 00 to 19 00 daily. Tunnelwork (Killiecrankie), rock blasting and work at lineside between 30ml210yd and 31m616yd. Crane and mechanical equipment in use. Finishes 07 30, Sat 11 Oct.
326 Blair Atholl LC and Dalwhinnie	Down and Up Between trains	08 00 to 20 00 daily. Bridgework (UBs Nos 86J and 126 and 99). Work at lineside between 35ml32yd and 58ml188yd. Crane and mechanical equipment in use.
327 Culloden Moor and Inverness	A11	07 30 to 17 00 daily. Signalling work.
SATURDAY 11 to FRIDA	AY 17 OCTOBER	
328 Millburn Jn . and Inverness	Down and Up and Single Between Trains	00 00 to 24 00 daily. Unloading signalling material, track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.
SUNDAY 12 OCTOBER		
329 Perth and Stanley Jn	A11	07 30 to 17 00. Signalling work.
330 Blair Atholl LC and Dalwhinnie	Down and Up Between Trains	08 00 to 17 00. Track renewal between 35ml32yd and 58ml188yd and signalling work. Mechanical equipment in use.
331 Kingussie LC and Kincraig Loop	Single Between Trains	08 00 to 17 00. Work at lineside and track renewal between 71ml056yd and 77m880yd. Mechanical equipment in use.
332 Kincraig Loop and Aviemore	Single Between Trains	08 00 to 17 00. Work at lineside and overhead cable work between 77m880yd and 83m1078yd.
333 Tomatin Loop and Moy Loop	Single Between Trains	08 00 to 17 00. Track renewal between 98m1716yd and 103m440yd and signalling work.
334 Moy Loop and Culloden Moor	Single Between Trains	08 00 to 17 00. Work at lineside between $103m440yd$ and $111m660yd$ .
335 Culloden Moor and Millburn Jn	All	07 30 to 17 00. Signalling work.
PERTH TO DUNDEE CENTURY OF THE PROPERTY OF THE		:
336 Perth and Barnhill	Single Between trains	08 00 to 16 00. Bridgework (UB No.35). Work at lineside between 20ml100yd and 20ml300yd. Mechanical equipment in use.
337 Longforgan LC and Dundee Central Jn	All Between trains	07 30 to 21 00 daily. Bridgework (OB No.5/1) and work at lineside between 3m550yd and 3mp, and signalling work. Crane and mechanical equipment in use.

### WON-B25

			WON-B25	
	<u> ION B - TEMPORAR'</u> or between	Y ENGINEERING WORKS - Lines affected	Continued Remarks	
		PAI IN - continued		
	DAY 12 OCTOBER	RAL JN - continued		
338	Perth	A11	07 30 to 17 00. Signalling work.	
339	Barnhill and Errol LC	Down and Up Between Trains	08 00 to 18 00. Bridgework (OB No.25) and work at Inchcoonans signal box.	
340	Longforgan LC and Dundee Central Jn	Down and Up Between Trains	08 00 to 17 00. Track maintenance and work at Longforgan signal box between 5m1210yd and 0m440yd and signalling work.	
341	Dundee Central Jn	A11	07 30 to 17 00. Signalling work.	
TUE	SDAY 14 and WEDNE	SDAY 15 OCTOBER		
342	Longforgan LC and Dundee Central Jn	Down and Up Between Trains	22 30 Tue to 06 00 Wed. Track maintenance between 5ml210yd and 0m440yd.	
	RDEEN TO INVERNES			
343	Huntly and Keith	Single Between trains	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45m1100yd. Mechanical equipment in use.	
344	Forres and Nairn	Single Between trains	00 00 to 24 00 daily. Work at lineside between 128m1200yd and 128m1400yd. Mechanical equipment in use.	
345	Nairn and Inverness	A11	07 30 to 17 00 daily. Signalling work.	
SAT	URDAY 11 and SUND	AY 12 OCTOBER		
346	Huntly and Keith Jn	Single Between Trains	22 00 Sat to 17 00 Sun. Loading material and track maintenance between 40ml474yd and 30m924yd. Mechanical equipment in use.	
347	Keith Jn and Elgin	Single BLOCKED	22 10 Sat to 18 00 Sun. Track renewal and track maintenance between 14m235yd and 13m1227yd.  Possession to be given up for the passage of booked services. Mechanical equipment in use.	
SATURDAY 11 to FRIDAY 17 OCTOBER				
348	Millburn Jn and Inverness	Down and Up and Single Between Trains	00 00 to 24 00 daily. Signalling work, track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.	
SUN	DAY 12 OCTOBER		:	
349	Aberdeen and Dyce Jn	All Between Trains	07 30 to 17 00. Signalling work.	
350	Elgin and Forres	Single Between Trains	07 30 to 17 00. Track renewal between llml628yd and 0m330yd. Mechanical equipment in use.	
351	Nairn and Millburn Jn	All Between Trains	07 00 to 17 00. Unloading signalling material and signalling work at Allanfearn LC (AOCL).	

SECTION B - TEMPORARY ENGINEERING WORKS - conti	SECTION B	RING WORKS - continued	
---	-----------	------------------------	--

At	or between	RY ENGINEERING WORKS Lines affected	Remarks
			лешатка
	DAY 13 to FRIDAY		
352	Keith and Elgin	Single Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 14m235yd and 13m1227yd.
TUE	SDAY 14 to FRIDA	Y 17 OCTOBER	•
353	Huntly and Keith	Single Between Trains	22 00 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 40m1474yd and 30m924yd.
$\overline{}$	TYBREWSTER TO WA	TERLOO (GOODS LINE)	
354	Kittybrewster GS and Waterloo Goods	Single BLOCKED	11 00 to 17 00. Work at lineside between $1m440y$ and $0mp$ .
	ERNESS TO WICK	<u>E</u>	
355	Inverness and Lentran	A11	07 30 to 17 00 daily. Signalling work.
356	Dingwall and Invergordon	Single Between Trains	00 00 to 24 00 daily. Bridgework (OB No.69/1) a platform work Alness. Crane and mechanical equipment in use.
357	Invergordon Station	Down and Up Between Trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
358	Fearn Station	Single Between Trains	$08\ 00\ to\ 17\ 00\ daily.$ Platform work. Crane and mechanical equipment in use.
359	Tain Station	Down and Up Between Trains	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.
360	Dunrobin Station	Single Between Trains	$08\ 00\ to\ 17\ 00\ daily.$ Platform work. Crane and mechanical equipment in use.
SAT	URDAY 11 to FRIDA	AY 17 OCTOBER	
361	Inverness Station	All Between trains	08 00 to 20 00 daily. Track renewal, platform work and work at lineside and unloading signalling material. Crane and mechanical equipment in use.
362	Welsh's Bridge and Rose Street	All Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthwork and work at lineside and unloading signalling material. Crane and mechanical equipment in use.
SUN	DAY 12 OCTOBER		:
363	Rose Street and Clachnaharry	Single Between Trains	00 00 to 17 00. Signalling work and unloading signalling material.
364	Clachnaharry and Lentran	Single Between Trains	00 00 to 17 00. Signalling work and unloading signalling material.
365	Tain and Ardgay	Single Between Trains	08 00 to 16 00. Track renewal between $44m506yd$ and $57m1540yd$ .
			08 00 to 18 00. Track renewal and track

			WON-R27		
SEC	TION B - TEMPORAR	Y ENGINEERING WORKS -			
At	or between	Lines affected	Remarks		
	ERNESS TO WICK - DAY 13 to FRIDAY				
367	Brora and Helmsdale	Single Between Trains	08 00 to 16 00. Track renewal and track maintenance between 95m55yd and 95m455yd.		
_	GWALL TO KYLE OF IL FURTHER NOTICE				
368	Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.		
369	Achnasheen and Strathcarron LC	A11	07 30 to 18 00 daily. Signalling work.		
SAT	URDAY 11 and SUND	AY 12 OCTOBER			
370	Garve and Achnasheen	Single Between Trains	22 00 Sat to 17 00 Sun. Track renewal, track maintenance and bridgework (UB No.28) between llm1430yd and 27m1584yd. Mechanical equipment in use.		
SUN	SUNDAY 12 OCTOBER				
371	Strathcarron and Kyle of Lochalsh	Single BLOCKED	08 00 to 18 00. Track renewal and track maintenance between 48ml60yd and 48ml550yd.  Possession to be given up for the passage of 1298, 09 40 Kyle of Lochalsh to Boat of Garten.		

22 00 Sun to Thu to 06 00 Mon to Fri. Track

maintenance between 11m1430yd and 27m1584yd.

07 30 to 16 00 daily. Track renewal and track .

maintenance between 48m160yd and 48m1550yd.

SUNDAY 12 to FRIDAY 17 OCTOBER

MONDAY 13 to FRIDAY 17 OCTOBER

Single

Single

Between Trains

Between Trains

372 Garve and

Achnasheen

373 Strathcarron

Lochalsh

and Kyle of

#### 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

NIL

#### DETAILS OF WORK ALREADY CARRIED OUT

\* \*BETWEEN MAUCHLINE AND HURLFORD - New Permanent speed restrictions of 65mph have become \* operational on the Down line between 35m1630yd and 36mp and between 36m1080yd and 37m1540yd. (29)

BETWEEN KNIGHTSWOOD NORTH JN AND HELENSBURGH - The MAXIMUM PERMISSIBLE SPEEDS have been amended.

See Section D of this Notice

(31)

BETWEEN CRAIGENDORAN AND HELENSBURGH UPPER - The permanent speed restrictions of 25mph on the Down line and 35mph on the Up line between OmllOyd and 02mp have been deleted.

See Section D of this Notice

(31)

BETWEEN GLENGARNOCK AND FALKLAND - The MAXIMUM PERMISSIBLE SPEED between Glengarnock and Falkland has been increased to 90mph on both lines for other than electric trains (75mph MAXIMUM PERMISSIBLE SPEED will continue to apply for electric trains). In consequence, the undernoted three new permanent speed restrictions have become operational:-

75mph between 32m1610yd and 0m370yd (Up direction only)
75mph between 0m370yd and 0m950yd (Up and Down)
75mph between 1m570yd and 35m200yd (Up and Down).

(See Section D of this notice)

(30)

MILLERHILL - Down East Goods Signal M41 has been renewed 2 yards nearer the box on left of drivers red aspect 12 feet above rail level. A position 4 junction route indicator has been provided and the application of the signal has been altered to be:-

Main

to M98

Main with position 4 junction route indicator - to Cl

A new colour light signal, Cl, with associated position light aspect, has been provided on the East Arrival line at the North end, on left of drivers, red aspect 11 feet above rail level. This signal is controlled from the Up Yard (South End) Supervisor's office. The single-sided notice board previously provided at this location has been removed.

Signal M44, applying from East Departure to Up East Goods, has been renewed at the same location, red aspect 11 feet above rail level and the associated position light aspect removed.

The application of Up East Goods ground position light signal, M42, has been alteredate be towards signal M98 or towards East Arrival line.

Nos.5, 7, 8 and 9 South Down Reception sidings have been secured out of use pending removal and all associated signals disconnected. No.6 siding has been retained meantime together with signal M71.

The area previously designated South Down Reception sidings is now known as the Electrification Depot.

The stencil route indication 'A' associated with signals M88, M92, M94, M95 and M96, applying to signal M79, has been altered to apply to 'Electrification Depot'.

(30)

#### WON-C2

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

\* \*CULLODEN MOOR - The existing shunt spur has been extended and a new connection, Single \* line to shunt spur, facing to Up direction trains, installed and secured out of use.

A new half connection facing to Up direction trains, has been installed on the Up line and secured out of use. (29)

BETWEEN MILLBURN JN AND INVERNESS STATION - The Up Forres line between Millburn Jn at its connection with the Up Aviemore line, and locomotive signal box has been secured out of use together with the following connections:-

Millburn Jn - Facing between Up Forres and Up Aviemore.

Welsh's Bridge - All facing and trailing between Forres and Aviemore lines.

- Forres lines trailing crossover.

Locomotive -

- Forres lines crossovers.

- All connections to Platforms 3 and 4 and the station sidings.

The station ground frame, released by Rose St. signal box has been secured out of use.

All signals associated with the Up Forres line and the connections secured out of use have been removed together with the signals on the Down Forres line.

The portion of the Down Forres line between Millburn Jn, at its connection with the Down Aviemore line, and locomotive signal box, has been redesignated Up and Down Forres line and is now worked in accordance with the Tokenless Block system.

Welsh's Bridge signal box acts as a block post on the Aviemore lines only.

The following signals associated with the Up and Down Forres line have been provided as shown on the sketch on pages C3 and C4 of this notice:-

#### Description of signals:-Millburn Jn

- 67 Up Forres to Up Aviemore home 1, situated 416 yards from the box, arm 16 feet above rail level.
- 66 Up Forres home, situated 416 yards from the box, arm 18 feet above rail level.
- 57 Down Aviemore towards Up Aviemore.
- (74) Up Forres distant, situated 480 yards from the home signals.

# Welsh's Bridge



 Down Aviemore home, situated 209 yards from the box, arm 18 feet above rail level.

Rose St Down outer distant, on the same post, 14 feet above rail level.

34

- Up Aviemore towards Down Aviemore.



Back along Up Aviemore.

(30)

#### 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 H102 - 4M54 GLASGOW to Garston Delete entry.

Page H107 - 6D79 GRANGEMOUTH to Paisley
Delete entry.

Page H108 - 6S44 HAVERTON HILL to Leith South
Amend Train Headcode to read 6S41.

Page H108 - 6S40 IMMINGHAM to Leith South
Amend Train Headcode to read 6S44.

Page H109 - LEITH SOUTH to Haverton Hill Delete Train Headcode 6E73.

Page H109 - 6E39 LEITH SOUTH to Immingham
Amend Train Headcode to read 6E73.

Page H113 - PAISLEY to Grangemouth
Delete Train Headcode 7N47.

(MPF/491/CA) (29/9/86)

#### SECTIONAL APPENDIX

# SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

List of lines in sequence used throughout the book

Page number relating Table A

Page 3

<u>Delete</u>: - Cowlairs to Port Dundas (Goods Line) entry.

(28/6/86)

Page 12

Amend eighth paragraph to read:

Portable AWS magnets will be positioned on the approach side of Warning Boards for Temporary Speed Restrictions, as specified in the Rule Book, Section U, on lines fitted with AWS. Portable AWS magnets will not be provided on lines which are not AWS fitted (clause 1.1.3 of Section U is modified accordingly).

(//6/86)

_						Speed Restrictions	
Running L			Mileage	Down	Up		
Signallin,	ng System	Location	PA Aq	<u>≖</u> p	h	At or between	Remarks
Page 14 C.	CARLISLE TO G	CLASGOW CENTRAL	68 1610 69 200 0 420	inc1)	20	All lines and connections Otamp and 68m1340yd. Otamp and Om1280yd	AWS inductors not provided at Carlisle Station platform signals.
		Caldew Jn	0 1170 ( 2 220 Goods line)	30	8	Main to Goods line	Amended (6/9/86)
		norn LC (AHB) and Garri	ongill (inc	1)	I		
<del>*</del>	america do reac	Cleghorn LC (AHB)	76 530	90 95 100	<u>90</u>	77m260yd and 78m620yd 78m620yd and 79m290yd	
		<u>Carluke</u>	81 1650	90 80	_	79m290yd and 81tmp 81tmp and 84mp 81m510yd and 78m620yd 84mp and 84m570yd 84mp and 81m510yd	CW Up 84m70yd

.

					Speed Restrictions		
Running Lines and Signalling System	Location	Mileage M Yd	Down	•	At or between	Remark -	
Pages 19 and 20 - Ame					Rt of between	Remarks	
	Law Jn (see page 31)	84 150	15 50	1	Over DPL Entering over and leaving UPL Through in to Holytown line 84m570yd and 84m.p.	UPL 2290f (695m)	DPL 1915f (580m)
	Garriongill Jn (see page 27)	84 1300	<u>70</u> <u>60</u>		84m570yd and 84m970yd 84m970yd and 84m1430yd		(27/9/86)
	JTH JN TO HAYMARKET BAS Db LC and relevant info						(23/8/86)
	TO HOLYTOWN JN	) 					
Amend:- to read:-	and radianouse in	<u> </u>	<u>50</u> <u>60</u>	60 60	13tmp and 11tmp. 13tmp and 11m1220yd		(23/8/86)
Delete:	ar Jn and Carfin		60 60	50 50	9mp and 7tmp. Over curves 2tmp and 1tmp.		(18/8/86)
LAW JN TO UDI Between Law . Delete:	   DINGSTON JN   Jn and Wishaw Central 		<u>70</u>	<u>70</u>	Through jn to 842		
Amend:	1		<u>50</u>	<u>50</u>	(for multiple unit trains) Through jn to 844 (for other than multiple unit trains)		
to read:			<u>50</u>	<u>50</u>	Through jn to 842mp		(27/9/86)
<u>Add: -</u>	OHNS	84 510					(21/6/86)

		NSTRUCTIONS AND NOTICE		Perm	anent	Speed Restrictions	
unning Li	ines and		Mileage	Down		<del></del>	
Signallin		Location	M Yd	mp		At or between	Remarks
3. Bugarani	ig cystells		<del>                                     </del>	+	ï		
222 32						1	
Page 32	Att 111 mg 115F	TNOCTON IN				i	
	AW JN TO UDD	INGSTON JN	ł		J		CW Up, 0m130yd (20/4/86)
<u>De</u>	elete:-		l		l	j	Cw op, omrsoyd
				1	l		
			1	1	ł	1	
			1		1		,
Page 35			Į		l		
	UTHERGLEN CE	NTRAL JN TO FINNIESTON	F		l		
8	etveen Ruthe	rglen and Rutherglen N	orth Jn		l		
	\dd:-	Rutherglen Footpath	0 506		l		
	<u></u>	LC (RG)	" "		l	i	(6/9/86)
		LC (RG)	1	1	ł	1	•
					l		
				ĺ	l		
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Page 36	į		4				•
	RUTHERGLEN CE	NTRAL JN TO FINNIESTON	Ī				
Ā	mend:-	Finnieston	Ī 4 70		l		(2) (2) (2)
	o read:-	Exhibition Centre	4 70	Ì	i i	<b>\</b>	(21/6/86)
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			l	ļ			
Page 37			 	 	1\		
		ST JN TO RUTHERGLEN NO		ST CU	VE)		
<u> </u>	<u>\dd</u> : -	Rutherglen Footpath	0 467	}	}	ì	(6/9/86)
		LC (RG)	ł	1	ł		(0/)/00/
					1		
		•		ľ	ì		
i							
Page 38							
T.	ARKETELD IN	TO SHIELDS JN			ĺ		
	Amend table			ł	1		
<u> </u>	mena table	o read :-		1 20	ء ا	MAXIMUM PERMISSIBLE SPEED	
			1,01 20	$\frac{30}{25}$	30		All lines in this table are controlled
	T T	Larkfield Jn	101 20	1 43	[	Through jn to Muirhouse Jn.	
	<b>♦</b>	(See pages 25 and 47)			1		from Glasgow Central.
		West St tunnel	101 350		ĺ		
		(110 yards)	to	1	l		
	1 1 1		101 460	1	1	i	CW. Down 180 yards after passing
			l		]		Sig G.713.
		OHNS	101 530		1		
	<b></b>			1			_

SECTION D - GENERAL	INSTRUCTIONS AND NOTICE	<u>S - continu</u>		manen	t Speed Restrictions	<del></del>
Running Lines and		Mileage		n Up	T Opeed Restrictions	j
Signalling System	Location	M Yd	1	•	At or between	Remarks
Page 38 - Amend - co	Terminus Jn (See below and page 48) Shields Jn (See below and page 50)	101 1080 102 330	25		Through jn to Muirhouse Jn.  Through jn.	CW. Up 187 yards after passing Sig G.708.
SHIELDS JN T Amend table	O TERMINUS JN (UP THROU to read :-	GH SDG) GOO	l ds l l	ine I		
<u> </u>	ERMINUS JN (UP THROUGH Shields (See above	TERMINUS) 1 684	l	<u>5</u>	MAXIMUM PERMISSIBLE SPEED	Line in this table is controlled from
y .	and page 50)	1 110 102 0				Line in this table is controlled from Glasgow Central.
\ <u>\</u>	Terminus Jn (See above and pages 39 and 48).	101 20				Amended (7/6/86)
Page 40	EGLINTON STREET JN (VI	A KILMARNOC	K)	Ì		1
	ries South (DS) and Hol		Ï			
•	Dumfries South (DS)	92 1010	45	60 45	92m700yd and 93m1120yd. Over curve, 92m700yd and 92mp	
A B A B	Dumfries Stn. (D) (See page 44)	91 1300	<u>30</u>	<u>30</u>	Through stn. on main lines 92mp to 912mp	
	Holywood LC	88 680				(3/8/86)
<del></del>		<u>L</u>	<u> </u>	<u></u>	L	<u> </u>

			1			t Speed Restrictions	
	Lines and	Location	Mileage M Yd		ı Up	At an hatman	Banautra
. r R ((# 1 1 1	ilg System	LOCALION	H 10	┼	ph	At or between	Remarks
Page 41	<u>Delete</u> :- Ba	rony Jn., dots signifyi	ng block po	    stan	nd al	l associated information.	. (27/5/86)
Page 41		EGLINTON ST JN (VIA KI	LMARNOCK)				•
	Between Mauc	Nline and Hurlford					
	Amend: -				<u>65</u>	35m1630yd and 36 mp	
				<u>40</u>	<u>40</u>	36½mp and 36m1080yd	
			1		65	36m1080yd and 37m1540yd.	
	to read:-			<u>65</u>	<u>65</u>	35m1630yd and 36½mp	
			}	40	40	36½mp and 36m1080yd	·
				<u>65</u>	<u>65</u>	36m1080yd and 37m1540yd	(21/9/86)
age 44							.
	Delete :- BA	 RONY JN TO BARONY COLLI	ERY (GOODS	LINE	} ) tab	le.	(27/5/86)
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				Pe:	rmanei	nt Speed Restrictions	
Running	Lines and		Mileag	Do	m Up		
	ing System	Location	M Y		nph	At or between	Remarks
Page 47	KILMARNOCK T	O BADASSIE					
	Amend: -	Gatehead LC			1		
	to read:-	Gatehead LC (AHB)	2 132	)	1		. (29/6/86)
	Amend: - Shew	slton Moss GF_(incl) to_	Barassi	to re	ad :	·	· ·
		Shewalton	5 154			5m1320yd and 5m1540yd	Controlled from Paisley.
	ľ	Moss GF (S) (See below		- 1 -	-		7
		and Local Instructions	ł		1		
		Page 26		30	$\frac{30}{2}$	Over curve and through jn 7 mp and 7m1230yd.	
	1	Barassie (See Page 53)	7 123	)			Amended (25/5/86)
age 50		}	ļ			}	1
	BRIDGE STREET	I JN TO STRANRAER	Į	- 1		1	
	Amend 1st, 2	nd and 3rd MAXIMUM PERMI	SSIBLE S	SPEED 6	ntrie	s to read:-	
		1	l	1	ı	1	
	BETWEEN BRIDG AT GLENGARNO	GE ST JN AND 19ml390yd CK		75	75	MAXIMUM PERMISSIBLE SPEED	
	BETWEEN ELDE	RSLIE AND BOGSIDE		40	40	MAXIMUM PERMISSIBLE SPEED ON	
						REVERSIBLE SIGNALLED LINES IN THE REVERSE DIRECTION.	
	BETWEEN 19ml	390yd AT GLENGARNOCK	J	90	موا	MAXIMUM PERMISSIBLE SPEED FOR	
	AND 39m20yd		1	120	20	OTHER THAN ELECTRIC TRAINS	
	·	1		j.	1		
		390yd AT GLENGARNOCK	ĺ	75	75	MAXIMUM PERMISSIBLE SPEED FOR	
	AND 39m20yd	AT FALKLAND				ELECTRIC TRAINS	
	BETWEEN 39m2	l Dyd AT FALKLAND AND	ł	60	60	MAXIMUM PERMISSLBLE SPEED	Ì
	Omp AT GIRV	AN		==	1 ==	THAT TOUR TENTION OF THE	(28/9/86)
	Amend item i	Pomerke column of batt		 	1	1	HALL I'V I A SECOND STATE OF THE SECOND STATE
	THE IT ITEM 1	n Remarks column at bott	in or bi	ige to	read	; -	"All lines between Hillington East and
		1	1	- [			Dalrymple Jn (incl) are controlled from Paisley.  Amended (1/6/86)
			1		1		ratarel. Windings (1/0/00)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued Permanent Speed Restrictions Down Up Running Lines and Mileage At or between Remarks Signalling System Location M Yd mph Pages 51 - 54 Amend Arkleston Jn (incl) to Dalrymple Jn to read: DGL 3300f (1005m) 920 Entering, er and leaving Down Arkleston Jn goods loop UGL 2710f (825m) Entering, over and leaving Up 40 40 (bi-directional) goods loop <u>45</u> 62mp and 7mp Paisley (P) 6 660 35 Between Ayr lines and Gourock 35 lines Paisley Gilmour St 1010 (see page 57) 1170 1610 1080 40 Through facing crossover 40 Entering over, and leaving Up 40 UPL 1285f (390m) (bi-directional) passenger loop 70 Elderslie 9 40 Through Main line crossover 9 970 40 10 200 Johnstone 40 40 Through Lochwinnoch crossovers 15 530 15 1250 Lochwinnoch 15 1550 OHNS

SE	TION	D - GENERAL I	NSTRUCTIONS AND NOTICES	- continu				
1					Peru	anen	t Speed Restrictions	
		Lines and	:	Mileage	Down			
Si	malli	ng System	Location	M Yd	, mp	h_	At or between	Remarks
Pa	es 51	- 54 - Amend	- continued					
			Glengarnock	19 1390	40	<u>40</u>	Through Main line trailing crossover.	UGL 865f (260m) (bi-directional)
				20 1390	<u>40</u>	<u>40</u>	Through Main line facing crossover.	
					<u>40.</u>	<u>40</u>	Entering over and leaving Down Passenger Loop.	(bi-directional) DPL 2290f (695m)
			CE Siding GF (S)	21 150				
		}	Brownhill	21 620	İ	l		
			Swinlees (Roche)	21 840	40		Entering over and leaving Up Passenger Loop.	UPL2290f (695m) (bi-directional
		}		21 1630	40	<u>40</u>	Through Main line trailing crossover.	
			<u>Dalry</u>	22 920				
	*	Ť	Kilwinning Jn (See page 61)	25 1560	40	<u>25</u>	Through in to Ardrossan. Entering over and leaving Up Goods Loop.	UGL 1365f (415m) DRS 1054f (320m).
	#		Kilwinning	26 0	40		Through trailing crossover.	
	+		Byrehill Jn (See page 63)	26 1540		25	Through jn to Dubbs Jn.	
	+		Bogside (see page 64)	27 1560	40	10	To Snodgrass branch. Through Main line trailing crossover.	
L								

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SECTION D - GENER	AL INSTRUCTIONS AND NOTICE	<u>ES - contin</u>	ued		,		
			Peri	manen	t Speed Restrictions		
Running Lines and		Mileage	Dow	n Up	<del></del>		
Signalling System	Location	M Yd	m	ph	At or between	Remarks	
Pages 51 - 54 - A							
	Irvine	29 620	1				
	Gailes LC (AHB-X)	31 370	<u>x40</u>	<u>x40</u>	Approaching level crossing in wrong direction.		
	,	1	40	40	Over Main line trailing		
			60	75	crossover. 32m1610yd and 0m370yd.		
	Barassie	33 0 33 180			·		
		0 0	30		Over connection, DPL to Kilmarnock single line		
	Barassie Jn (See Page 47)	0 20	40	40	Entering, over and leaving DPL Through Main line facing crossover.		DPL t180f (355m)
	Up main signal PB286	0 1630	75 60 75	$\frac{75}{60}$	Entering, over and leaving UGL Om370yd and Om950yd Over curves, Om950yd and lm570yd lm570yd and 35m200yd	UGL 1305f(395m)	
	Troon	1 350 1 1100 2 330			(total distance 1610yd)		
	Monkton Siding GF (S)	35 110 36 620					
	Prestwick	37 750					
1 1	Falkland	38 1610					
			<u>50</u>	50	89m20yd and 40m290yd		DGL 760f (230m)
	j						

SECTION D - GENERAL INSTRUCTIONS AND NOTICES -	l	SECTION D -	GENERAL.	INSTRUCTIONS	AND	NOTICES	-	continued
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SECTION D GENERAL	MSTRUCTIONS AND MOTTOE.	Concin	<del>-</del> -		<del></del>	<del></del>
	J	Milana			t Speed Restrictions	
Running Lines and Signalling System	Location	Mileage M Yd		ı Up oh	At or between	Remarks
Pages 51-54 - Amend	1					
	Newton-on-Ayr Newton Jn (See page 64) OHNS Down Ayr Signal PA340  Ayr	39 730 39 880 39 900 39 970 40 1080	20 40 40 50	10 40 25 50	Through in to Killoch branch  40m290yd and 40m680yd  40m680yd and 40m920yd  40m920yd and 40m1740yd	Permissive working is authorised on the Up and Down lines through Ayr Station for passenger train connection
	Belmont LC (CCTV)  Dalrymple Jn (See page 65)	40 1360 41 990 43 1170	20	30 45	Through crossover.  Through in to Benbane branch	purposes. Controlled from Ayr relay room.  Amended (28/9/86)
Page 55  Between Girv Amend:-  to read:-	an and Pinwherry		<u>20</u> <u>45</u>	<u>20</u> <u>45</u>	Bridge No.9, 1m680yd and 1m730yd.  Bridge No.9, ' 580yd and 1m730yd.	(1/9/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

				Pern	anen	t Speed Restrictions	
Running Line			Mileage	Down			
Signalling :	System	Location	M Yd	_ aş	h	At or between	Remarks
ages 61 and	d 62						
Amer	nd:- KILV	VINNING JN TO LARGS tabl	e to read:-		60	MAXIMUM PERMISSIBLE SPEED	
I.	I	Kilwinning Jn (See Page 53)	25 1540	60	60 40 25	Through jn. Entering over and leaving Up	The lines between Kilwinning Jn and Hunterston (excl) are controlled from
					-	Goods Loop.	Paisley SC.
	1			40	40	25m1560yd and 26m150yd	
Ì	Ĭ	Kilwinning	26 0		40	Through facing crossover.	
		Dubbs Jn (See Page 63)	26 1500		<u>25</u>	Through Jn to Byrehill Jn.	
				$\frac{40}{40}$	<u>40</u>	Through trailing crossover. Entering Down Goods loop.	DGI, 1515f (460m)
		Stevenston (See Page 62)	28 550				
		Stevenston LC	28 680	50	50	29m730yd and 29m1690yd	·
	288	Saltcoats	29 1210		_		
<b>1</b> - <b>♦</b>	\$ 5		30 160	<u>50</u>		Through connection to Up Largs.	
OF FARIGINAL LANGER	4	Ardrossan Sth Beach (See Page 63)	30 840 30 1060	$\frac{25}{50}$	<u>50</u>	Through in to Ardrossan Harbour.  30m1060yd and 31mp.	
3	5-6 25	West Kilbride Hunterston (H) (See Page 63)	35 220 36 1140		<u>25</u>	Over connection Single line to Up Freight.	All lines between Hunterston and Largs
		Fairlie High Sdg GF (S)	38 1650				are controlled from Hunterston.

INSTRUCTIONS AND NOTICE					
				t Speed Restrictions	
1		Down	n Up		
Location	M Yd	m	ph	At or between	Remarks
	39 20				
Fairlie Tunnel (990 yards)	39 260 to 39 1250				
Admiralty Sdg GF (S)	39 1300	<u>50</u> <u>40</u>	50 40	40m660yd and 40m1540yd 41m660yd and Largs Stn.	
Largs	42 150				(Amended <b>28</b> /9/86)
	 <u>S LINE)</u> tab 	1	i		
Misk	0 1250	5	5	MAXIMUM PERMISSIBLE SPEED	Controlled from Paisley SC.
Stevenston (See Page 61)	0 0				(14/9/86)
DUTH BEACH TO ARDROSSAN	HARBOUR				
Ardrossan Sth Beach (See Page 61)	30 840	25	. 25	MAXIMUM PERMISSIBLE SPEED	Controlled from Paisley SC.
Princes St LC (CCTV)	30 1030				No Train Staff.  Controlled from Ardrossan Hbr LC
Ardrossan Hbr LC	31 620				
Ardrossan Hbr	31 840				(14/9/86)
1	Admiralty Sdg GF (S)  Largs  TO STEVENSTON NO.1 (GOOD)  VENSTON (GOODS LINE)  Misk  Stevenston (See Page 61)  OUTH BEACH TO ARDROSSAN  Ardrossan Sth Beach (See Page 61)  Princes St LC (CCTV)  Ardrossan Hbr LC	Fairlie High   39 20   39 260   to   39 1250	Location	Location	Location

SECTION	D - GENERAL I	NSTRUCTIONS AND NOTICES	- continu				. <u></u>	
l l			1			Speed Restrictions		- 1
	Lines and	]	Mileage	1	n Up	Λ.		
Signalli	ng System	Location	M Yd	m	ph	At or between	Remarks	
			1					
Page 64			Į.	·				
Ī		O NEWTON JN (GOODS LINE	<u>)</u>					
1	Add at top of	Remarks column:-	1	<b>i</b>			Controlled from Paisley (1/6/86)	
		1						
		KILLOCH COLLIERY (GOODS	LINE)	<b>'</b>	1			
	Add at top of	Remarks column:-	1				Controlled from Paisley 1/6/86)	
			1	1				
Page 65		, , , , , , , , , , , , , , , , , , , ,	ļ		1			- 1
İ		TO BENBANE (GOODS LINE)	ļ., ., .	١.	l	l		- 1
	Amend reteren	ce in Remarks column to	"Ayr" to	read	"Pais	aley"	(1/6/86)	
L					1	·		
Page 78		1	! (		!	,		1
1		ERLEY TO GLASGOW QUEEN	ST (VIA FA	LKIR	K HIGH	1) -		- 1
	Linlithgow En		1		1			- 1
		GSP (S)	1				122 16 106	、I
	to read:-	GF (S)	İ	1			(21/6/86	'
L ,,					i			- 1
Page 78	nningu		I (NZA DA)	!	 	,		
1		ERLEY TO GLASGOW QUEEN	SI (VIA FA	LK I K	KHIG	<u>[]</u>		- 1
	Bo ness	£ (205 ·) ha manaha ani	İ	İ			(6/9/86	νĺ
1	Add: - DPL 970	f (295m) to remarks col	umn.				(0/9/00	'
Dans 70		ſ			1			- 1
Page 79	ENTARHOCU MAU	ERLEY TO GLASGOW QUEEN	CT (VIA PA	ן ומזעו	j V utci	1)		]
1		r (East end) to Cadder						Į
Ì	Amena . Cadde	(East end) to Cadder	(west end)	10	teau.			- [
		Cadder (East end)	5 880	15	1	Entering Down slow line.		- }
	T T	(CR)	1 3000			Entering bown slow line.		- 1
T	3							- 1
	3			30		Over and leaving Down slow line.		
200	3	1		-		Over and reaving bown slow time:		- 1
7								- [
1 1 1	3							1
5	1 8 1		ĺ	l				- 1
	[ L ]							- 1
1		Cadder (West end)	4 1010	1	30	Entering, over and leaving	All lines between Cadder (West end)	ı
ļ		, caude these end,	10.0	Ī	🐣	Up slow line	(incl.) and Queen St are controlled from	- 1
İ			i			op stow true	Cowlairs. (23/8/86	
1				ł			(25) 07 00	
		1	}		ļ			-
L		<u> </u>		L			<u> </u>	

SECTION D - GENERAL	INSTRUCTIONS AND NOTICE	Ş - continu				<del></del>	
					t Speed Restrictions		
Running Lines and		Mileage		n Up		l <u>.</u> .	
Signalling System	Location	M Yd		ph 1	At or between	Remarks	4
Page 80 EDINBURGH TAmend Cowls	O GLASCOW QUEEN ST (VIA	FALKIRK HIG Bigh Level	H)	ad:-			
	Cowlairs West Jn (see page 90 for West Curve line and page 79 for	1 1470	<u>20</u>	<u>15</u>	Through in to Maryhill Park Through in, main passenger line to Springburn		
	Springburn line)		40 50 20	40	Through facing crossover Through trailing crossover Entering and leaving Down Passenger loop East end	DPL 735f (225m)	
	§1		<u>40</u>	40	lm660yd and Queen St High Level tunnel Down direction		1
			20		Entering and leaving Down Passenger loop and Down departure line West end		
		1 330	40	40	Through facing crossover		1
	Queen St High Level tunnel (990 yards)	0 1320 to 0 330	20	<u>20</u>	Through tunnel Down direction		
1 1	Queen St High Level	0 00	<u>50</u>	<u>50</u>	Omp to 2kmp Up direction		
Page 80 Delete:- Co	OWLAIRS TO PORT DUNDAS (C	GOODS LINE)	tabl	<u> </u>		(28/6/86)	
				<u> </u>	·		
				!			

Dunning lives and	, 1	<b>.</b>	Per	maner	t Speed Rest. tions	
Running Lines and Signalling System		Mileage M Yd		n Up ph	At or between	Remarks
Page 81	N TO LARBERT JN					
Amend:- to read:-			<u>50</u>	<u>50</u>	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED	
	Between 24m1120yd and Larbert Jn		<u>50</u>	<u>50</u>	MAXIMUM PERMISSIBLE SPEED	
Add:- Delete:-			<u>50</u>	50 40	21m440yd and 21mp. Over curves 22tmp and 23m220yd.	·
Add: -			<u>55</u>	<u>55</u>	Over curves 22m530yd and 22m1210yd.	
			<u>50</u>	<u>50</u>	23m1340yd and 23m1600yd.	(23/8/86)
<del></del>	O HELENSBURGH and 5th MAXIMUM PERMISSIBL	E SPEEDS to	re	•d•=		
BETWEEN KI	NIGHTSWOOD NORTH JN AND 22m	1140yd	<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED	
BETWEEN 2	2m1140yd AND HELENSBURGH		<u>40</u>	<u>40</u>	MAXIMUM PERMISSIBLE SPEED	(5/10/86)
	}					
				1		
				I		
		<u> </u>				

			i	Per	<u>nane</u> n	t Speed Restrictions	
Running	Lines and		Mileage	Dow	n Up		
	ng System	Location	M Yd	m	ph -	At or between	Remarks
	HYNDLAND NORTHYNDLAND West	TH JN TO HYNDLAND WEST	JN				S Down West Curve trailing points to Down main (normal lie is for Down main). (14/6/86)
	HYNDLAND EAST	I JN TO DALMUIR PARK (	IA CLYDEBAN	nK)			
	Add: -  Clydebank Doo	l					S Down main, trailing points from Down West Curve (normal lie is for Down main). (14/6/86)
	Add:-			<u>30</u>	<u>30</u>		
D 0/						facing crossover.	(14/9/86)
age 94	Amend CLYDERA	' ANK CENTRAL JN TO OLD I	' KILPATRICK (	GOOD	I S LIN	E)	
	To read:-	NTRAL JN TO OLD KILPATI	TCK (COORS	IINE			<u>'</u>
	- CET DEBANK CEN	Clydebank Central Jn (See page 93)	0 0	5		MAXIMUM PERMISSIBLE SPEED	Controlled from Clydebank Dock Jn
	Ÿ	(occ page 73)	$\frac{0}{109} \frac{90}{110}$			•	Only one train may be allowed on the line at a time (30/8/86)
	į	Old Kilpatrick	111 570				
Page 95	ODAT TENDOS AN	IN the pentil value					
		IN TO FORT WILLIAM IN Remarks column.		l			(5/7/86)
	<u>Delete</u> :-			<u>25</u>	<u>35</u>	OmllOyd and Otmp	(5/10/86)

			- 1:	Peru	anen	t Speed Restrictions	
nning Lines and		Mileag		Down	υp		•
gnalling System	Location	M Y	d	m)	h	At or between	Remarks
ge 99			1				•
CRIANLARICH '	O OBAN	ì					
	n Remarks column.						(5/7/86)
	1	1					(3,7,750,
100					1		
ge 100 Mallaig jn to	I NATTATO					1	•
Amend note is	Remarks column to rea	nd ·-					The line between Mallaig Jn and Annat
Institution in the Line	I	 I	- 1				in both directions is not AWS fitted.
		1					(5/7/86)
	1			•			
101		1					
ge 101 MALLAIG JN TO	MATTATO						
Morar LC (AO		36 123	ا م				
	in remarks column	] 30 123	ľΙ		ŀ		(21/9/86)
<u>======</u>	1						(==,,,,,,,,,,,
ge 102							
TWEEDMOUTH TO	EDINBURGH WAVERLEY						
Amend :- lst	I 2nd and 3rd MAXIMUM E	PRMTCCTR	IP C	DEEL	ant	l ries to read :-	
	MOUTH AND BERWICK	1				MAXIMUM PERMISSIBLE SPEED	
	i .		l'		===		
BETWEEN BERW	CK AND 69MP		I.	100	100	MAXIMUM PERMISSIBLE SPEED	
news	1					l	
BELMEEN GAME	AND 52M790YD			<u>90</u>	<u>90</u>	MAXIMUM PERMISSIBLE SPEED	
Retween Twee	। mouth and Berwick-upor	l s~Twood	- 1				
	1	1	1		l		
Tweedmouth (	:1				ļ	J	
Add: - mileage	:]	65 172	0				(13/9/86)
	1		. 1		i	1	
Amend last ca	tch points entry in Re	marks co	1 បធាព	to	read	:-	CW. Connection from Down Goods loop
Add in Remark	l sa anlumn to	1	- 1		ĺ		(north end) to Down Main line.
AGG III KEMATI		1			1		The Down line through Berwick Station is worked in both directions.
Berwick-upon-	Tveed	1				1	WOLKER IN OUTH GILECTIONS.
	1						(13/9/86)

SECTION D -	GENERAL	INSTRUCTIONS	AND	NOTICES	-	continued

	ì	ì	Perm	anen	t Speed Restrictions	
Running Lines and Signalling System	Location	Mileage M Yd	Down mp		At or between	Remarks
Page 103 Amend :-			90 80	90	67m1520yd and 69mp. 69mp and 69m1450yd.	
to read :-			95 90	. <u>80</u>	67m1520yd and 69mp. 69mp and 69m1450yd.	(19/5/86)
<u>Add</u> : -	Torness Siding GSP	32 1690	<u>85</u>	<u>85</u>	69m1450yd and 53m750yd.	(15/6/86)
Between Usar Add: T to S	ST JN TO ABERDEEN  and Montrose South  ignalling System Column the item published in	WON No.21)			•	(23/8/86)
Page 130 PERTH TO INT Amend: -	VERNESS		65 60	65 60	20m510yd and 21m900yd Over curves, 23m1430yd and 23m1650yd	
To read:-			65 60		20m510yd and 21m1030yd Over curves, 23m1340yd and 23m1650yd	(19/4/86)
Page 133 Delete	/ <u>T</u> / / <u>T</u> /	65 880 68 1450	į			(21/6/86)

.

SECTION D - GENERAL	INSTRUCTIONS AND NOTICE	S - continu				<u>.                                    </u>
L					t Speed Restrictions	
Running Lines and Signalling System	Location	Mileage M Yd		ı Up oh	At or between	Remarks
Pages 134 and 135	Culloden Moor and Inv	verness to r	ead:			
<u> </u>	Culloden Moor	111 660		ł	Up line to single line	
			ĺ	**	op tine to single tine	
	<u>/</u> 1/	114 880	<u>55</u>	<u>55</u>	Over curves, 116m112Oyd and	
AB ZAB	Millburn Jn (see page 141)	117 440	40 15	40 15	117m310yd 117m310yd and 117m380yd 117m380yd and 118m70yd	
P B V V V S S S S S S S S S S S S S S S S	Welsh's Bridge (see pages 141 and 143)	117 1230				·
S line to	Locomotive	117 1470				
8,1	Inverness	118 70				(28/9/86)
	DEE CENTRAL JN n Perth and Jn with sin	gle line to	read	 		
	Perth (P) (see pages 71 and 129)	21 20		20	Through connection, Dundee Loop line to main line immediately in advance of Sig. P46.	
	Perth	20 1410	,,			
	Jn with single line	20 1080	15	끄	Sig P65 and sig P112.	(14/6/86)

SECTION D - CENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D - GENERAL	INSTRUCTIONS AND NOTICES	5 - continu	ied			
	T	1			t Speed Restrictions	
Running Lines and	1	Mileage	1	n Up		
Signalling System	Location	M Aq	m	ph	At or between	Remarks
Page 140 ABERDEEN TO	INVERNESS					
Amend:	Kinloss LC (AHB)	3 220	ļ .	1		
to read:-	Kinloss LC (AHB)	2 1650				
Amend:-	Forres LC	0 330	l	l		
to read:-	Forres LC	0 352		1		(2/8/86)
	dhu LC (RG) and Dalcross	LC (AHB)				
<u>Amend</u>			20 60	20 60	131m1210yd and 132m110yd.	
to read:-			20 60	20 60	131m1210yd and 132m110yd.	
			60	60		(9/8/86)
Page 141						•
Amend betwee	en Allanfearn LC (AOCL)	and <u>Inverne</u>	88 t	o rea	d: 1	
	Allanfearn LC (AOCL)	140 1210	25 40	<b>3</b> 5	Approaching LC	
ET	Raigmore LC	143 200	15	15	143m170yd and 143m440yd	
P <sub>1</sub> B AB AB	Millburn Jn (see page 134)	143 440 117 440	<u>10</u>	10	Over single connecting line between Forres and Aviemore line	<u>s</u>
			<u>15</u>	15	117½mp and 118m70yd	
the indipendent.  34.  Annuary lives fores line	Welsh's Bridge	117 1230	] ==	] =	2-7-qup une x2-m-oy-	
5 3 E	(see pages 135 and 143)					
		117 1470				
4 3	Locomotive					
SS SS	Inverness	118 70				(28/9/86)
, s						
	<u> </u>	<u> </u>				<u> </u>

	, 1		l			Speed Restrictions	
	Lines and ing System	Location	Mileage M Yd	Down	ı Üp ph	At or between	Remarks
Page 143			,		_		
,	Between Welsh Amend	's Bridge and Clachnaha	rry	20	20	117m1230yd and 0m900yd (total distance 1010yd)	
,	to read:			15 20	15 20	117m1230yd and Om500yd (total distance 610yd) Om500yd and Om900yd	(28/9/86)
	Between Dingwood	all and <u>Invergordon</u> rom Signalling System c	oloumn.		<u> </u>	· ·	(21/6/86)
Page 144	Delny LC (AOC Amend:	<u>L)</u>		30 55	30 55	Approaching L.C.	
	to read:-		\ 	30 55	30 55	Approaching L.C.	(30/8/86)
	Tain - Delete	: <u>-</u>		<u>15</u>	<u>15</u>	Through loop connections.	(21/6/86)
Page 145	Amend:-	Kirkton LC (Open)		<u>25</u>		Approaching LC	
	to read:-	Kirkton LC (AOCL)		30 55	30 55	Approaching LC	(1/6/86)
	Between Brora Amend:-	Brora LC (AOCL)  Brora	90 680 90 1060	10 15	10 15		
	to read:-	Brora LC (AOCL) Brora	90 680 90 1060	10 15	10 15		(30/8/86)
	Between Brora	and Helmsdale   Dalchalm (AOCL)	91 660	25 50	25 50	Approaching LC	(18/5/86)

		1	1.			t Speed Restrictions	1
unning	Lines and	1	Mileage		ιUp	4	
Signalli	ing System	Location	M Yd	100	h	At or between	Remarks
Page 148	DINGWALL TO P Garve Delete:-			15 15	15	Through Loop connections.  Through loop connections.	(21/6/86)
Page 156	HAYMARKET WES Between Usan Add: T to Si	ST JN TO ABERDEEN and Montrose South ignslling System Column		15	12	Through Loop connections.	(21/6/86)
Page 157	7 Amend:-	edes the item published Portlethan	in won no.				(23/8/86)
	_	Portlethan Portleth <u>e</u> n					. (30/

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SECTION D - GENERAL 1	NSTRUCTIONS AND NOTICE	S - contin	ued			
1			Per	manen	t Speed Restrictions	T
Running Lines and		Mileage		n Up		
Signalling System	Location	M Yd	m	ph	At or between	Remarks
Page 166 Amend between	Culloden Moor and <u>Inv</u>	erness to	gead:			
1 1	Culloden Moor	111 660		40	Up line to single line	
	<u>/</u> T/	114 880				
A B A B	Millburn Jn (see page 141)	117 440	65 40 15	i —	Over curves, 116m1120yd and 117m310yd 117m310yd and 117m380yd 117m380yd and 118m70yd	
P. B	Welsh's Bridge (see pages 141 and 143)	117 1230				
<u> </u>	Locomotive	117 1470				
Sec. Jim its	Inverness	118 70			·	(28/9/86)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - continued

SECTION 2			
TABLE B - SPECIAL WORKING ARRANGED	MENTS Lines	Authorities	Restrictions
Page 1 Gretna Jn to Eglinton Street Delete :- Barony Jn/Auchinlee	Jn (via Kilm		(27/5/86)
Page 2			
Delete - Admiralty Sdg./Fair			(11/5/86)
Stevenston No.2/Ste	venston No.1	entry	(10/8/86)
Delete - Holm Jn to Ardrossan Harbour	and relative	entries.	(1/6/86)
Page 4 Delete:- Clydebank Central Jn to Old	Kilpærtick (G	oods Line) and rela	tive entries (30/8/86)
Page 6 Perth to Inverness Delete :- last four entries			
Add Millburn Jn/Locomotive box	Single	F .	ECS
Locomotive box/Millburn Jn	Single	· F	ECS
Aberdeen to Inverness  Delete :- last two entries			
Add:- Millburn Jn/Locomotive box	Single	F	Trains for goods
Page 7 Inverness to Wick Amend:-			
Welsh's Bridge/Rose Street	Down	F	30 freight vehicles BV or 6 fitted freight vehicles.
To read:- Welsh's Bridge/Rose Street	Down	F	30 freight vehicles BV or 6 fitted freight vehicles ECS (28/9/86)
TABLE E - RULE BOOK, SECTION C, C		no 5.9	
Signal Box Si	gnal		Remarks
Perth to Inverness Amend entry under this headin Inverness Locomotive Do	g to read :-		For backing movements from Millburn Jn to passenger station. (28/9/86)
Inverness to Wick Dingwall Delete entry in Rem	marks column		(21/6/86)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - continued

Page 11 Add:- Kilwinning Jn to Largs Stevenston Largs Engineer's Trains R (Unfitted)  Largs Stevenston Engineer's Trains R (Unfitted)  This reinstates the item published in Weekly Operating Notice No.  Page 12 Add:- Perth to Inverness Locomotive box Millburn Jn ECS R Millburn Jn Locomotive box ECS R  Add:- Aberdeen to Inverness Millburn Jn Welsh's Bridge ECS R  Welsh's Bridge Millburn Jn ECS R  Inverness to Wick Add:-	rom	To	Type of Train	Conditions	Remarks
Add:- Kilwinning Jn to Largs Stevenston Largs Engineer's Trains R (Unfitted)  Largs Stevenston Engineer's Trains R (Unfitted)  This reinstates the item published in Weekly Operating Notice No.  Page 12 Add:- Perth to Inverness Locomotive box Millburn Jn ECS R Millburn Jn Locomotive box ECS R Millburn Jn Welsh's Bridge ECS R Welsh's Bridge Millburn Jn ECS R Welsh's Bridge Millburn Jn ECS R  Inverness to Wick Add:- Welsh's Bridge Rose Street ECS R  Rose Street Welsh's Bridge ECS R  SECTION 3  Page (i) - INDEX  Add:-					
Stevenston Largs Engineer's Trains R (Unfitted)  Largs Stevenston Engineer's Trains R (Unfitted)  Largs Stevenston Engineer's Trains R (Unfitted)  This reinstates the item published in Weekly Operating Notice No.  Page 12 Add:- Perth to Inverness Locomotive box Millburn Jn ECS R  Millburn Jn Locomotive box ECS R  Millburn Jn Welsh's Bridge ECS R  Welsh's Bridge Millburn Jn ECS R  Welsh's Bridge Millburn Jn ECS R  Inverness to Wick Add:- Welsh's Bridge Rose Street ECS R  Rose Street Welsh's Bridge ECS R  SECTION 3  Page (i) - INDEX  Add:-			•		
Largs Engineer's Trains R (Unfitted)  Largs Stevenston Engineer's Trains R (Unfitted)  This reinstates the item published in Weekly Operating Notice No.  Page 12 Add:- Perth to Inverness Locomotive box Millburn Jn ECS R  Millburn Jn Locomotive box ECS R  Add:- Aberdeen to Inverness Millburn Jn Welsh's Bridge ECS R  Welsh's Bridge Millburn Jn ECS R  Inverness to Wick Add:- Welsh's Bridge Rose Street ECS R  Rose Street Welsh's Bridge ECS R  SECTION 3  GENERAL INSTRUCTIONS  Page (i) - INDEX Add:-					
Cunfitted)  Large Stevenston Engineer's Trains R (Unfitted)  This reinstates the item published in Weekly Operating Notice No.  Page 12 Add:- Perth to Inverness Locomotive box Millburn Jn ECS R  Millburn Jn Locomotive box ECS R  Millburn Jn Welsh's Bridge ECS R  Welsh's Bridge Millburn Jn ECS R  Inverness to Wick Add:- Welsh's Bridge Rose Street ECS R  Rose Street Welsh's Bridge ECS R  SECTION 3  Page (i) - INDEX  Add:-	tevenston		Engineer's Trains	D	See Local
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Class 318 Electric Multiple Units-Emergency Couplings	<u>Add</u> :-	-	•		
Class 318 Electric Multiple Units-Emergency Couplings	<b>01</b> .	- 210 ml	usta mis		Page
	Class	s 318 Electric Multiple	units-Emergency Coupl	ıngs	56
					(1/9/86)
Anti-Vandel trains	Anti-	-Vendel trains			79

(31/5/86)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

# SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

# RULE BOOK SECTION H, CLAUSES 3/16 AND 4/13

Place	Line and Location	Location of Telephone

Page 1

Delete:-

Newtonmore entry

Culloden Moor entry

Page 2 Add:-

Muir of Ord

Down Platform

South end of platform

(21/6/86)

# SET BACK SIGNALS - RULE BOOK, SECTION J, CLAUSE 4.1

Signal box/Location Movement from Page 2

Delete: - Bridge Street Jn to Strangaer and relative entry.

(21/6/86)

## LINES WORKED BY THE TRACK CIRCUIT BLOCK SYSTEM

 $\frac{\text{Page } 5}{2}.$ 

General Appendix

2.1 Single lines worked by the Track Circuit Block System - Instructions to Trainmen.

Clause 6

Delete: - Usan - Montrose South

## STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

Signal Box	Area/Location	Line	Remarks
Page 7			
A A			
	tries (2) to read:-	*1-	Patricas Cianala
Paisley SC	Ayr	Up	Between Signals PA356 and PA322
			PASSO and PASZZ
Paisley SC	Ayr	Down	Between Signals
101010, 00	,.		PA319 and PA359
			(1/6/86)
Page 8			
	rs entries to read:-		
Cowlairs		Up lines	Between Signals
		·	C8, C10, C13, C22,
			C52 and C81.
Cowlairs	-	Up lines	Between Signals
			C93 and C99.
Cowlairs	-	Down lines	Between Signals
00	•	20	C96 and C92.
Cowlairs	-	Down lines	Between Signals
			C80, C53 and C4, C5,
			C21.
(Note - Vehi	cles must not be propel	led towards C20 or C21).	(28/6/86)

### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

## SINGLE LINES WORKED BY THE SCOTTISH REGION TOKENLESS BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

# Page 11 - 8. Shunting keys - Delete:-

From Hunterston To

Largs

Amended (20/7/86)

Byrehill Jn

Dubbs Jn

(6/4/86)

Add: -

Usan

Montrose South

(23/8/86)

Millburn Jn

Locomotive box

(28/9/86)

#### Page 12

#### SECTION OF LINE

Add: - Usan to Montrose South

(23/8/86)

### SINGLE LINES WORKED BY THE RADIO ELECTRONIC TOKEN BLOCK SYSTEM -INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

## Page 13 - Clause 1.1 NOTE

Add as second last item:-

The term "Intermediate siding" refers to a designated siding, where trains can shut-in, which is between the station limits boards at adjacent token exchange points. (5/7/86)

# Page 15 - Clause 3.2.7

Add as second sentence:-

The signalman will inform the driver that he no longer has authority to proceed and the driver must confirm that this is understood.

### Pages 15/16

Add as new Clause 3.3 -

Trains requiring to proceed from a token exchange point to work at an intermediate siding will be allowed to enter the single line block section provided the train concerned has been issued with the appropriate "Intermediate siding" token or a "Section" token.

If the train is in possession of an "Intermediate siding" token, it must shut-in at the siding.

If the train is in possession of a "Section" token, it must not shut-in at the siding but when work at the siding has been completed, the train must continue through the section to the token exchange point to which it was authorised to proceed.

In each case, the driver must, before returning the token, give the signalman an assurance that no vehicles have been left on the single line.

Amend numbering of clauses 3.3, 3.4, 3.5 and 3.6 to read:-3.4, 3.5, 3.6 and 3.7 respectively.

(5/7/86)

#### Page 17 - Clause 4.5

Amend reference to Person in Charge to read: - PICOP

# Page 18 - Clause 5.1.6

Amend third paragraph to read:-

If it is not possible to dispose of the front portion of the disabled train at the token exchange point in advance, then the disabled train must not be divided but assistance obtained in accordance with the foregoing instruction.

### Clause 5.1.7

Amend reference to "clause 10.2" to read: - "clause 5.2".

(5/7/86)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued
SINGLE LINES WORKED BY THE RADIO ELECTRONIC TOKEN BLOCK SYSTEM - INSTRUCTIONS TO

# TRAINMEN AND OTHERS CONCERNED - continued

#### Page 19 - Clause 6.1

Amend reference to "Annetts key switch" to read: "Radio key switch".

#### Clause 6.2.1

Add new paragraph (iv).

(iv) When the rear cab equipment is in use, "Long section" tokens will not be issued to the train concerned.

Amend numbering of paragraph (iv) to read - (v).

(5/7/86)

#### Page 20A - Clause 7.5

Amend to read:-

The reference in the Rule Book, Section Q, clauses 2.3 and 3.3 to "token" includes electronic "Section" token.

#### Clause 7.6

Amend references (5) to Person in Charge to read: - PICOP

(7/6/86)

Amend reference in fourth paragraph to "Annetts key switch" to read: - "Radio key switch". (5/7/86)

# Page 20B

Add as new clause 8.4:-

8.4 A shunting movement which proceeds from a loop line on to the single line must not be brought to a stand until the whole of the movement is on the approach side to the "Points set" indicator.

Amend numbering of clause 8.4 to read: - 8.5.

(5/7/86)

#### SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFF Page 21

Add: - Ardrossan South Beach to Ardrossan Harbour Carmondean Jn to Bathgate Station

(14/9/86)

# Page 24

#### **BREAKDOWN CRANES**

### Amend tabular information to read :-

Crane	Capacity	Location	Maximum	
No.	Tonnes	Locomotive	Permissible	
		Depot	Speed	
ADRC 95204	50	Haymarket	45 mph	
ADRC 96711	75	Eastfield	75 mph	
DRC 96705	76	Motherwell	60 mph	
DRC 96715	75	Carlisle	75 mph	
DRC 96700	76	Gateshead	60 mph	
			. (21/6/8)	

# Page 25

#### BREAKDOWN ARRANGEMENTS GENERAL NOTES

## (1) Breakdown Cranes Working in Sidings

#### Amend tabular information to read:-

Crane No	Location	Capacity	Minimum Radius
ADRC 96711	Eastfield	75 tonnes	5 chains
ADRC 96705	Motherwell	76 tonnes	5 chains
ADRC 96715	Carlisle	75 tonnes	5 chains
ADRC 96700	Gateshead	76 tonnes	5 chains
			(21/6)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

# PROHIBITIONS AND SPEED RESTRICTIONS ON INDIVIDUAL BREAKDOWN CRANES

#### **PROHIBITIONS**

Amend tabular information to read:-

Location	Crane Nos. Affected
Auchmuty Branch ) Inverness Harbour Branch )	ADRC 95204, 96711, 96705, 96715, 96700 (21/6/86)

#### Page 26

#### SPEED RESTRICTIONS

Amend tabular information to read:- .

Location	Speed mph	Crane Nos. Affected
<del></del>		•
Forth Bridge - Up line	10	ADRC 95204
Burghead Branch	5	ADRC 95204, 96711, 96705, 96715, 96700 (21/6/86)

## Page 53

# Removal of Obstructions from Overhead Line by Area Manager's Staff using Insulated Poles.

Amend: - date of Standing Order No.RMEE/EDO/22

to read: - May 1986 (6/9/86)

#### Page 53 - Isolation Procedure

Amend instruction to read:-

Instructions 44(ii) and 55(ii) in BR.29987 - "Working Instructions for AC Electrified Lines, dated 3rd May 1975" are authorised and apply to all lines controlled from Glasgow Central, Motherwell and Paisley signalling centres. (10/9/86)

#### Page 54 - Driver/Guard communication on trains hauled by Class 87 locomotive.

Amend heading and relative instruction to read:-

Driver/Guard communication on trains hauled by electric traction.

- All types of class 86 and 87 electric locomotives, together with a number of brake vehicles, are being equipped with a means of communication between the driver and guard.
- Telephone type handsets, push button and buzzers are provided in each driving cab and in the PA cupboard in each guard's compartment so fitted.
- 3. The communication is carried by means of an additional jumper cable and the person coupling the locomotive to the train will also be responsible for attaching the communication jumper between the locomotive and the first vehicle.
- The driver must personally ensure that all couplings, including the comminication jumper has been properly carried out.
- 5. To initiate a call the driver/guard must press the call button to operate the buzzer at the other end of the train using the code 3-3.

The system is linked to the PA system and if the guard is away from his compartment he must leave the PA system switched on. The buzzer code 3-3 will be head over the PA system throughout the train. The guard should return to his compartment immediately to answer the call.

It should be noted that, whilst the buzzer code will be heard over the PA system, speech between the driver/guard will not as it is carried over a separate circuit.

In order to speak it is necessary to press the switch on the handset and this must be released before the other party can reply.

SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

#### Page 54 - Amend - continued

- 6. The apparatus must be tested by the guard after the locomotive has been coupled to the train. In the event of failure the guard must advise the driver and, if possible, also advise C6W staff at the location concerned.
- 7. In the event of the communication system failing, or any part of the equipment becoming defective, this is not a reason for failing the train.
- 8. The communication must only be used for essential conversions between the driver and guard on matters concerning the operation of the train including:-
- 8.1 (i) To advise the driver of the train particulars and also in connection with the brake continuity test, however, if the apparatus has failed, the brake test must be carried out by conventional means.
- 8.1 (ii) To confer, as outlined in the Rule Book, Section M, in the event of the train being stopped by accident, failure or other exceptional cause provided the driver the guard are satisfied that no other line(s) is affected.
- 8.2 In the event of circumstances on the train, eg defect, illness, hooliganism etc requiring an out-of-course, but not immediate, stop to be made.
- 8.3 When the driver becomes aware of the probability of extended delay, to enable the guard to advise the passengers. (14/6/86)

## Page 55 - Operation of Thyristor Controlled Traction Units

Amend instruction to read:-

The undernoted Thyristor controlled electric locomotive must not be allowed to run between Shields Jn (exclusive) and Gourock/Wemyss Bay:-

Class 87/1 No.87.101

(30/8/86)

#### Page 56

Amend heading "Route Availability of Class 303/311 and 314 multiple unit trains to read: Route Availability of Electric Multiple Units. (6/9/86)

# Page 56

Add: -

Class 318 Electric Multiple Units - Emergency couplings
Emergency couplings for use with Class 318 Electric Multiple Units are kept at
Shields ETD, Ayr TMD and Motherwell TMD. (1/9/86)

#### Page 61

## WORKING OF DIESEL MULTIPLE UNIT TRAINS

Delete - Anti-Vandalism train and relative instruction

(31/5/86)

#### Page 79 - Add

#### ANTI-VANDAL TRAINS

Anti-Vandal (Q) trains are permitted to run over any line in the Region even though limitations on traffic types may be published elsewhere for certain lines. These trains must be signalled by the Train Identification Code 5297 and where train describers are not in use, must be signalled by the special bell signal 3-3-1. Anti-Vandal trains are authorised to stop in section as required, and on other than Track Circuit Block lines must be accepted in accordance with Block Regulation 3, clause 3.8. (31/5/86)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

#### Page 81

#### CONTINUOUS BRAKE TRAIN OPERATION

From To Line Maximum unfitted load (tonnes)

1. Assisting in rear

2. Areas of Signalling Restraint

Carlisle to Glasgow Central

Amend - Uddingston to Motherwell entry to read :-

Newton East Jn

Motherwell

Uρ

90 (20/4/86)

Page 84

-: bbA

#### INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDE MANNING ARRANGEMENT

These instructions apply to the running of radio equipped electric multiple units on the following lines of route:Between Glasgow Central and Ayr via Bridge St Jn

Between Glasgow Central and Gourock/Wemyss Bay via Bridge St Jn

Between Glasgow Central and Shields ETD/Corkerhill CSMD via Bridge St Jn (including all lines in the Shields Jn area)

- 1. Correct headcodes and train descriptions must be used at all times.
- 2. With the exception of a platform line, drivers must only carry out the set-up procedure when the train is at a stand at a signal capable of displaying a main red aspect and prefixed "G", "P", "PE", "PG", "PK", "PB", or "PA", or any of the position light signals, not associated with a main aspect, specified below. The set-up procedure must not be carried out at Up Ayr line signal P5A between Arkleston Jn and Hillington West, or at Down Gourock line signal P62A between Langbank and Woodhall. The set-up procedure need only be carried out at the position light signals listed below if the train will commence a journey from the signal concerned.

Position light signals, not associated with a main aspect, where the set-up procedure is permitted (all near Shields Jn area) :-

Signal No. Line

G532

No.1 Headshunt (Shields ETD)

C508

Up City Union

During the set-up procedure, drivers must ensure that the headcode displayed is correct.

- 3. Drivers must not carry out the set-up procedure in a platform line if another train is occupying the platform line ahead up to the exit signal, including No.9 platform at Glasgow Central. When carrying out the set-up procedure in a platform line, the signal number of the first stop signal ahead of the train must be entered. A list of platform signals at terminal stations is shown at the end of these instructions.
- 4. Signalmen must not cancel the description of a terminating train from the train describer apparatus until the train has arrived in a platform or passed clear of all track circuits into a depot and, where the route has not been set automatically, the signal button controlling the route to the platform or depot concerned has been normalised. The same train description must not be used for two trains at the same time.

SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDE MANNING AGREEMENT - continued

- These instructions and use of the radio equipment are exempt during all shunting operations including those being carried out on any line between Glasgow Central station platforms and Bridge St Jn.
- 6. Drivers must ensure that radio channel changes take place at the marked locations.
- In the event of a train failing and assistance is required, a competent person will 7. be provided to couple the assisting and failed trains.

LIST OF PLATFORM SIGNALS AT TERMINAL STATIONS

Platform No	Mid Signal*	Exit Signal	Platform No	Exit Signal
Glasgow Central				
			<u>Ayr</u>	
1	G2	G38	1	PA344
2	G4	G39	2	PA346
3	_	<b>G</b> 6	3	PA348
4	-	G8	4	PA352
5	-	G11		
6	-	G13		
7	-	G15	Gourock	
8	-	G18	1	P113
9	G21 & G43	G44	2	P115
10	G35	G4 5	3	P117
11	G37 & G46	G54		
11A	-	G72	Wemyss Bay	
12	_	G63	1	P139
13	-	G67	2	P138

<sup>\*</sup> First signal quoted is nearest buffer stop.

(28/9/86)

## Page 101

### STABLING OF VEHICLES ON RUNNING LINES AND LOOP LINES

Delete: Cadder Down Goods line from table.

(3/8/86)

## SECTION 4

# LOCAL INSTRUCTIONS

INDEX		
Page (i) Delete:- Barony Colliery Branch	Page 26	(27/5/86)
Page (iii) Delete Fairlie entry		(11/5/86)
Page (iv) Add :- Largs entry	35	(27/9/86)
Page (v)  Add :- Millerhill Electrification Depot	72	(27/9/86)

#### WON-1134

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

#### Page 20

#### FINNIESTON STATION

Amend heading to read: - EXHIBITION CENTRE STATION

(21/6/86)

#### Page 23

#### DUMFRIES

Reception and departure sidings between Dumfries South and Dumfries Station Signal Boxes.

Amend 2nd paragraph to read:-

The Down reception and departure siding between these Signal Boxes must only be worked in the Down direction except in the following circumstances:-

- A Locomotive may set back from the Down main line to the Down departure siding for the purpose of attaching to a train.
- 2) A train from the Maxwelltown branch may proceed onto the Down departure via the Down main line.

In both circumstances the train must be brought immediately to a stand inside Signal D88 and await a handsignal from the guard or shunter. (10/8/86)

Page 26 Delete - BARONY JN TO BARONY COLLIERY (GOODS LINE) and relative instructions. (27/5/86)

#### Page 26

#### SHEWALTON MOSS

Main line sdgs Amend reference to "Barassie Jn" to read "Paisley Sc"

(25/5/86)

#### Page 27 - Add:-

#### GLENGARNOCK

Youngs Siding - A one lever ground frame controls access from the RCE Sidings to Youngs Siding. Guards of trains requiring access to Youngs Siding must obtain the padlock key to the ground frame from Glengarnock station, returning it after use. The ground frame must be left set for the RCE Sidings when access to Youngs Siding is not required.

(21/6/86)

Delete: - IRVINE and relative instruction.

(28/6/86)

#### BETWEEN TROON AND PRESTWICK

Prestwick Airport - Trip wires at approach to runway - Amend second paragraph to read:-

In the event of either of these trip wires being broken it will cause Down line signal PB291 and Up line signal PA314 to be placed or maintained at danger.

(25/5/86)

SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 32

#### BETWEEN HUNTERSTON AND LARGS

Add:-

All unfitted Engineer's trains requiring to work between Hunterston and Largs must have a locomotive in rear in accordance with the conditions authorised in Table J.

(Amended)(22/7/86)

This reinstates the item published in Weekly Operating Notice No.16.

Page 35 Delete FAIRLIE and relative entry.

(11/5/86)

bbA

#### LARGS

Friction buffer stops - Drivers of trains, and persons in charge of shunting movements working into Nos.1 and 2 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 A.C.E to have the buffers reset.

(26/9/86)

Page 35 and 36

Delete: HOLM JN TO ARDROSSAN HARBOUR and relative instructions.

(3/8/86)

### Page 36 - NEWTON JN TO KILLOCH COLLIERY (GOODS LINE)

Amend instructions under this heading to read :-

Absolute Possessions - When the Engineer requires to take "Absolute Possession" of this line, protection must be afforded by detonators and flags/lamps placed 1 mile on each side of the work. The train staff must not be used for protection purposes. The Rule Book, Section T, Part III is modified accordingly and clause 12.3.2 does not apply.

(7/6/86)

Page 47

#### BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)

DESCENDING

Delete: Down line marker lights and associated instructions

<u> Add:-</u>

Marker lights - Marker lights are fixed on the Up and Down sides of the tunnel wall as follows:-

rollows:-

Three lights 108 yards from signals CQ16 and CQ17 Two lights 62 yards from signals CQ16 and CQ17

One light 19 yards from signals CQ16 and CQ17.

The marker lights are continuously lit and given a white indication. They are provided to assist drivers in locating signals CQ16 or CQ17 in conditions of poor visibility.

#### WON-D36

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

### Page 48

Delete: - Engineers' trains and associated instruction

#### Add:-

Engineers' trains - The locomotive must always be on the lower end when working between signals C24, C25, C26, C27, CQ12, and CQ13. The train must not exceed 200 tonnes, exclusive of locomotive and brake van. AWB must be carried out for other than fully fitted trains. Locomotives below class 20 must not be utilised.

### ASCENDING

Amend fourth paragraph after tabular information to read:For the purpose of uncoupling the locomotive assisting in rear, the train must be brought to a stand at signal C30, C31, the Down Cowlairs passenger loop or the Down Eastfield passenger loop.

Amend sixth paragraph after tabular information to read:When trains are assisted in front, the train must be brought to a stand at signal C30 or
C31 for the leading loco to be uncoupled. (28/6/86)

#### Pages 48 and 49

#### BETWEEN COWLAIRS AND QUEEN ST (HIGH LEVEL)

Amend the instructions headed Failure of Up trains to read:-

Failure of Up trains - Should a train fail and require assistance in rear after the whole of the train has passed CQ14 or CQ15, the guard must advise the signalman by telephone. Should a telephone other than at CQ14 or CQ15 be used for this purpose, the signalman must instruct the guard to proceed to signal CQ14 or CQ15 as appropriate and to telephone the signalman from there.

When an assurance has been given that the train is at a stand, has been properly protected and will not be moved, the signalman must instruct the guard to remain there in a place of safety until the arrival of the assisting locomotive. The signalman must then contact the Station Supervisor and arrange for the assisting locomotive to proceed to meet the guard of the failed train. The assisting locomotive must be signalled from Queen St by position light signal and the driver instructed to stop at CQ14 or CQ15 as appropriate. When confirmation has been received that the guard has joined the assisting locomotive, the signalman must authorise the driver to pass the signal at danger and to proceed with extreme caution to the rear of the failed train.

Should there be no suitable locomotive at Queen St and a locomotive requires to proceed to Queen St on the opposite line for this purpose, the guard must be instructed to proceed to Queen St to join the assisting locomotive which will then be signalled by position light signal towards CQ14 or CQ15 where the driver will be authorised to pass the signal at danger and proceed with extreme caution to the rear of the failed train.

The failed train may be assisted forward to Cowlairs or hauled back to Queen St.

Should an Up train be unable to negotiate the gradient due to inadequate power of the traction unit(s) or for any other reason, the driver must, if the cause cannot be found and rectified within 5 minutes, obtain assistance. (28/6/86)

#### Page 50

#### QUEEN STREET (HIGH LEVEL)

Amend paragraph under tabular information to read:—
A diesel multiple unit train with less than the requisite number of engines working as shown above may be assisted in front to Up line signal C30 or C73, Down line signal C31 or to West curve signal C56 provided the diesel multiple unit train can thereafter proceed under its own power. The continuous brake must be in operation on the train from the assisting locomotive. (28/6/86)

#### Page 51

Delete COWLAIRS TO PORT DUNDAS GOODS LINE) and relative instructions (28/6/86)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

#### Pages 53/54

Add heading and instructions:-

#### NEWBRIDGE JN TO BATHGATE

Between Cawburn Jn 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.

Friction Buffer Stops - Drivers of trains working into Bathgate station must not allow their trains to come into contact with these buffers in the ordinary course of working.

In the event of a train coming into contact with the buffer stop with sufficient force to displace the complete buffer unit, the signalman at Edinburgh SC must be informed and he must immediately arrange with the ACE to have the buffers reset.

Amended (17/5/86)

#### Page 54 AIRDRIE STATION - ADD

Shunting movements - Drivers of shunting movements proceeding from the Carriage sidings to the Down main line are authorised to drive from the cab nearest the buffer stop provided the provisions of clause 1 of the instructions "Light locomotives, push-pull and multiple-unit trains - driving from the leading cab", appearing at page 2.2 of the General Appendix, are observed. Clause 2(a) of the General Appendix instructions is modified accordingly. (4/10/86)

#### Page 54

Add heading and instruction: - CARMONDEAN JN TO BATHGATE YARD (GOODS LINE)

Train working - The guard of a train travelling from the Down Freight 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.

When the yard is unstaffed, the driver and guard of an Engineers train requiring to proceed beyond signal EN583 towards the yard will be advised of the circumstances before being authorised to pass signal EN583. Under such circumstances the guard or person-in-charge of the train must carry out the duties of shunters as shown in the Rule Book, Section J, clause 3 before giving the driver authority to pass the Stop Board at the entrance to the yard.

#### Amended (13/7/86)

### Page 56 BRIDGETON CENTRAL - ADD

Shunting movements at Bridgeton CSD - Drivers of shunting movements proceeding from Bridgeton CSD past the signal box towards Bridgeton Central tunnel are authorised to drive from the cab nearest the buffer stop provided the provisions of clause 1 of the instructions "Light locomotives, push-pull and multiple-unit trains - driving from the leading cab" appearing at page 2.2 of the General Appendix are observed. Clause 2(a) of the General Appendix instructions is modified accordingly. (4/10/86)

#### Page 57

Add:-

#### CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)

Propelling of trains is prohibited EXCEPT as follows:-

- Between Old Kilpatrick and Dalmuir Riverside Freight trains less than 340ft in length provided a brake van (in which the guard or shunter will ride) is formed as the leading vehicle.
- Between Chivas Regal Sidings and Dalmuir Riverside Fully fitted freight trains less than 170ft in length. (30/8/86)

#### WDN-D38

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 57

<u>Ad</u>d :-

## BETWEEN CRAIGENDORAN AND MALLAIG JN, CRIANLARICH AND OBAN AND ANNAT AND ARISAIG

Referring to the General Appendix, page 12.5, clause 4.3 "BR Automatic Warning System of Train Control (AWS)", Cancelling Indicators are not provided.

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 Corrour, tokens must only be exchanged at a stop board at Corrour Station or in the loop.

Warning Arrangement

When a train is allowed to go forward from Garelochhead, Spean bridge or Glenfinnan, 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 Corrour, when a train is allowed to go forward from Rannoch or Tulloch towards Corrour 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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig 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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig 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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig and require
  assistance from the rear, it will not be necessary to comply with the provisions
  of clause 6.2.2.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued Page 57 - Add - continued

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, Spean Bridge, Dalmally, Taynuilt, Glenfinnan or Arisaig (Glenfinnan 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 which are not permanently rail mounted pass over crossing loop points in the trailing direction, the points must be set, clamped and scotched in the required position.

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.

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 Corrour, 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 it is not illuminated. Illumination of the light in this sign means the points are set correctly.

A shunting movement which proceeds from a loop line on to the single line must not be brought to a stand until the whole of the movement is on the approach side to the 'points set' indicator.

In the case of Corrour, 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 Corrour). Amended (5/7/86)

#### WON-D40

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

#### SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

#### GLEN DOUGLAS NATO DEPOT

Before entering the depot the guard must remove and extinguish the tail lamp and leave it in a safe position at the security gate leading to the NATO headshunt.

Guards working trains from the depot must, before authorising the driver to leave the siding, ensure that the train has a tail lamp attached in accordance with the relevant instructions.

(17/5/86)

Page 59

Delete: - Crianlarich and relative instruction.

(12/4/86)

Page 61

GLENFINNAN

Shunt ing

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. (1

(13/4/86)

Pages 61, 62, 63

BETWEEN GLENFINNAN AND MALLAIG

Delete :- Between Glenfinnan and Arisaig and relative instructions.

Working at Arisaig

Delete: - 1st, 2nd, 3rd, 4th and 6th paragraphs.

Amended (26/4/86)

Add:-

Possession of the line when a train is stabled at Mallaig - Possession of the line between Arisaig and Mallaig or Glenfinnan and Mallaig when Arisaig is not open is authorised provided the PICOP has received an assurance from the signa an concerned that the stabled train has been shunted clear of the single line and that line is clear to the buffer stop. Possession of the line may be taken by one of the following methods:-

1) The PICOP must proceed to Mallaig, collect the train staff and inform the signalman at Arisaig or Glenfinnan (as appropriate) before leaving. When the work is complete, the PICOP must, before giving up the Possession, return the train staff to Mallaig and give the signalman an assurance this has been done and that the line is clear and fit for traffic.

or

Where, owing to distance, it is impractical for the PICOP to proceed to Mallaig to uplift the train staff, he must arrange to have 3 detonators 20 yards apart, a red banner flag and a lamp capable of displaying a red light in both directions, placed 1 mile on the Mallaig side of the possession. When the possession is given up the PICOP must give the signalman an assurance that the protection has been removed and that the line is fit for traffic.

The Rule Book Section T, Part III is modified accordingly.

(5/7/86)

#### Page 63

#### MALLAIG

Amend instructions under this heading to read:-When the last train for the day has to be shunted clear of the single line at Mallaig, the driver will be issued with two copies of a special written instruction (specimen below) which he should sign and hand to the signalman at Glenfinnan or Arisaig as appropriate when receiving the Arisaig/Mallaig train staff. The signalman will countersign both copies and return one to the driver.

On arrival at Mallaig the signalman must be informed that the train has arrived, complete with tail lamp. The train must then be shunted clear of the single line, the train staff deposited in the staff room together with the special written instruction, and the signalman given an assurance that the single line is clear to the buffer stop.

When the first train of the day is shut-in, the train must be shunted to the platform line after the driver has collected the train staff. The signalman must be informed before the train is about to depart. The special instruction must be given to the signalman when surrendering the train staff.

The stabling of locomotives and vehicles in the platform line is prohibited except for the last train for the day.

	DATE SH_RAILWAYS tish Region)	_
. To the Driver of	train.	
clear of the single line in Instructions.  Authorised by	are instructed to shunt the train accordance with the Local	-
Signalman Arisaig/Clenfinnan*		
Driver	-	
* Delete as appropriate		(5/7/86)

### Page 64

#### TORNESS SIDINGS

The siding connection is controlled from a switch panel located in a cabinet adjacent to the points. The panel is electrically released from Edinburgh SC.

To operate the siding connection, trainman must first communicate with the signalman thereafter open the door of the switch panel cabinet by means of the plunger provided. When the signalman gives permission for the panel to be operated, the 'F' indication above No.2 switch will become illuminated and No.2 switch must be turned to the right hand position. When this has been done, the'F' indication will be extinguished and replaced by the illumination of the 'ACC' indication. Thereafter, No.1 switch must be turned to the right hand position to operate the points.

The illuminated 'R' indicates that the points are correctly set.

After the train movement is completed, the switches must be restored to the lert hand position, the signalman advised when this has been done and the cabinet door closed.

(13/6/86)

#### WON-D42

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

#### Page 72

Add :-

#### MILLERHILL ELECTRIFICATION DEPOT

Before allowing a train to proceed towards the Electrification Depot the signalman will obtain the permission of the person in charge of the Depot. Such permission must not be given unless the person in charge is satisfied it is safe to do so and no conflicting movement has been permitted.

(17/9/86)

#### Page 84

#### THORNTON YARD

Departing trains - West End

Amend references in first and second paragraphs to "Area Freight Assistant" to read Person in charge of yard. (5/7/86)

#### INVERNESS

Page 90

Delete:- Working in the wrong direction from Welsh's Bridge to Locomotive signal
box on Up line and relative instruction. (28/9/86)

Page 91

Propelling passenger trains Delete: Final paragraph.

(28/9/86)

Millburn Yard ground frame -

Amend heading and relative instructions to read:-

Millburn Yard - When Millburn yard is unstaffed, the guard of a train terminating there on arrival via the Up .viemore line or Up Independent line, must ensure that all points within the yard are properly set for a movement in to an empty siding.

When Millburn yard is unstaffed, the guard of a train departing from the yard must ensure that all points are properly set for a movement from the yard to the main line and then advise the signalman at Millburn Jn that the train is ready to depart. The guard must not signal the driver to start the train until the yard exit signal has been cleared.

(27/8/86)

### The Rule Book, Section H, clause 8.1(d)

Amend Instruction to read:-

ECS being propelled on the Forres single line from Millburn signal box must carry a red light on the leading vehicle. (28/9/86)

Page 92

Delete: - Welsh's Bridge - Temporary Fuelling facilities and relative entry.

(21/6/86)

Harbour Branch

Amend reference in second paragraph to "harbour railman" to read " Leading Railman (Shunter)" (21/6/86)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

## DINGWALL TO KYLE OF LOCHALSH GEORGEMAS JN TO THURSO

Add as first sentence:

Automatic Warning System - Referring to the General Appendix, page 12.5, clause 4.3, Cancelling Indicators are not provided. (5/7/86)

Page 93 - Crossing Loop Points

Add as last sentence:-

The fouling point at crossing loop points is indicated by an orange marker, placed between the loop lines, at ground level. (5/7/86)

Page 94

DINGWALL

Amend: - Authority for Up trains to proceed to read: -

Authority for Down trains to proceed

(21/6/86)

Page 95

#### BETWEEN INVERGORDON AND FEARN

Amend instructions under this heading to read:Intermediate Sidings - When a train issued with an "Intermediate siding" token has arrived at the intermediate siding concerned and subsequently requires to proceed to another intermediate siding between Invergordon and Fearn, the train will be issued with a special "Trip" token. Possession of the "Trip" token allows the train to work between any of the sidings in the section but not to proceed beyond the "Station Limits" boards on the approaches to Invergordon or Fearn token exchange points.

A train in possession of the "Trip" token need not shut-in at an intermediate siding if it will subsequently proceed to another intermediate siding but the driver must advise the signalman of his arrival at each intermediate siding and obtain his permission to depart from the intermediate siding.

When a train in possession of the "Trip" token requires to proceed to a token exchange point, the train must be shut-in at an intermediate siding and an assurance given to the signalman that no vehicles have been left in the single line block section. The "Trip" token must then be returned and the appropriate "Intermediate siding" token will then be issued.

(5/7/86)

Page 96

KYLE OF LOCHALSH

Shunting

Amend reference in last line to "are" to read "have been".

(5/7/86)

#### MISCELLANEOUS INSTRUCTIONS

#### SCOTTISH REGION SECTIONAL APPENDIX - RE-ISSUE OF PAGES

A re-issue of pages of the above publication, Replacement Pages - Issue No.2 is being printed and will be distributed shortly, coming into operation on Saturday, 18 October 1986.

All staff issued with the Sectional Appendix who have not received a copy of this re-issue by Thursday 16 October should advise their Supervisor. (MR/OP PUB SA) (11/10/86)

#### WON-D44

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANEOUS INSTRUCTIONS - continued

#### POLMADIE CSMD

Monday 13 October - Until further notice Departure Road No.4 will be secured out of use. To facilitate reconstruction work, mechanical equipment will be in use.

Trainmen and other staff must exercise care when working in this area.

(13/10/86)

#### AYRSHIRE ELECTRIFICATION

UNTIL FURTHER NOTICE - Electric locomotives are prohibited from working over the Ayrshire lines. (17/9/86)

#### DUNFERMLINE STATION

<u>UNTIL FURTHER NOTICE</u> - The Down platform has been temporarily shortened by 70 yards at the Townhill end and a temporarary stop marker erected.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (MR/NOT3A)(19/5/86)

PON No.28D Page 38

# PERMANENT SPEED RESTRICTIONS ADVANCE WARNING BOARDS

<u>Amend</u> second sentence to read:-<u>The sign</u>, shaped like and inverted triangle, has black numerals on a white background with a yellow border.



No.30

# WEEKLY OPERATING NOTICE

TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 18 OCTOBER to
FRIDAY 24 OCTOBER 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 3666.

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.

Permanent speed restriction warning indicators (PON 28D, page 38 and amended item in WON 29, page D44) have been provided as follows:-

BETWEEN IRVINE AND BARASSIE - Facing to Down direction trains, on left of drivers, 1247 yards before reaching commencement of the 60mph speed restriction.

BETWEEN PRESTWICK AND FALKLAND - Facing to Down direction trains, on left of drivers, 1767 yards before reaching commencement of the 50mph speed restriction.

Associated AWS permanent magnets have been provided,

(32)

#### DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 18 OCTOBER - BETWEEN KILMARNOCK AND BARASSIE - The permanent speed restriction of  $\frac{40\text{mph}}{40\text{mph}}$  between  $\frac{22\text{mp}}{40\text{mph}}$  will be removed. The permanent speed restriction of  $\frac{50\text{mph}}{40\text{mph}}$  between  $\frac{22\text{mp}}{40\text{mph}}$  will be amended to be  $\frac{50\text{mph}}{40\text{mph}}$  between  $\frac{22\text{mp}}{40\text{mph}}$  and  $\frac{3\text{mp}}{40\text{mph}}$ .

See Section D of this notice.

(33)

SUNDAY 19 OCTOBER - BELMONT LC (CCTV) - The level crossing will now be controlled from Paisley Signalling Centre. (33)

SUNDAY 19 OCTOBER - INVERNESS LOCOMOTIVE - The existing connection Up and Down Forres line to Platforms 1 and 2 will be removed and a new connection will be provided 88 yards farther from the box.

The existing Down home, calling on, and associated theatre route indicator will be repositioned 67 yards farther from the box. A sign will be provided.

The Up section signal and associated distant signal for Millburn Jn will be removed and the Platform signals will be redesignated Platform 1 and Platform 2 section signals.

The altered. permanent way and signalling arrangements are shown on the sketches on pages C5 and C6. (33)

MONDAY 20 OCTOBER - BLAIR ATHOLL - AWS track equipment associated with the undernoted signals will be provided:-

Up and Down distants Dalnacardoch Down 1B distant Dalnaspidal Down 1B distant

(33)

MONDAY 20 OCTOBER - DALWHINNIE - AWS track equipment associated with the undernoted signals will be provided:-

Up and Down distants Dalnaspidal Up 1B distant Dalnacardoch Up 1B distant

(33)

TUESDAY 21 OCTOBER - KINGUSSIE - AWS track equipment associated with the Up and Down distant signals will be provided. (

(33)

WON-C2

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

TUESDAY 21 OCTOBER - KINCRAIG - AWS track equipment associated with the undernoted signals will be provided:-

Up direction - AK 306, AK 306R Down direction - AK 303, AK 303R (33)

WEDNESDAY 22 OCTOBER - AVIEMORE - AWS track equipment associated with the undernoted signals will be provided:-

Up direction - 1, 4
Down direction - 30, 29 (33)

WEDNESDAY 22 OCTOBER - CARRENIDGE - AWS track equipment associated with the undernoted signals will be provided:-

Up direction - A⊆ 336, A⊆ 336R Down direction - A⊆ 333, A⊆ 333R (33)

THURSDAY 23 OCTOBER - SLOCHD - AWS track equipment associated with the undernoted signals will be provided:-

Up direction - AS 346, AS 346R Down direction - AS 343, AS 343R (33)

THURSDAY 23 OCTOBER - TOMATIN - AWS track equipment associated with the undernoted signals will be provided:-

Up direction - AT 356, AT 356R

Down direction - AT 353, AT 353R (33).

#### DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN KNIGHTSWOOD NORTH JN AND HELENSBURGH - The MAXIMUM PERMISSIBLE SPEEDS have been amended.

See Section D of this Notice (31)

BETWEEN CRAIGENDORAN AND HELENSBURGH UPPER - The permanent speed restrictions of 25mph on the Down line and 35mph on the Up line between 0ml10yd and 02mp have been deleted.

See Section D of this Notice (31)

\* \*BETWEEN GLENGARNOCK AND FALKLAND - The MAXIMUM PERMISSIBLE SPEED between Glengarnock

\* and Falkland has been increased to 90mph on both lines for other than electric trains

(75mph MAXIMUM PERMISSIBLE SPEED will continue to apply for electric trains). In

consequence, the undernoted three new permanent speed restrictions have become

operational:-

75mph between 32m1610yd and 0m370yd (Up direction only)
75mph between 0m370yd and 0m950yd (Up and Down)
75mph between 1m570yd and 35m200yd (Up and Down).

(See Section D of this notice) (30)

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

\* \*MILLERHILL - Down East Goods Signal M41 has been renewed 2 yards nearer the box on left \* of drivers red aspect 12 feet above rail level. A position 4 junction route indicator has been provided and the application of the signal has been altered to be:-

Main - to M98

Main with position 4 junction route indicator - to Cl

A new colour light signal, Cl, with associated position light aspect, has been provided on the East Arrival line at the North end, on left of drivers, red aspect 11 feet above rail level. This signal is controlled from the Up Yard (South End) Supervisor's office. The single-sided notice board previously provided at this location has been removed.

Signal M44, applying from East Departure to Up East Goods, has been renewed at the same location, red aspect ll feet above rail level and the associated position light aspect removed.

The application of Up East Goods ground position light signal, M42, has been altered to be towards signal M98 or towards East Arrival line.

Nos.5, 7, 8 and 9 South Down Reception sidings have been secured out of use pending removal and all associated signals disconnected. No.6 siding has been retained meantime together with signal M71.

The area previously designated South Down Reception sidings is now known as the Electrification Depot.

The stencil route indication 'A' associated with signals M88, M92, M94, M95 and M96, applying to signal M79, has been altered to apply to 'Electrification Depot'. (30)

\* \*BETWEEN MILLBURN JN AND INVERNESS STATION - The Up Forres line between Millburn Jn at \* its connection with the Up Aviemore line, and locomotive signal box has been secured out of use together with the following connections:-

Millburn Jn - Facing between Up Forres and Up Aviemore.

Welsh's Bridge - All facing and trailing between Forres and Aviemore lines.

- Forres lines trailing crossover.

Locomotive - Forres lines crossovers.

- All connections to Platforms 3 and 4 and the station sidings.

The station ground frame, released by Rose St. signal box has been secured out of use.

All signals associated with the Up Forres line and the connections secured out of use have been removed together with the signals on the Down Forres line.

The portion of the Down Forres line between Millburn Jn, at its connection with the Down Aviemore line, and locomotive signal box, has been redesignated Up and Down Forres line and is now worked in accordance with the Tokenless Block system.

Welsh's Bridge signal box acts as a block post on the Aviemore lines only.

#### WON-C4

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

\* \*BETWEEN MILLBURN JN AND INVERNESS STATION - continued

The following signals associated with the Up and Down Forres line have been provided as shown on the sketch on pages C5 and C6 of this notice:-

Note: - This sketch has been amended to reflect the work on 19 October.

#### Description of signals:-Millburn Jn

- 67 Up Forres to Up Aviemore home 1, situated 416 yards from the box, arm 16 feet above rail level.
- (66) Up Forres home, situated 416 yards from the box, arm 18 feet above rail level.
- 57) Down Aviemore towards Up Aviemore.

### Welsh's Bridge



Down Aviemore home, situated 209 yards from the box, arm 18 feet above rail level.

Rose St Down outer distant, on the same post, arm 14 feet above rail level.

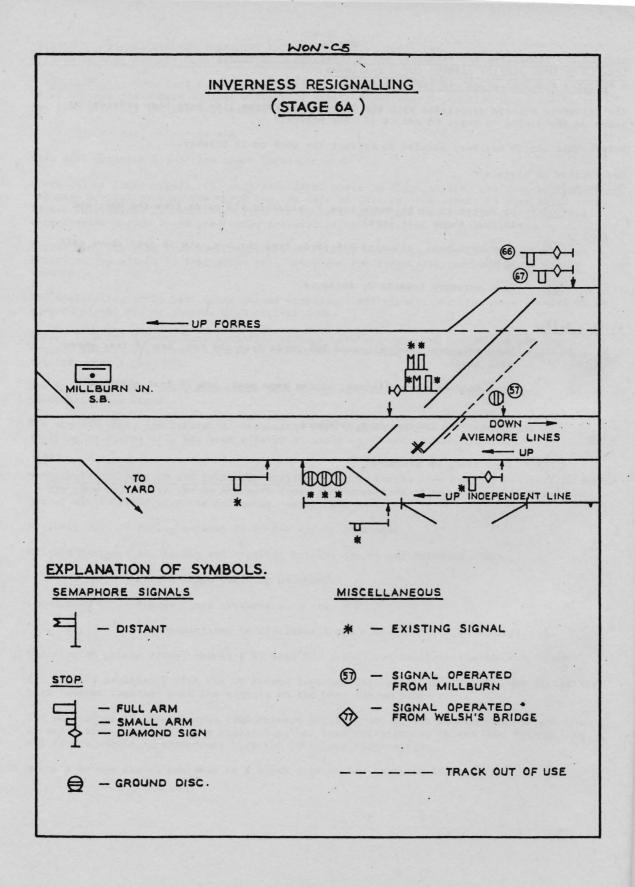


Up Aviemore towards Down Aviemore.



Back along Up Aviemore.

(30)





No.31

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 25 OCTOBER

to

FRIDAY 31 OCTOBER 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

WON-CZ

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

DALWHINNIE - AWS track equipment associated with the undernoted signals has been provided:-

Up and Down distants Dalnaspidal Up 1B distant Dalnacardoch Up 1B distant

(33)

KINGUSSIE - AWS track equipment associated with the Up and Down distant signals has been provided. (33)

KINCRAIG - AWS track equipment associated with the undernoted signals has been provided:-

Up direction - AK 306, AK 306R Down direction - AK 303, AK 303R (33)

AVIEMORE - AWS track equipment associated with the undernoted signals has been provided:-

Up direction - 1, 4
Down direction - 30, 29 (33)

CARRBRIDGE - AWS track equipment associated with the undernoted signals has been provided:-

Up direction - AC 336, AC 336R Down direction - AC 333, AC 333R (33)

SLOCHD - AWS track equipment associated with the undernoted signals has been provided:-

Up direction - AS 346, AS 346R Down direction - AS 343, AS 343R (33)

TOMATIN - AWS track equipment associated with the undernoted signals has been provided:-

Up direction - AT 356, AT 356R

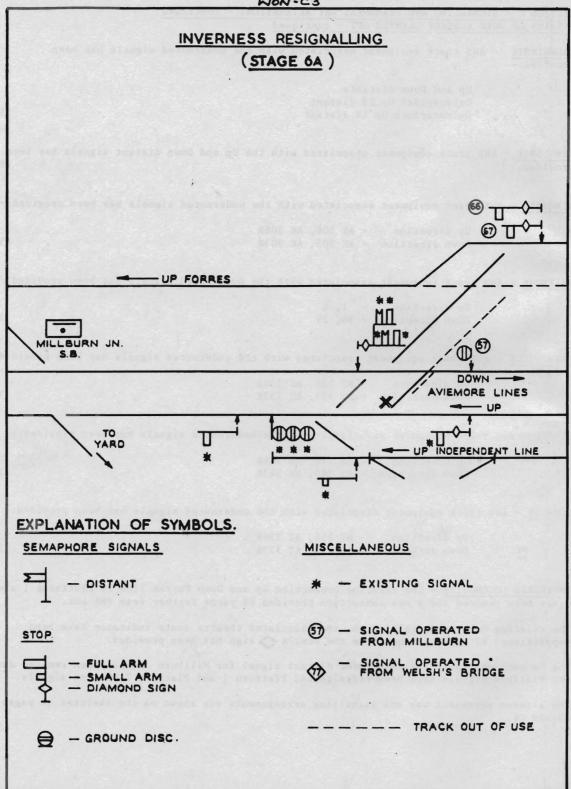
Down direction - AT 353, AT 353R (33)

INVERNESS LOCOMOTIVE - The existing connection Up and Down Forres line to Platforms 1 and 2 has been removed and a new connection provided 88 yards farther from the box.

The existing Down home, calling on, and associated theatre route indicator have been repositioned 67 yards farther from the box. A sign has been provided.

The Up section signal and associated distant signal for Millburn Jn have been removed and the Platform signals have been redesignated Platform 1 and Platform 2 section signals.

The altered permanent way and signalling arrangements are shown on the sketches on pages C3 and C4.





No.32

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 1 NOVEMBER

to

FRIDAY 7 NOVEMBER 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

#### 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 NOVEMBER - ELBOWEND JN GF - The existing 4 lever ground frame will be altered to be 5 lever incorporating a Train Staff (Annetts Key). See Section D of this Notice.

SUNDAY 2 NOVEMBER - Glencraig GF - The existing 4 lever ground frame will be altered to be 5 lever incorporating a Train Staff (Annetts Key). See Section D of this Notice.

SUNDAY 2 NOVEMBER - BETWEEN PERTH AND STANLEY JN - The following colour light signals will be removed:

Down main line - P223, DAR, DA (Auto), SJ61R, SJ61 (semi-auto). Up main line - SJ64R, SJ64 (semi-auto), SJ65 (semi-auto).

A new Semaphore stop signal will be provided on the Up main line on the right of drivers, 293 yards from Stanley Jn box, arm 14 feet above rail level, with application Up main line to Down single line. A sign will be provided.

Down main signal P213 will be altered to be capable of exhibiting a red, yellow or green aspect only, and the associated position light signal removed. Down main signal P221 will be altered to be capable of exhibiting a red or green aspect only, and the associated position light signal removed. Existing Up main line 2 aspect colour light distant signal P226 will be renumbered P224R.

AWS track equipment associated with the following signals will be provided:-

Stanley Jn - Up distant
Down distant
Down home

Perth - Up direction - P224R, P218, P212 Down direction - P213, P221

AWS gap signs, as described on page 12.3 of the General Appendix, will be provided as follows:-

### Gap commencement indicators:-

Up direction - approaching signal P188

Down direction - at the south end of No.3 platform

- at the south end of No.4 platform

- on the Down Fast line, immediately on the box side of the connection to No.6 platform line.

#### Gap termination indicators:-

Up direction — at the south end of No.3 platform, immediately on the box side of signal P98.

- on the connection between No.4 platform line and the Down Dundee Loop line, on the box side of signal P96.

- on the Up Fast line, on the box side of signals P86 and P88, at the connection from No.4 platform line.

- on the Down Fast line, on the box side of ground position light signal P82.

Down direction - approaching signal P213.

#### DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN KILMARNOCK AND BARASSIE - The permanent speed restrictions of  $\frac{40 \text{ mph}}{20 \text{ mph}}$  between  $\frac{2\frac{1}{2} \text{ mp}}{20 \text{ mph}}$  between  $\frac{2\frac{1}{2} \text{ mp}}{20 \text{ mph}}$  has been amended to be  $\frac{50 \text{ mph}}{20 \text{ mph}}$  between  $\frac{2\frac{1}{2} \text{ mp}}{20 \text{ mph}}$  and  $\frac{3 \text{ mp}}{20 \text{ mph}}$  between  $\frac{2\frac{1}{2} \text{ mp}}{20 \text{ mph}}$  has been amended to be  $\frac{50 \text{ mph}}{20 \text{ mph}}$  between  $\frac{2\frac{1}{2} \text{ mp}}{20 \text{ mph}}$  and  $\frac{3 \text{ mp}}{20 \text{ mph}}$  between  $\frac{20 \text{ mph}}{20 \text{ mph$ 

See Section D of this Notice.

\* \*Permanent speed restriction warning indicators (PON 28D, page 38 and amended item in \* WON 29, page D44) have been provided as follows:-

BETWEEN IRVINE AND BARASSIE - Facing to Down direction trains, on left of drivers, 1247 yards before reaching commencement of the 60mph speed restriction.

BETWEEN PRESTWICK AND FALKLAND - Facing to Down direction trains, on left of drivers, 1767 yards before reaching commencement of the 50mph speed restriction.

Associated AWS permanent magnets have been provided. (32)

BELMONT LC (CCTV) - The level crossing is now controlled from Paisley Signalling Centre.

WESTERTON - The signal post telephone associated with Down main signal
W44 has been repositioned 9 yards on the approach side of the signal. (34)

BLAIR ATHOLL - AWS track equipment associated with the undernoted signals has been provided:-

Up and Down distants
Dalnacardoch Down 1B distant
Dalnaspidal Down 1B distant (33)

DALWHINNIE - AWS track equipment associated with the undernoted signals has been provided:-

Up and Down distants
Dalnaspidal Up 1B distant
Dalnacardoch Up 1B distant (33)

<u>KINGUSSIE</u> - AWS track equipment associated with the Up and Down distant signals has been provided. (33)

KINCRAIG - AWS track equipment associated with the undernoted signals has been provided:-

Up direction - AK 306, AK 306R Down direction - AK 303, AK 303R (33)

AVIEMORE - AWS track equipment associated with the undernoted signals has been provided:-

Up direction - 1, 4
Down direction - 30, 29 (33)

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

CARRERIDGE - AWS track equipment associated with the undernoted signals has been provided:-

Up direction - AC 336, AC 336R Down direction - AC 333, AC 333R (33)

SLOCHD - AWS track equipment associated with the undernoted signals has been provided:-

Up direction - AS 346, AS 346R Down direction - AS 343, AS 343R (33)

TOMATIN - AWS track equipment associated with the undernoted signals has been provided:-

Up direction - AT 356, AT 356R Down direction - AT 353, AT 353R (33)

INVERNESS LOCOMOTIVE - The existing connection Up and Down Forres line to Platforms 1 and 2 has been removed and a new connection provided 88 yards farther from the box.

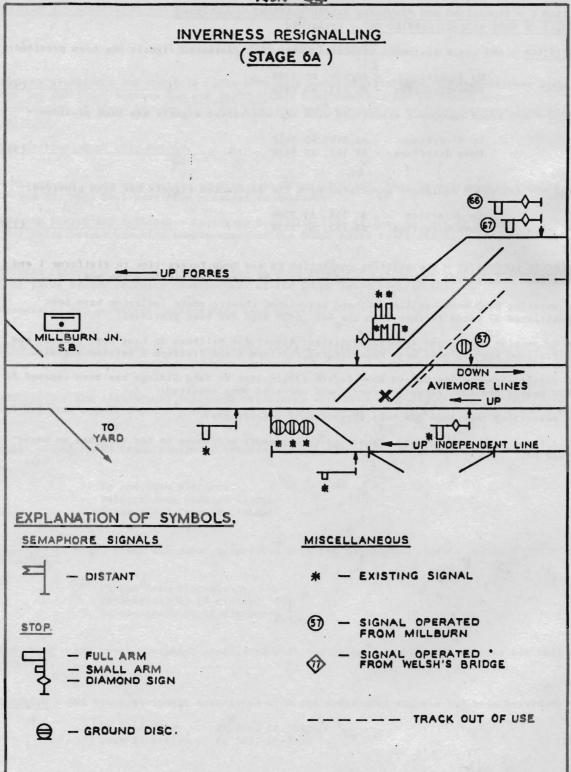
The existing Down home, calling on, and associated theatre route indicator have been repositioned 67 yards farther from the box. A sign has been provided.

The Up section signal and associated distant signal for Millburn Jn have been removed and the Platform signals have been redesignated Platform 1 and Platform 2 section signals.

The existing connection Up and Down Forres single line to Yard Sidings has been renewed 32 yards nearer the box, secured normal, hand operated when required.

The associated telephone has been repositioned accordingly.

The altered permanent way and signalling arrangements are shown on the sketches on pages C4 and C5. (34)



HAND OPERATED

POINTS SECURED NORMAL

OPERATED, WHEN REQUIRED. BY SPECIAL INSTRUCTION.

BUT CAN BE HAND



No.33

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 8 NOVEMBER to
FRIDAY 14 NOVEMBER 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER



# WARNING



# A.C. ELECTRIFICATION

#### ENERGISATION OF OVERHEAD LINE EQUIPMENT

Additional equipment as detailed below, has been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

#### Overhead line equipment

Location	Lines affected	At or between
Dubbs Jn and	Up and Down	Existing live equipment
Ardrossan South	Largs	at structure Nos.LB/02/01
Beach		and LB/02/02 to LB/08/13
		(Up and Down Largs single) and
		LB/08/14 (Up Freight Single)
Ardrossan South	Up and Down	Structure Nos.LB/08/13
Beach and 30 miles	Largs Single	and LB/08/25
1740yds (between		
Ardrossan South		
Beach and		
West Kilbride)		
Ardrossan South	Single	
Beach and Ardrossan Harbour	•	
Ardrossan South Beach	Down Siding	

#### LINESIDE BUILDINGS

All concerned to note that the bare wires from the roof of the undernoted Feeder Station to the adjacent overhead line equipment and the Electricity Board incoming supply cable are energised at 25,000 volts and must be considered ALIVE at all times.

South Beach Feeder Station - located on the North side of the Up Freight single line, 50 yards on the Largs side of Ardrossan South Beach Station.

IT IS EMPHASISED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE.

(MR/EL/14/E/3/86)

#### SECTION A

#### TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified)

Warning Boards and indicators provided unless otherwise shown.

f Indicates that the Warning Boards and Indicators will be moved as the work progresses.

Where two speeds are shown for restriction eg  $\frac{20}{40}$  The Rule Book, Section U, Clause 1.2 applies.

						eage		Restri-	•
T.o.c	ation	Line affec		M	At or Yd	betw	een Yd	ction mph	Remarks
	RLISLE TO GLASGOW CE					<u></u>			
1	Abington	Down	Up	58	820	58	940	20	Trackwork. (86/32) Finishes 02 15 Sun 9 Nov
2	Abington	Down	-	58	820	58	940	<del>20</del> <del>40</del>	Trackwork. (86/33) Begins 02 15 Sun 9 Nov.
3	Abington and Symington GF	, -	Up	58	1240	58	820	<del>20</del> 40	Trackwork. (86/33) Begins 02 15 Sun 9 Nov.
4	Cleghorn LC	Down	-	76	500	76	540	$\frac{20}{40}$	Trackwork. (86/33) Begins 15 00 Sun 9 Nov.
5	Cleghorn LC	-	Up	76	540	76	500	<u>20</u> 40	Trackwork. (86/32) Finishes 15 00 Sun 9 Nov
6	Shieldmuir Jn and Garriongill Jn	-	Up	86	1046	86	166	20 40	Trackwork. (86/32)
7	Uddingston Jn	Down	-	93	000	93	1087	<del>20</del> 40	Trackwork. (86/32)
8	Uddingston Jn	Down	-	93	1087	93	1220	40	Condition of track. (86/24)
9	Newton West Jn	Down	-	96	26	-	-	20	Condition of Points No.21B. (86/29)
10	Polmadie and Larkfield Jn	Down Clyde sdale		100	1500	101	44	20	Condition of track. (86/20)
MID	CALDER JN TO HOLYTON	JN JN							
11	Hartwood and Bellside GF	Down	-	6	980	6	985	40	Condition of track. (86/4)

_	<u> </u>				Mil	eage		 Restri-	
Ioc	ation	Line affec		A M	t or Yd	betwe M	en Yd	ction mph	Remarks
				- 11		**		шрп	Ketitatika
LAW JN TO UDDINGSTON JN									
12	Holytown Jn and Ravenscraig No.2	-	Up	88	1340	88	1260	40	Condition of track. (86/23)
LAR	KFIELD JN TO SHIELDS	JN							
13	Terminus Jn and Shields Jn	Down	-	101	1140	101	1320	20	Condition of track. (86/63)
GRE	TNA JN TO EGLINTON S	TREET .	JN (V	IA KIL	MARNO	CK)			
14	Dumfries South	Down	-	92	1100	92	920	<del>20</del> 40	Condition of track. (85/50)
15	Dumfries South	-	Up	92	920	92	1100	40	Condition of track. (85/43)
16	Dumfries Station	Down	-	92	60	91	1320	20	Trackwork. (86/29)
17	NOT USED.								
MUI	RHOUSE CENTRAL JN TO	MUIRH	OUSE 1	NORTH	JN (V	IA CA	THCAR	T) (CATHC	ART CIRCLE)
18	Crosshill	Inner		1	340		1500	20	Trackwork. (86/30) See Section 'D'.
BRI	DGE STREET JN TO STR	ANRAER							
19	Glengarnock and Lochwinnoch	-	Up	16	1150	16	200	20	Trackwork. (86/30)
20	Glengarnock and Brownhill	Down	-	20	500	20	1380	20	Trackwork. (86/32)
21	Kilwinning Jn and Dalry	-	Up	25	1375	25	820	20	Trackwork. (86/30)
PAI	SLEY TO GOUROCK								
22	Bishopton and Langbank	Down	-	114	635	114	1500	20	Trackwork. (86/33) Begins 00 45 Sun 9 Nov.
23	Newton Street Tunnel	Down	Uр	124	320	124	880	20	Trackwork. (86/31) Finishes 10 00 Sun 9 Nov
24	Newton Street Tunnel	-	Up	124	880	124	320	20	Trackwork. (86/33) Begins 10 00 Sun 9 Nov.
WEN	IYSS BAY JN TO WEMYSS	BAY							
25	Wemyss Bay Jn and Containerbase	Down	-	0	120	0	640	20	Trackwork. (86/25)

		Line		,	Mil At or	eage		Restri- ction		
Loc	ation	affec		M		M		ction mph	Remarks	
								•		
\IL	WINNING JN TO LARGS									
26	Stevenston LC and Salcoats	Down	-	29	192	29	601	20	Trackwork.	(86/29)
27	Ardrossan South Beach	-	Up Freigl		1000	30	880	20	Trackwork. Finishes 10 0	(86/30) 0 Sun 9 No
8	West Kilbride and Ardrossan South Beach	-	Up Freigl		1100	33	440	20	Trackwork.	(86/26)
10T	HERWELL TO PERTH									
29	Greenfoot LC and Cumbernauld	Down	-	99	30	99	1120	20 40	Trackwork.	(86/32)
30	Plean Jn and Polmaise	Down	Up	116	500	116	520	20 40	Condition of	track. (86/31)
31	Dunblane and Greenloaning	Down	-	124	1020	124	1180	20	Condition of	UB No.6. (86/33)
									Begins 00 00	Sun 3 Nov.
JH I	FFLET NORTH JN TO RU	J <b>THER</b> GL	EN EAS	r jn						
12	Langloan Jn and Carmyle Jn	Down	-	2	1300	2	1230	20	Condition of	track. (86/10)
ZDI	NBURGH WAVERLEY TO G	GLASGOW	QUEEN	STRI	EET (V	'IA F	ALKIRK	( HIGH)		
33	Haymarket Station	Down North		1	470	1	570	20	Trackwork.	(86/32)
34	Haymarket Station	-	Up South	45	1720	46	000 530	) 20	Trackwork.	(86/32)
				1	530	1	470	)		
								100yd		
5	Haymarket West Jn and Newbridge Jn	Down	-	43	820	43	180	20	Trackwork. Finishes 15 0	(86/32) 0 Sun 9 No
36	Haymarket West Jn and Newbridge Jn	Down	-	43	180	42	1460	20 40	Trackwork. Finishes 15 0	(86/32) 0 Sun 9 No
37	Haymarket West Jn and Newbridge Jn	Down	-	43	820	42	1460	20	Trackwork. Begins 15 00	(86/33) Sun 9 Nov.
38	Greenhill Upper Jn and Falkirk High	-	Up	18	236	18	1116	$\frac{30}{60}$	Trackwork.	(86/32)
AIR	DRIE TO HELENSBURGH									
39	Bellgrove	Down	Up	1	000	0	1600	20	Trackwork. Begins 05 00	(86/33) Mon 10 Nov
40	Westerton and Drumchapel	Down	Up	6	673	6	713	20	Bridgework.(U	B No.144) (86/32)
									Finishes 07 3	Sun 9 No

41 NOT USED.

		Line				eage		Restri-	
Loc	ation	affec	-	М	t or 1 Yd	oecwe M	en Yd	ction mph	Remarks
TWE	EDMOUTH TO EDINBURGH	WAVER	LEY						
	Grantshouse and Reston GSP	Down		45	1514	44	1304	20	Trackwork. Applies 01 40 to 07 00 daily Tue 11 to Fri 14 Nov.
43	Grantshouse and Reston GSP	Down	-	45	330	44	1705	20	Trackwork. (86/32) Finishes 08 30 Mon 10 Nov.
44	Prestonpans	-	Up Loop	9	980	9	1680	20	Trackwork. (86/33) Begins 09 00 Mon 10 Nov.
45	Monktonhall Jn and Prestonpans	-	Up	8	00	8	704	<del>20</del> 40	Trackwork. (86/32)
46	Prestonpans and Monktonhall Jn	Down	-	8	704	8	00	20	Trackwork.  Applies 04 00 to 16 30  Sun 9 Nov.
MON	KTONHALL JN TO MILLE	RHILL	SOUTH	JN					
47	Monktonhall Jn and Millerhill South Jn	Down	Uр	0	1320	0	1220	20	Trackwork. (86/33) Begins 08 00 Sun 9 Nov.
MIL	LERHILL TO PORTOBELL	o (god	DS LIN	<u>E)</u>					
48	Millerhill and Niddrie South Jn	Down	Up	4	1280	4	1100	20	Condition of track. (85/22)
NID	DRIE SOUTH JN TO HAY	MARKET	WEST	JN					
49	Niddrie South Jn and Craiglockhart Jn	Down	-	4	1440	4	570	20	Trackwork. (86/32)
HAY	MARKET WEST JN TO A	ERDEEN	<u>i</u>						
50	Burntisland and Kirkcaldy	Down	-	24	570	24	660	20	Bridgework. (UB No.77) (86/32) Finishes 15 00 Wed 12 Nov
51	Kirkcaldy and Burntisland	-	Up	24	660	24	570	20	Bridgework. (UB No.77) Applies 05 00 to 16 45 Sun 9 Nov.
52	Leuchars and Cupar	-	Up	47	400	47	1050	20	Trackwork. Applies 07 30 Sun 9 to 15 00 Fri 14 Nov.
53	Dundee Central Jn and Tay Bridge South	-	Up	57	220	56	910	20	Trackwork. (86/28) See Section 'D'.
54	Tay Bridge South and Dundee Central Jn	Down	-	56	910	57	220	30	Trackwork. Applies 23 30 Sat 8 to 16 15 Sun 9 Nov.
55	Arbroath LC and Inverkeilor	Down	Up	21	880	22	000	70	Condition of track. (86/29)

		- •			eage		Restri-	
ī.oc	ation	Lines affected	M	At or Yd	betwe M		ction mph	Remarks
							w.p.i.	
56	YBANK JN TO HILTON JI  Ladybank Jn and Clatchard Craig South GF	<u>N</u> Single	5	1680	6	00	20	Bridgework (UB No.13) (86/8)
PER	TH TO INVERNESS							
57	Perth and Stanley Jn	Down -	151	1120	152	280	<del>20</del> 40	Trackwork. (86/32)
58	Stanley Jn and Perth	– Up	152	280	151	1120	40	Trackwork. Applies 22 00 Sat 8 to 24 00 Sun 9 Nov.
59	Blair Atholl LC and Dalnacardoch GF	Down -	41	480	41	580	20	Bridgework (UB No.99) (86/33) Begins 09 30 Sun 9 Nov.
BE	RDEEN TO INVERNESS							
60	Rosarie LC and Elgin	Single	27	198	26	1078	30 50	Condition of track. (85/33)
51	Allan Fearn LC (AOCL)and Raigmore LC	Single	140	550	140	1290	<del>20</del> <del>40</del>	Trackwork. (86/32)
NV	ERNESS TO WICK							
52	Foulis LC (RG) and G. Wood GF (S)	Single	24	1660	25	330	20	Trackwork. (86/32)
53	Walten LC (AOCL) and Wick	Single	155	300	155	820	20	Trackwork. (86/33) Begins 08 00 Sun 9 Nov.
IN	GWALL TO KYLE OF LOCK	IALSH						
4	Strathcarron LC (AOCL) and Attadale Halt	Single	48	160	48	1550	20	Trackwork. (86/28)

### SECTION B

### TEMPORARY ENGINEERING WORKS

At	or between	Lines affected	Remarks							
	CARLISLE TO GLASGOW CENTRAL UNTIL FURTHER NOTICE									
65	Shieldmuir Jn and Motherwell	A11	00 00 to 05 00 daily. Signalling work.							
66	Glasgow Central	A11	00 00 to 06 00 daily. Signalling work.							
SAT	URDAY 8 NOVEMBER									
67	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 50 to 05 10. Overhead line work.  Trains diverted via Wishaw Central. Isolation of electrical sections MCl(f) and MC2(a).							
68	Glasgow Central	Top Platforms Nos.7 and 8 BLOCKED	00 30 to 05 30. Track renewal at points No.304A.							
SAT	URDAY 8 and SUNDA	Y 9 NOVEMBER								
69	Glasgow Central	Nos.4 and 5 Carriage Sidings BLOCKED	00 00 Sat to 15 30 Sun. In connection with engineering work at Glasgow Central.							
SUN	DAY 9 NOVEMBER									
70	Carlisle South Jn	All BLOCKED All Between Trains	06 00 to 13 00 ) Track renewal and signalling 13 00 to 16 00 ) work. Points and signals disconnected. Possession to be given up for passage of WTT Trains.							
71	Kirtlebridge GF and Lockerbie	Down and Up BLOCKED	07 00 to 16 45. Track renewal and loading rails. Isolation of electrical sections EM1 and 2.							
72	Lockerbie and Wamphray GF	Down and Up BLOCKED	07 00 to 16 30. Bridgewor! (UB No.126) and track renewal.							
73	Summit and Beattock South	Up BLOCKED Down BLOCKED	00 40 to 16 30 ) Track maintenance, earthwork 07 30 to 17 30 ) and erecting mast. <u>Isolation of electrical sections LM1,2,3 and 4, 07 30 to 16 30</u>							
74	Beattock North	A11	08 00 to 17 00. Signalling work.							
75	Abington	A11	08 00 to 17 00. Signalling work.							
76	Summit and Symington GF	Down BLOCKED (to electric trains) Up BLOCKED Down BLOCKED	00 30 to 02 15 ) Overhead line work and							
77	Symington GF and Carstairs	Down and Up BLOCKED	02 30 to 16 15. Overhead line work.  Isolation of electrical sections LC3 and 4.							
78	Carstairs	A11	01 00 to 08 00. Signalling work.							
79	Law Jn and Carstairs Station Jn	Up BLOCKED Down BLOCKED	01 15 to 16 00 ) Track renewal, track 02 40 to 17 30 ) maintenance and level crossing work. <u>Isolation of electrical sections</u> MC3(d and e) and MC4(d and e), 02 40 to 16 00.							

SEC	TION B - TEMPORAR	KY ENGINEERING WORKS -	continued
At	or between	Lines affected	Remarks
	LISLE TO GLASGOW DAY 9 NOVEMBER -	CENTRAL - continued continued	
80	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	OO 00 to 16 15. Track renewal and loading rails.  Trains diverted via Wishaw 00 30 to 08 00.  Isolation of electrical sections MCl to 4.
81	Motherwell (jn with Coatbridge and Hamilton lines)	All BLOCKED (to electric trains)	00 30 to 08 00. Overhead line work. <u>Isolation of</u> electrical sections MN1 and 2, ML1 and 2 and MH1.
82	Logans Road LC and Uddingston Jn	Down BLOCKED	00 30 to 08 30. Track renewal and track maintenance. Trains diverted via Bellshill.
83	Newton East Jn	Down and Up Between Trains	07 00 to 17 00. Track renewal at points Nos.36A & B and 38.
84	Polmadie	A11	08 00 to 17 00. Signalling work.
85	Polmadie and Larkfield Jn	Down and Up Clydesdale and Down Holding Sidings BLOCKED Down Fast BLOCKED (to electric trains)	08 00 to 18 00. Overhead line work.  Isolation of electrical sections EN2(b to h),  EB1(j) and EB2(a).
86	Larkfield Jn and Bridge Street Jn	Down and Up Fast, No.1 Down line and Nos.3 and 4 lines BLOCKED No.1 Up line BLOCKED (to electric trains)	00 00 to 08 00. Overhead line work and track renewal at points No.379B. Isolation of electrical sections EN1 and 2 and EG1,2,3 and 4.
87	Eglinton Street Jn and Bridge Street Jn	No.4 line BLOCKED	08 00 to 18 00. Track renewal at points No.362.
88	Glasgow Central	A11	08 00 to 17 00. Signalling work.
89	Glasgow Central	Nos.3,4 and X lines Nos.4 and 5 Carriage Sidings and platform Nos.3 and 4 BLOCKED No.1 Down and Up W line, Nos.2, 3, and 6 Carriage Sidings and Platform Nos.1 and 2 and Nos.5 to 9 BLOCKED (to electric trains)	00 00 to 15 30 ) Track renewal. <u>Isolation of</u>
SUNI	DAY 9 and MONDAY	10 NOVEMBER	· 8
90	Uddingston Jn and Newton East Jn	Down BLOCKED Up BLOCKED	23 00 Sun to 02 00 Mon ) Overhead line work.  00 15 to 05 05 Mon ) <u>Isolation of electrical</u> <u>sections MN2, 23 30 Sun to 02 00 Mon and MN1</u> 00 15 to 05 05 Mon.

			WON-B3
SEC	TION B - TEMPORAR	Y ENGINEERING WORKS -	
	or between	Lines affected	Remarks
	LISLE TO GLASGOW DAY 10 NOVEMBER	CENTRAL - continued	
91	Newton West Jn and Rutherglen West Jn	Down and Up Main/ Fast and Down Slow BLOCKED Up Slow BLOCKED (to electric trains)	00 05 to 05 05. Overhead line work. Electric hauled trains diverted via Cathcart Circle (Queens Park). Isolation of electrical sections EN1, 2, 3 and 4, MN1 (a), MN2 (i) and MN5 (d).
92	NOT USED.		
MON	DAY 10 and TUESDA	Y 11 NOVEMBER	
93	Symington GF and Carstairs South Jn	Down BLOCKED	07 30 to 10 35 daily. Track maintenance.
MON	DAY 10 to WEDNESD	AY 12 NOVEMBER	
94	Lockerbie and Wamphray GF	Down BLOCKED	06 15 to 09 30 daily. Track maintenance
TUE	SDAY 11 NOVEMBER		
95	Quintinshill and Gretna Jn	Up BLOCKED Down BLOCKED	03 05 to 06 30 ) Track renewal. 06 00 to 09 00 )
96	Wamphray GF and Lockerbie	Up BLOCKED	02 45 to 04 15. Track maintenance.
97	Wamphray GF and Kirtlebridge GF	Up BLOCKED	04 15 to 05 45. Track maintenance.
98	Symington GF and Abington	Up BLOCKED	02 20 to 05 15. Track maintenance.
TUE	SDAY 11 and WEDNE	SDAY 12 NOVEMBER	
99	Abington and Summit	Up BLOCKED Down BLOCKED	02 25 to 05 25 ) daily. Track renewal. 07 15 to 10 00 )
100	Glasgow Central	Top Platform No.8 BLOCKED	00 30 to 05 30. Track renewal at points No.313A.
TUE	SDAY 11 to FRIDAY	14 NOVEMBER	
101	Symington GF and Carstairs South Jn	Down BLOCKED (to electric trains)	06 45 to 10 30 daily. Overhead line work. Isolation of electrical section LC4.

	South Jn		
102	Law Jn and Lanark Jn	Up BLOCKED	02 00 to 05 00 daily. Track renewal.
103	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 50 to 05 10 daily. Overhead line work.  Trains diverted via Wishaw Central. Isolation of electrical sections MCl(f) and MC2(a).
104	Glasgow Central	Lines Nos.3 and 4 BLOCKED	00 00 to 05 30 daily. Track renewal and track maintenance.

		WON-B4
SECTION B - TEMPORAR At or between	Y ENGINEERING WORKS - Lines affected	continued
At or between	Dines directed	Remarks
CARLISLE TO GLASGOW WEDNESDAY 12 and THU		
105 Wamphray GF and Lockerbie	Up BLOCKED	02 45 to 05 15 daily. Track maintenance.
106 Carstairs South Jn and Symington GF	Up BLOCKED	02 20 to 05 15 daily. Track maintenance.
THURSDAY 13 NOVEMBER	<u>.</u>	
107 Symington GF and Carstairs	Down BLOCKED	07 40 to 10 30. Track renewal.
THURSDAY 13 and FRID	AY 14 NOVEMBER	
108 Glasgow Central	Top Platforms Nos.5 and 6 BLOCKED	00 30 to 05 30. Track renewal at points No.313B.
CARSTAIRS SOUTH JN T		
109 Slateford Jn and Haymarket East Jn	Down Between Trains	07 00 to 16 00 daily. Construction work. Mechanical equipment in use.
SUNDAY 9 NOVEMBER		
110 Curriehill GSP and Slateford	Down and Up BLOCKED	12 00 to 16 00. Bridgework 131AA.
MIDCALDER JN TO HOLY SUNDAY 9 NOVEMBER	TOWN JN	
111 West Calder and Benhar Jn	Down BLOCKED Up BLOCKED	00 00 to 09 30 ) Track maintenance between 00 00 to 08 15 ) 18m440yd and 11m1220yd.
LAW JN TO UDDINGSTON UNTIL FURTHER NOTICE	JN	
112 Wishaw Central and Wishaw Central Jn	A11	00 00 to 05 00 daily. Signalling work.
SUNDAY 9 NOVEMBER		
113 Law Jn and Wishaw Central	Down and Up BLOCKED	08 30 to 17 15. Track maintenance.
114 Wishaw Central and Ravenscraig No.2	A11	08 00 to 17 00. Signalling work.
WISHAW CENTRAL JN TO UNTIL FURTHER NOTICE	SHIELDMUIR JN	

115 Wishaw Central All

Jn and Shieldmuir Jn 00 00 to 08 00 daily. Signalling work.

At or between Lines affected Remarks

# MOTHERWELL TO NEWTON EAST JN (VIA HAMILTON)

SUNDAY 9 NOVEMBER

116 Motherwell and Hamilton West

Down and Up BLOCKED 00 45 to 08 00. Tunnel work (Barncluith) and undertrack excavation (SSEB). Possession to be given up for the passage of 1807, 21 00 Euston

to Inverness over Up line. Isolation of

electrical section MHl.

### TUESDAY 11 to FRIDAY 14 NOVEMBER

117 Motherwell and Newton East .In

Down and Up BLOCKED

00 30 to 05 30 daily. Track renewal and loading material. Possession to be given up for passage

of 6208, ultrasonic test train, over Down line

(Thursday only).

# NEWTON WEST JN TO CATHCART WEST JN WEDNESDAY 12 NOVEMBER

118 Newton West Jn

Down and Up BLOCKED 00 00 to 05 30. Tunnel work (Kirkhill).

Isolation of electrical sections MN5 and 6.

and Cathcart West Jn

# LARKFIELD JN TO SHIELDS JN

SUNDAY 9 NOVEMBER

119 Larkfield Jn and Shields Jn (to electric trains)

Down and Up BLOCKED 00 00 to 08 00 ) Loading rails, drainage and ) overhead line work. Isolation

Down and Up BLOCKED 08 00 to 18 00 ) of electrical sections EB1 (j), ) EB2 (a) and EN2 (b to h).

t

# SHIELDS JN TO TERMINUS JN (UP THROUGH SIDING) (GOODS LINE)

SATURDAY 8 to FRIDAY 14 NOVEMBER

120 Shields Jn and Terminus Jn

Single BLOCKED

00 00 to 24 00 daily. Trackwork.

# GRETNA JN TO EGLINTON ST JN (VIA KILMARNOCK) SUNDAY 9 NOVEMBER

120A Dumfries Station

Up BLOCKED Down BLOCKED 03 00 to 10 00 ) Track renewal and loading

06 30 to 14 45 ) material.

121 Kilmarnock

Down Platform

07 45 to 16 00. Track renewal.

BLOCKED

121A Barrhead

Down and Up Between Trains

# TUESDAY 11 NOVEMBER

122 Thornhill and

Down BLOCKED

10 10 to 11 30 ) Track maintenance.

07 00 to 17 00. Track maintenance.

Kirkconnel

Up BLOCKED

11 35 to 13 10 )

# TUESDAY 11 and WEDNESDAY 12 NOVEMBER

123 Auchinleck and Mauchline

Down BLOCKED Up BLOCKED

23 30 Tue to 01 50 Wed ) Track maintenance.

02 00 to 05 00 Wed

#### TUESDAY 11 to FRIDAY 14 NOVEMBER

124 Muirhouse Central Jn

and Eglinton Street Jn

Down and Up BLOCKED

00 30 to 06 00 daily. Track renewal and drainage. Isolation of electrical sections EG3 (i), EG4 (a)

and EWI to 6, 00 30 to 05 00.

			won-B6
SECTION B -	TEMPORARY	Y ENGINEERING WORKS -	continued
At or between		Lines affected	Remarks
GRETNA JN T		N ST JN (VIA KILMARNOC	CK) - continued
125 Auchinl New Cum		Up BLOCKED	02 00 to 05 00. Track maintenance.
EAST KILBRI SUNDAY 9 NO		BY JN	
126 East Ki and Bus		Single BLOCKED	07 00 to 17 00. Loading material.
KILMARNOCK UNTIL FURTH		<u>le</u>	
127 Kilmarn Gatehea		Single	08 00 to 18 00 daily. Bridgework (OB No.4B).
SUNDAY 9 NO	<u>VEMBER</u>		
128 Kilmarn Barassi		Single BLOCKED	09 45 to 24 00. Bridgework (OB No.4B) and track renewal.
MUIRHOUSE C SUNDAY 9 NO		TO TERMINUS JN	
129 Muirhou Central Terminu	Jn and	Single BLOCKED	08 00 to 18 00. Overhead line work. Isolation of electrical sections EN2 (b to h), EB1 (j) and EB2 (a).
MUIRHOUSE C SUNDAY 9 NO		TO MUIRHOUSE NORTH J	N (VIA CATHCART) (CATHCART CIRCLE)
+	Jn and t North	Outer BLOCKED (to electric trains)	08 00 to 18 00. Overhead line work. Isolation of electrical section EW3.
131 Cathcar North J Muirhou North J Queens	n and se n (via	Inner and Outer BLOCKED	00 00 to 08 00. Erecting scaffolding, track renewal and track maintenance. <u>Isolation of electrical sections EWI and 2</u> .

TUESDAY 11 NOVEMBER

132 Cathcart North Jn and Inner and Outer BLOCKED

00 00 to 05 30. Track maintenance.

Muirhouse North Jn (via Queens Park)

BRIDGE STREET JN TO STRANRAER UNTIL FURTHER NOTICE

133 Bridge Street Branches Nos.1 Jn

and 2

08 00 to 16 00 daily. Work on lineside wall.

134 Bridge Street Jn and Cardonald

All

00 00 to 06 00 daily. Signalling work.

135 Glengarnock Down and Up  $08\ 00\ to\ 17\ 00\ daily.$  Platform work. Crane and mechanical equipment in use.

SECTION B - TEMPO	RARY ENGINEERING WORKS	- continued	
At or between	Lines affected	Remarks	

BRIDGE STREET JN TO STRANRAER - continued UNTIL FURTHER NOTICE - continued				
136 Glengarnock and Kilwinning Jn	Down and Up	08 00 to 18 00 daily. Bridgework (OB No.49) and Station work (Dalry and Kilwinning).		
137 Bogside and Irvine	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (UB No.21). Crane and mechanical equipment in use.		
138 Irvine	Down and Up Between Trains	08 00 to 17 00 daily. Platform work.		
139 Prestwick	Down and Up Between Trains	08 00 to 18 00 daily. Station work.		
140 Ayr	All Between Trains	08 00 to 16 00 daily. Platform work.		
SATURDAY 8 to FRIDAY	14 NOVEMBER			
141 Paisley	A11	00 30 to 05 30 daily. Signalling work.		
SUNDAY 9 NOVEMBER				
142 Johnstone and Lochwinnoch	Down and Up BLOCKED	00 00 to 09 45. Earthwork, track renewal and track maintenance. <u>Isolation of electrical</u> sections EL1 and 2, 01 00 to 08 30.		
143 Lochwinnoch and Glengarnock	Down and Up BLOCKED	00 00 to 09 45. Track renewal.		
144 Glengarnock and Kilwinning Jn	Down and Up BLOCKED	00 15 to 09 45. Track renewal, track maintenance and drainage. <u>Isolation of electrical sections</u> SL3 and 4, 01 00 to 08 30.		
145 Kilwinning Jn	Up BLOCKED	00 10 to 09 45. Track renewal.		
146 Barassie and Newton Jn	Down and Up BLOCKED	00 30 to 09 30. Drainage. Isolation of electrical sections SA1 to 4, 01 00 to 08 30.		
147 Dalrymple Jn and Kilkerran LC	Single BLOCKED	06 30 to 16 15. Drainage.		
148 Girvan and Pinwherry	Single BLOCKED	09 00 to 16 30. Tunnel work (Pinmore).		
149 Barrhill and Glenwhilly	Single BLOCKED	10 00 to 16 00. Track maintenance.		
150 Glenwhilly and Dunragit LC	Single BLOCKED	01 00 to 09 30. Track maintenance.		
151 Dunragit LC and Stranraer	Single BLOCKED	07 00 to 16 30. Track renewal.		
TUESDAY 11 NOVEMBER				
151A Paisley and Arkleston Jn	Up BLOCKED	00 00 to 05 00. Track renewal.		
WEDNESDAY 12 NOVEMBE	WEDNESDAY 12 NOVEMBER			
152 Arkleston Jn and Cardonald	Up BLOCKED	00 00 to 05 00. Track renewal.		

SECTION B - TEMPORAR	Y ENGINEERING WORKS	- continued

At or between Lines affected Remarks

BRIDGE STREET JN TO STRANRAER - continued THURSDAY 13 NOVEMBER

152A Lochwinnoch Down and Up BLOCKED 00 00 to 02 30. Track maintenance.

153 Glengarnock and Down BLOCKED 00 30 to 05 00. Track maintenance.
Kilwinning

THURSDAY 13 and FRIDAY 14 NOVEMBER

154 Johnstone and Down and Up BLOCKED 02 30 to 05 30 daily. Track maintenance. Lochwinnoch

PAISLEY TO GOUROCK SATURDAY 8 NOVEMBER

155 Bishopton and Down and Up BLOCKED 00 30 to 05 30. Overhead line work. <u>Isolation</u> of electrical sections GB3 and 4.

156 Gourock Down and Up BLOCKED 00 30 to 05 30. Station work. No EMUs on Platform No.2. Isolation of electrical sections GG1 and 2.

SATURDAY 8 to FRIDAY 14 NOVEMBER

157 Paisley All 00 30 to 05 30 daily. Signalling work.

SUNDAY 9 NOVEMBER

158 Bishopton Down and Up BLOCKED 00 45 to 07 00. Slip treatment, unloading rails, and Langbank track renewal and track maintenance. <u>Isolation</u>

of electrical sections GB3 and 4.

159 Wemyss Bay Jn All 08 00 to 17 00. Signalling work. and Greenock

and Greenock Central

Central

160 Bogston and Up BLOCKED
Greenock

07 30 to 24 00. In connection with engineering work between Greenock Central and Gourock. Single line working over Down line.

SUNDAY 9 and MONDAY 10 NOVEMBER

161 Greenock Down and Up BLOCKED 01 00 Sun to 05 30 Mon. Tunnel work (Newton St),
Central and
Gourock Clasgow Central/Gourock/Glasgow Central

services terminate/start Greenock Central.

Isolation of electrical sections GGI (a, b and c) and GG2 (c and d).

MONDAY 10 NOVEMBER

162 Wemyss Bay Jn Down and Up BLOCKED 00 00 to 05 30. In connection with engineering and Greenock Central and Gourock.

TUESDAY 11 to FRIDAY 14 NOVEMBER

163 Bishopton and Down and Up BLOCKED 00 30 to 05 30 daily. Track maintenance and overhead line work. Isolation of electrical

sections GB3 and 4.

At or between Lines affected Remarks

PAISLEY TO GOUROCK - continued

TUESDAY 11 to FRIDAY 14 NOVEMBER - continued

164 Greenock Central and Gourock

Down and Up BLOCKED 00 30 to 05 30 daily. Station work (Gourock), unloading rails, track maintenance and track renewal. No EMUs on Platform No.2. Isolation of

electrical sections GG1 and 2.

WEMYSS BAY JN TO WEMYSS BAY

SUNDAY 9 NOVEMBER

165 Wemyss Bay

Single

08 00 to 17 00. Signalling work.

KILWINNING JN TO LARGS UNTIL FURTHER NOTICE

166 Stevenston and South Beach

Down and Up/Single and Up Freight

08 00 to 18 00 daily. Bridgework (OB's Nos.7B, 8

and 12) and Station work (Saltcoats).

167 South Beach and Hunterston

Single and Up Freight

07 30 to 18 00 daily. Bridgework (OB No.18 and FB No.1) and platform work (West Kilbride).

SATURDAY 8 NOVEMBER

168 South Beach and Hunterston Single and Up Goods BLOCKED 00 00 to 05 45. Overhead line construction work. 2T21, 23 15 Glasgow Central to Largs

terminates South Beach.

169 Hunterston and Largs

Single BLOCKED

00 40 to 05 50. Overhead line construction

work and tunnel work (Fairlie).

SATURDAY 8 to MONDAY 10 NOVEMBER

169A Largs

Platform No.2 BLOCKED Platform No.1 00 40 Sat to 06 00 Mon ) Demolishing FB No.51.

) Platform No.2 to be ) cleared of DMUs 00 40

BLOCKED

00 40 to 09 00 Sun

) Sat to 06 00 Mon. Platform No.1 to be cleared of DMUs 00 40 to

09 00 Sun.

SUNDAY 9 NOVEMBER

170 Kilwinning Jn and Saltcoats

Down and Up BLOCKED

00 30 to 09 15. Earthwork, track renewal and retaining wall work.

171 Saltcoats and Hunterston

Up Freight BLOCKED Single BLOCKED Single

00 30 to 17 00 ) Earthwork, loading rails, 00 30 to 09 15 ) signalling work, overhead line 09 15 to 16 00 ) construction work, track

) renewal, track maintenance and bridgework (OB's Nos.3, 8 and 11 and FB No.1). Crane and mechanical equipment in use.

172 Hunterston

and Largs

Single BLOCKED

Between Trains

01 00 to 08 30. Earthwork, tunnel work (Fairlie), signalling work, bridgework (FB No.51 and OB No.43), overhead line construction work.

demolishing Largs signal box and track renewal.

TUESDAY 11 to THURSDAY 13 NOVEMBER

173 Kilwinning Jn and Saltcoats

Down and Up BLOCKED

00 45 to 05 30 daily. Track renewal and track maintenance.

174 Saltcoats and Hunterston

Single and Up Freight BLOCKED 00 30 to 05 45 daily. Track renewal and overhead

line construction work.

			WON-B10
SECT	TION B - TEMPORAR	Y ENGINEERING WORKS -	
	r between	Lines affected	Remarks
	VINNING JN TO LARGEDAY 11 to FRIDAY		
175	Hunterston and Largs	Single BLOCKED	01 00 to 05 45 daily. Track renewal, overhead line construction work, track maintenance and tunnel work (Fairlie).
FRI	DAY 14 NOVEMBER		
176	South Beach and Hunterston	Single and Up Freight BLOCKED	00 30 to 05 45. Track maintenance and overhead line construction work.
	HERWELL TO PERTH		
177	Mossend South Jn	Up BLOCKED Down Between Trains	00 30 to 08 30. Track renewal.
178	Mossend	A11	08 00 to 17 00. Signalling work.
179	Coatbridge Jn	Down and Up BLOCKED	08 00 to 18 00. Track renewal.
180	Garnqueen North Jn and Cumbernauld	Down BLOCKED Up Between Trains Up BLOCKED	00 00 to 22 30 ) Track renewal, track 01 15 to 06 15 ) maintenance and work on 06 15 to 22 00 ) Cumbernauld signal box. Single line working over Up line 01 15 to 06 15. Crane and mechanical equipment in use.
181	Cumbernauld and Greenhill Lower Jn	Down and Up Between Trains	08 00 to 18 00. Track maintenance.
182	Greenhill Lower Jn	Down and Up Between Trains	00 00 to 08 30. Track maintenance (Switches and Crossings).
183	Larbert Jn and Carmuirs West Jn	Up BLOCKED	00 30 to 08 30. Track renewal.
184	Plean Jn	Down Between Trains	00 30 to 08 30. Track renewal.
185	Stirling Middle and Stirling North	Down and Up Main BLOCKED	00 00 to 08 30. Station work (Stirling). Down trains to run over S and D lines. Possession to to be given up for the passage of 1878, 21 35 Manchester Victoria to Aberdeen and 1825, 22 00 Euston to Inverness over Down line.
186	Dunblane and Stirling North	Up BLOCKED Down Between Trains	00 00 to 08 30. Track maintenance.
187	Greenloaning and Dunblane	Up BLOCKED Down Between Trains	00 00 to 08 30. Track maintenance.

lineside.

08 00 to 17 00. Loading material and work at

08 00 to 17 00. Work at lineside, loading material, track renewal, track maintenance and signalling work between 137m902yd and 149m374yd.

07 30 to 17 00. Signalling work.

2

2.

188 Blackford LC

189 Auchterarder

Auchterarder

and Hilton Jn

and

190 Perth

Down and Up

Down and Up

A11

Between Trains

Between Trains

SECTION B - TEMPORARY	Y ENGINEERING WORKS -	WON-B11
At or between	Lines affected	Remarks
MOTHERWELL TO PERTH - SUNDAY 9 to FRIDAY 12		
191 Dunblane and Greenloaning	Down and Up Between Trains	08 00 to 17 00. Bridgework (OB No.6).
192 Hilton Jn and Perth	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.96), loading material and work at lineside.
TUESDAY 11 and WEDNES	DAY 12 NOVEMBER	
193 Coatbridge Jn and Whifflet North Jn	Up BLOCKED (to electric trains) Down BLOCKED (to electric trains)	01 35 to 05 15 ) daily. Overhead line work.  ) Isolation of electrical sections  06 30 to 11 20 ) ML1 (1 and m), 01 35 to 05 15  ) and ML2 (c and d and j to g),  06 30 to 11 20.
TUESDAY 11 to FRIDAY	14 NOVEMBER	
194 Greenfoot LC and Cumbernauld	Down and Up Between Trains	00 00 to 06 00 daily. Track maintenance.
195 Plean Jn and Stirling Middle	Down and Up Between Trains	00 00 to 06 00 daily. Track maintenance.
WEDNESDAY 12 to FRIDA	AY 14 NOVEMBER	
196 Auchterarder and Hilton Jn	Down and Up Between Trains	00 30 to 07 30 daily. Track maintenance between $137 m902 yd$ and $149 m374 yd$ .
GARTSHERRIE SOUTH JN SUNDAY 9 NOVEMBER	TO SIGHTHILL JN	
197 Gartcosh Jn and Sighthill Jn	Down and Up BLOCKED	00 15 to 18 00. Track maintenance.
GREENHILL LOWER JN TO SUNDAY 9 NOVEMBER	GREENHILL UPPER JN	
198 Greenhill Lower Jn and Greenhill Upper Jn	Down and Up BLOCKED	00 15 to 07 30. Track maintenance (Switches and Crossings).
EDINBURGH WAVERLEY TO UNTIL FURTHER NOTICE	GLASGOW QUEEN STREET	(VIA FALKIRK HIGH)
199 Haymarket West Jn and Newbridge Jn	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.3A) and construction work. Mechanical equipment in use.
200 Newbridge Jn and Winchburgh Jn	Down and Up Between Trains	07 30 to 16 30. Retaining wall work.

07 30 to 16 30. Retaining wall work.

lines. Mechanical equipment in use.

00 00 to 16 00. Drainage between 0m550yd and

1m620yd. Trains to run over Up North and Down

South lines. Possession to be given up for the passage of trains ex Carstairs over Up South

201 Winchburgh Jn

SUNDAY 9 NOVEMBER

Gardens and

Haymarket

East Jn

202 Princes St

and Linlithgow

Down and Up

Between Trains

Down North and

Up North and

Between Trains

Down South

Up South BLOCKED

SECTION B - TEMPORA	RY ENGINEERING WORKS	- continued	
At or between	Lines affected	Remarks	

At or between	Lines affected	Kemarks
EDINBURGH WAVERLEY T SUNDAY 9 NOVEMBER -		T (VIA FALKIRK HIGH) - continued
203 Haymarket West Jn and Newbridge Jn	Down and Up BLOCKED	00 00 to 16 00. Track renewal, unloading rails and track maintenance between 43m820yd and 42m1460yd. Trains diverted via Dalmeny Jn.
204 Newbridge Jn	Down and Up Between Trains	00 00 to 08 00. Track maintenance.
205 Newbridge Jn and Winchburgh Jn	Down and Up Between Trains	00 00 to 07 30. Loading material.
206 Winchburgh Jn and Linlithgow	Down and Up Between Trains	00 00 to 07 30. Loading material.
207 Linlithgow and Polmont	Down and Up Between Trains	00 00 to 07 30. Loading material.
208 Polmont Jn and Greenhill Upper Jn	Down and Up BLOCKED	00 00 to 18 00. Track renewal, track maintenance and tunnel work (Falkirk High).
SUNDAY 9 and MONDAY	10 NOVEMBER	
209 Cowlairs West Jn and Queen Street HL	Down BLOCKED Up BLOCKED Up Between Trains	00 00 Sun to 05 00 Mon ) Track renewal and track 00 00 to 07 00 Sun ) maintenance. ECS between 07 00 Sun to 05 00 Mon ) Cowlairs and Glasgow Queen Street not to run, 00 00 to 07 00 Sun. Crane and mechanical equipment in use.
TUESDAY 11 and WEDNE	SDAY 12 NOVEMBER	
210 Cowlairs East Jn	Down and Up BLOCKED	00 15 to 05 00 daily. Track maintenance (Switches and Crossings).
TUESDAY 11 to THURSD	AY 13 NOVEMBER	
211 Newbridge Jn	Down and Up Between Trains	00 00 to 06 00 daily. Track maintenance.
212 Linlithgow and Polmont Jn	Down and Up Between Trains	00 00 to 05 00 daily. Track maintenance and unloading rails.
TUESDAY 11 to FRIDAY	14 NOVEMBER	
213 Polmont Jn and Greenhill Upper Jn	Down and Up BLOCKED	00 00 to 06 00 daily. Track renewal and track maintenance. Possession to be given up for passage of 8208, ultrasonic test train (Tue only) over Down line.
214 Gartshore and Cadder	Down and Up BLOCKED	00 15 to 05 00 daily. Track maintenance (Switches and Crossings).
215 Cadder and Cowlairs East	Down and Up BLOCKED	00 00 to 05 00 daily. Loading material.

 $00\ 30$  to  $04\ 00$  daily. Track renewal and tunnel work (Queen Street HL).

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Cowlairs East

Down BLOCKED

216 Cowlairs West

Jn and Queen Street HL

Jn

SECTION	В	-	TEMPORARY	ENGINEERING	WORKS	_	continued

At or between Lines affected Remarks

# EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued WEDNESDAY 12 and THURSDAY 13 NOVEMBER

217 Haymarket West

Down BLOCKED

00 00 to 04 30 ) daily. Track maintenance

Jn and Newbridge Jn Up Between Trains Down Between Trains 00 00 to 06 00 ) between 44ml610yd and 38ml300yd.

04 30 to 06 00 ) Single line working over Up

line.

#### POLMONT JN TO LARBERT JN SUNDAY 9 NOVEMBER

218 Grangemouth Jn Down and Up BLOCKED 00 00 to 08 00. Bridgework (OB No.10).

and Swingbridge

East LC

### COWLAIRS TO BELLGROVE SATURDAY 8 NOVEMBER

219 Sighthill Jn and Bellgrove

Down and Up BLOCKED 00 00 to 05 00. Overhead line work. Possession

to be given up for passage of T71. Isolation of

electrical sections PS1 and 2.

# SUNDAY 9 NOVEMBER

220 Sighthill Jn and Bellgrove

Down and Up BLOCKED 08 00 to 18 00. Track renewal and overhead line work. Isolation of electrical sections PS1 and 2.

#### TUESDAY 11 to FRIDAY 14 NOVEMBER

221 Sighthill Jn and Bellgrove Down and Up BLOCKED

00 00 to 05 00 daily. Overhead line work. Possession to be given up for passage of T71.

Isolation of electrical sections PSI and 2.

# NEWBRIDGE JN TO BATHGATE

SUNDAY 9 NOVEMBER

222 Cawburn Jn and Newbridge Jn

Down and Up BLOCKED

00 00 to 16 30. Track renewal and track maintenance between 35m460yd and 31m1310yd.

222A Cawburn Jn

and Carmondean

Single BLOCKED

00 30 to 07 30. Track maintenance.

# TUESDAY 11 and WEDNESDAY 12 NOVEMBER

223 Newbridge Jn and Cawburn Jn Down and Up BLOCKED

00 00 to 06 00 daily. Loading and unloading

rails.

224 Cawburn Jn and Carmondean

Single BLOCKED

00 00 to 06 00 daily. Loading and unloading

rails.

# CARMONDEAN JN TO BATHGATE YARD (GOODS LINE)

# SUNDAY 9 NOVEMBER

225 Carmondean Jn and Bathgate Yard

Single BLOCKED

08 00 to 17 00. Track maintenance between

28ml150yd and 25m360yd.

AIRDRIE TO HELENSBURGH

SATURDAY 8 NOVEMBER

226 Airdrie and Sunnyside Jn Down and Up BLOCKED

00 10 to 04 40. Overhead line work. Isolation of electrical sections PA3 and 4.

227 Sunnyside Jn and Shettleston

Down and Up BLOCKED

00 10 to 05 00. Overhead line work. Isolation

of electrical sections PA1 and 2.

		WON-B14
SECTION B - TEMPORA	ARY ENGINEERING WORKS -	continued
At or between	Lines affected	Remarks
AIRDRIE TO HELENSBU SATURDAY 8 NOVEMBER		
228 Shettleston and Bridgeton Central Jn	Down and Up BLOCKED All Between Trains	00 15 to 05 00 ) Overhead line work and 05 00 to 18 00 ) signalling work. Possession to be given up for passage of T71. Isolation of electrical sections PA1 and 2, PF1 (c and d) and PF2,00 15 to 05 00.
229 Knightswood North Jn and Westerton	Down and Up BLOCKED	00 15 to 05 00. Stationwork (Westerton).
SUNDAY 9 NOVEMBER		
230 Heatheryknowe and Shettleston	Down and Up BLOCKED	00 15 to 07 30. Track renewal.
231 Bellgrove	A11	00 00 to 20 00. Signalling work.
232 Knightswood South Jn and Westerton	Down and Up BLOCKED	00 15 to 07 30. Station work (Westerton).
233 Dalmuir Park and Bowling LC	Down and Up BLOCKED	00 15 to 07 30. Station work (Old Kilpatrick). Isolation of electrical sections DF1 and 2.
234 Bowling LC and Dumbarton	Down and Up BLOCKED	00 15 to 07 30. Track renewal and earthwork. Isolation of electrical sections DF1 and 2.
SUNDAY 9 and MONDAY	Y 10 NOVEMBER	
235 Parkhead North Jn and High Street Jn	Down and Up BLOCKED	00 00 Sun to 05 00 Mon. Track renewal and track maintenance. Airdrie/Helensburgh/Airdrie services terminate/start Carntyne and Queen Street.  Isolation of electrical sections PFI (d), PF2  (a) and PSI and 2.
MONDAY 10 to FRIDAY	Y 14 NOVEMBER	<u> </u>
236 Helensburgh Central	Platform No.3 BLOCKED	00 20 to 05 45 daily. Station work. <u>Isolation of electrical sections DHI and 2.</u>
TUESDAY 11 to FRIDA	AY 14 NOVEMBER	
237 Airdrie and Sunnyside Jn	Down and Up BLOCKED	00 15 to 04 40 daily. Overhead line work. <u>Isolation of electrical sections PA3 and 4.</u>
238 Sunnyside Jn	Down and Up BLOCKED	00 15 to 05 00 daily. Overhead line work.

239 Shettleston and Down and Up BLOCKED 00 15 to 05 00 daily. Track renewal, track

and 2.

and c).

Isolation of electrical sections PA1 and 2.

Down and Up BLOCKED 00 30 to 05 00 daily. Tunnel work (High St). T71

maintenance and overhead line work. Possession to be given up for passage of T71. Isolation of electrical sections PA1 and 2, PF1 and 2 and PS1

diverted via Dalmuir and Cowlairs. Isolation of

electrical sections PF1 (a, b and c) and PF2 (b

2

and Shettleston

High Street Jn

Central Jn and Finnieston GF

240 Bridgeton

		won-B15
SECTION B - TEMPORAL	RY ENGINEERING WORKS -	
At or between	Lines affected	Remarks
AIRDRIE TO HELENSBUR TUESDAY 11 to FRIDAY	RGH - continued Y 14 NOVEMBER - contin	<u>uued</u>
241 Knightswood North Jn and Westerton	Down and Up BLOCKED	00 15 to 05 30 daily. Station work (Westerton). Possession to be given up for the passage of T71.
HIGH STREET JN TO SE SUNDAY 9 NOVEMBER	HIELDS JN	
242 High Street Jn and Shields Jn	Down and Up BLOCKED	09 00 to 16 00. Retaining wall work.
HYNDLAND EAST JN TO SUNDAY 9 NOVEMBER	DALMUIR PARK (VIA CLY	DEBANK)
242A Clydebank Central Jn and Dalmuir Park	Down and Up BLOCKED	00 15 to 07 30. Tunnel work (Dalmuir and Clydebank). Isolation of electrical sections DF5 and 6.
COWLAIRS WEST JN TO SUNDAY 9 NOVEMBER	KNIGHTSWOOD NORTH JN	
243 Cowlairs North Jn and Knightswood North Jn	Down and Up BLOCKED	08 30 to 16 30. Retaining wall work.
COWLAIRS EAST JN TO TUESDAY 11 and WEDNE		
244 Cowlairs East Jn	Down and Up BLOCKED	00 15 to 05 00 daily. Track maintenance (switches and crossings).
CRAIGENDORAN JN TO I	FORT WILLIAM	
245 Craigendoran Jn and Garelochhead	Single BLOCKED	08 00 to 17 00. Track renewal and bridgework (OB No.21C).
246 Garelochhead and Glen Douglas	Single BLOCKED	08 00 to 18 00. Bridgework (OB No.27A).
247 Arrochar & Tarbet and	Single BLOCKED	08 00 to 18 00. Loading material.

Single BLOCKED 07 30 to 17 00. Track renewal.

08 00 to 17 00. Track renewal.

Ardlui

248 Tyndrum Upper and Bridge of Orchy

CRIANLARICH TO OBAN SUNDAY 9 NOVEMBER

Single BLOCKED

249 Dalmally and

Taynuilt

		LION P14
SECTION B - TEMPORA	ARY ENGINEERING WORKS -	WON-B16 continued
At or between	Lines affected	Remarks
MALLAIG JN TO MALLA SATURDAY 8 to MONDA		
250 Banavie LC and Corpach LC	Single BLOCKED	23 00 Sat to 06 30 Mon. Track renewal.
SUNDAY 9 NOVEMBER		
251 Glenfinnan and Mallaig	Single BLOCKED	08 00 to 16 30. Track renewal.
TWEEDMOUTH TO EDIN		
252 Beal and Tweedmouth	A11	08 00 to 16 00 daily. Signalling work between 58ml140yd and 65ml720yd.
253 Reston GSP and Grantshouse	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.128).
254 Innerwick GSP and Oxwellmain	Down and Up  Between Trains	07 00 to 18 00 daily. Earthwork and track maintenance between 33ml10yd and 33mp.
255 Longniddry and Prestonpan	Down and Up  Between Trains	08 00 to 18 00 daily. Earthwork and bridgework (OB No.40AA).
256 Waverley (East End) and Waverley (West End)	North Loop Siding and North Loop Between Trains	08 00 to 17 00 daily. Construction work.
SATURDAY 8 and SUN	DAY 9 NOVEMBER	
257 Innerwick GSP and Oxwellmain	Down BLOCKED B Up BLOCKED	23 30 Sat to 09 00 Sun ) Track renewal between 00 30 to 09 00 Sun ) 33m880yd and 32m880yd. Possession to be given up for the passage of 1870, 20 12 (SO) Kings Cross to Aberdeen, 1877 22 35 (SO) Kings Cross to Edinburgh and 1878, 23 25 (SO) Kings Cross to Edinburgh over Down line.
258 Dunbar and Stenton GSP	Down BLOCKED Up BLOCKED	23 00 Sat to 09 00 Sun ) Track renewal between 00 30 to 09 00 Sun ) 28m880yd and 24m880yd. Possession to be given up for the passage of 1570, 20 12 (SO) Kings Cross to Aberdeen, 1577 23 35 (SO) Kings Cross to Edinburgh and 1578 23 25 (SO) Kings Cross to Edinburgh over Down line.
SUNDAY 9 NOVEMBER		·
259 Berwick-upon Tweed and Reston GSP	Down and Up BLOCKED	00 45 to 09 45. Track renewal, track maintenance and bridgework (OB No.156) between 67mp and 47m310yd. Possession to be given up for the passage of 1870, 20 12 (SO) Kings Cross to Aberdeen, 1877 22 35 (SO) Kings Cross to Edinburgh and 1878 23 25 (SO) Kings Cross to Edinburgh over Down line.

At or between Lines affected

Remarks

TWEEDMOUT	I TO E	EDINBUR	RGH	WAVERLEY	_	continued
CHUDAY O I	OUTH	1 P D		£		

SUN	DAY 9 NOVEMBER -	continued	<del></del>
260	Reston GSP and Grantshouse	Down BLOCKED Up BLOCKED	00 30 to 11 30 ) Track maintenance and bridgework 00 30 to 09 45 ) (OB No.128). Possession to be given up for the passage of 1870 20 12 (SO) Kings Cross to Aberdeen, 1877 22 35 (SO) Kings Cross to Edinburgh and 1838 23 25 (SO) Kings Cross to Edinburgh over Down line.
261	Oxwellmains and Innerwick GSP	Up BLOCKED	00 30 to 09 00. Track renewal.
262	Stenton GSP and Dunbar	Up BLOCKED	00 30 to 09 00. Track renewal.
263	Oxwellmains and Dunbar	Down and Up BLOCKED	00 15 to 09 30. Bridgework (OB Nos.89 and 91).  Possession to be given up for the passage of 1570, 20 12 (SO) Kings Cross to Aberdeen, 1577 22 35 (SO) Kings Cross to Edinburgh and 1578 23 25 (SO) Kings Cross to Edinburgh over Down line.
264	Drem and St Germains LC	Down and Up BLOCKED	00 00 to 09 30. Slip treatment and level crossing work. Possession to be given up for the passage of 1870, 20 12 (80) Kings Cross to Aberdeen 1877, 22 35 (80) Kings Cross to Edinburgh and 1878 23 25 (80) Kings Cross to Edinburgh over Down line.
265	St Germains LC and Prestonpans	Down and Up BLOCKED	Possession to be given up for the passage of 1870 20 12 (SO) Kings Cross to Aberdeen, 1877 22 35 (SO) Kings Cross to Edinburgh and 1838 23 25 (SO) Kings Cross to Edinburgh over Down line.
266	Portobello Jn and Prestonpans	Up BLOCKED Down Between Trains	00 15 to 16 30. Track reballasting, track maintenance and unloading rails between 8mp and 8m704yd. Single line working over Down line 09 30 to 16 00.
267	Craigentinny and Abbeyhill Jn	Down and Up BLOCKED	00 00 to 08 00. Drainage work. Trains diverted via Lochend Jn.
	Waverley (East End) and Waverley (West End)	Hotel Lye North Loop siding and North Loop BLOCKED Platform No.1 Between Trains	00 00 to 08 00. Bridgework (OB No.6).
SIINI	VACION hos P VAC	10 NOVEMBER	

# SUNDAY 9 and MONDAY 10 NOVEMBER

269 Prestonpans and	Down and Up	23 30 Sun to 05 00 Mon. Track maintenance between
Monktonhall Jn	Between Trains	9m880yd and 6m090yd.

# MONDAY 10 NOVEMBER

23 30 Sun to 05 00 Mon. Track maintenance between 270 Monktonhall Jn Down and Up and Portobello Between Trains 9m880yd and 6m090yd.

SECTION	В	_	TEMPORARY	ENGINEERING	WORKS	_	continue
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or.	~ 1 1	, m	THILL OF	GENT DIOCK	INDUKTIO	401110	COC ZOC W	
At	or	betw	een	Lines	affect	ed	Remarks	

# TWEEDMOUTH TO EDINBURGH WAVERLEY - continued TUESDAY 11 NOVEMBER

271 Monktonhall Jn

Up BLOCKED

and Prestonpans

01 00 to 04 15. Track maintenance between

3m730yd and 9m880yd. Possession to be given up for the passage of 8X99 23 35 (Mon) Grangemouth

BP to Haverton Hill.

TUESDAY 11 to THURSDAY 13 NOVEMBER

272 Prestonpans

Up Loop BLOCKED

22 00 Tue and Wed to 06 00 Wed and Thu. Track

maintenance and reballasting between 9m1680yd

and 9m980yd.

TUESDAY 11 to FRIDAY 14 NOVEMBER

273 Grantshouse and Up BLOCKED

Reston GSP

01 40 to 07 00 daily. Track maintenance between 41m310yd and 47m310yd. Single line working over

Down line.

WEDNESDAY 12 to FRIDAY 14 NOVEMBER

274 Drem and Prestonpans Down BLOCKED

23 30 Wed and Thu to 01 05 Thu and Fri. Track

maintenance between 17m1740yd and 9m880yd.

THURSDAY 13 and FRIDAY 14 NOVEMBER

275 Prestonpans and Up BLOCKED

Drem

01 05 to 04 25 daily. Track maintenance between

3m730yd and 9m880yd.

FRIDAY 14 NOVEMBER

276 Monktonhall Jn and Prestonpans Up BLOCKED

01 00 to 04 15. Track maintenance between

3m730yd and 9m880yd. Possession to be given up

for the passage of 8X99, 23 35 (Thu) Grangemouth

BP to Haverton Hill.

# PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)

UNTIL FURTHER NOTICE

277 Portobello and Leith South

Single

Between Trains

05 00 to 19 00 daily. Construction work.

Mechanical equipment in use.

SATURDAY 8 NOVEMBER

278 Portobello and Leith South

Single BLOCKED

12 00 to 13 00. Earthwork.

SUNDAY 9 NOVEMBER

279 Portobello and

Single BLOCKED

08 00 to 16 00. Earthwork.

Leith South

MONKTONHALL JN TO MILLERHILL SOUTH JN (GOODS LINE)

SUNDAY 9 NOVEMBER

280 Millerhill South Jn

All BLOCKED

08 00 to 16 00. Track renewal and signalling

work.

MILLERHILL TO PORTOBELLO (GOODS LINE)

UNTIL FURTHER NOTICE

281 Niddrie South Jn and Portobello

Down and Up Between Trains 07 00 to 19 00 daily. Bridgework (OB No.1).

Mechanical equipment in use. Finishes 18 00 Sat

8 Nov.

SECTION	R	_	TEMPORARY	ENGINEERING	WORKS	_	continued
DECTION	u	_	TELLLOWWYI	FIGTINGERING	MOKES	_	Continued

Lines affected At or between Remarks

MILLERHILL TO PORTOBELLO (GOODS LINE) - continued SATURDAY 8 NOVEMBER

282 Niddrie South

Down and Up BLOCKED 12 00 to 18 00. Bridgework (OB No.1).

Jn and Portobello

BILSTON GLEN TO MILLERHILL GOODS LINE

SUNDAY 9 NOVEMBER

283 Millerhill All BLOCKED

08 00 to 16 00. Track renewal and signalling South Jn

PORTOBELLO TO NIDDRIE WEST (GOODS LINE) UNTIL FURTHER NOTICE

284 Portobello and Single 07 00 to 19 00 daily. Bridgework (OB No.1). Niddrie West Mechanical equipment in use. Finishes 18 00 Sat Between Trains

8 Nov.

SATURDAY 8 NOVEMBER

12 00 to 18 00. Bridgework (OB No.1). 285 Portobello and Single BLOCKED

Niddrie West

NIDDRIE SOUTH JN TO HAYMARKET WEST JN SUNDAY 9 NOVEMBER

286 Niddrie West Jn 06 30 to 17 00. Track renewal, loading and Down BLOCKED unloading material. and Up Between Trains

Craiglockhart

Jn

HAYMARKET WEST JN TO ABERDEEN UNTIL FURTHER NOTICE

08 00 to 16 00 daily. Lineside excavation. 287 Dalmeny and Up Between Trains

South Gyle

00 00 to 17 00 daily. Bridgework (Tay Bridge) 288 Tay Bridge Down and Up

South and Dundee Central Jn

and signalling work. Crane and mechanical Between Trains equipment in use.

289 Dundee Central

00 00 to 24 00 daily. Work at lineside and All Between Trains signalling work. Crane and mechanical equipment Jn and Camperdown Jn in use.

Down Through/ 07 00 to 19 00 daily. Bridgework (OB No.188J). 290 Dundee Central Crane and mechanical equipment in use. Jn and Down Platform

Camperdown Jn and Down Main

Between Trains

00 00 to 24 00 daily. Earthwork, rock blasting 291 Newtonhill and Down and Up and work at lineside between 230ml300yd and Between Trains Ferryhill Jn 239m640yd. Crane and mechanical equipment in use.

SATURDAY 8 and SUNDAY 9 NOVEMBER

292 Dundee Central Up BLOCKED 23 30 Sat to 16 15 Sun. Track renewal and track

Jn and Down Between Trains Tay Bridge South

maintenance between 57m220yd and 56m910yd. Single line working over Down line 08 00 to 16 00. Crane and mechanical equipment in use.

22 30 Sat to 08 00 Sun. Track renewal and work at 293 Dundee Central Down and Up lineside between 58ml562yd and 0m462yd. Between Trains Jn and Mechanical equipment in use. Camperdown Jn

SECTION B - TE	PORARY ENGINEERING WORKS	- continued
At or between	Lines affected	Remarks

	r between	Lines affected	Remarks
		ABERDEEN - continued Y 9 NOVEMBER - continu	ued
	Camperdown LC and Broughty Ferry LC	Down BLOCKED Up Between Trains Down Between Trains	22 30 Sat to 06 00 Sun ) Earthwork, drainage and 22 30 Sat to 17 00 Sun ) work at lineside between 06 00 to 17 00 Sun ) 2m1540yd and 2m1650yd. Single line working over Up line 01 30 to 05 30. Crane and mechanical equipment in use.
295	Broughty Ferry LC and Carnoustie LC	Down and Up Between Trains	22 30 Sat to 08 00 Sun. Track renewal and work at lineside between 3m990yd and 10m638yd. Mechanical equipment in use.
296	Arbroath LC and Inverkeilor	Down and Up Between Trains	$23\ 00$ Sat to $17\ 00$ Sun. Track maintenance between $16m1320yd$ and $23m242yd$
297	Craigo and Laurencekirk	Down and Up Between Trains	22 00 Sat to 17 00 Sun. Bridgework (OB No.281), work at lineside and loading material between 205m176yd and 210m1320yd. Mechanical equipment in use.
SATU	JRDAY 8 to FRIDAY	14 NOVEMBER	
298	Newtonhill and Ferryhill Jn	Down and Up Between Trains	08 00 to 16 00 daily. Work at lineside between 230ml298yd and 240m858yd and signalling work. Mechanical equipment in use.
SUNI	DAY 9 NOVEMBER		
299	North Queensferry and Dalmeny	Up BLOCKED Down Between Trains	07 30 to 17 00. Bridgework (Forth Bridge). Up trains to run over Down line.
300	North Queensferry and Inverkeithing	Down and Up Between Trains	00 00 to 08 00. Tunnel work (Queensferry) between llm440yd and llm1320yd.
301	Inverkeithing East Jn and Burntisland	Down and Up BLOCKED	00 00 to 05 00. Drainage. 1G35 03 04 (News) Edinburgh to Kirkcaldy, 5G35 04 20 ECS Kirkcaldy to Edinburgh, 5T74 05 15 (Sun) Craigentinny to Dundee diverted via Cowdenbeath.
302	Burntisland and Kirkcaldy	Down BLOCKED Up BLOCKED Up Between Trains	00 05 to 16 40 ) Track renewal and loading rails. 00 30 to 05 00 ) 1G35 03 04 (News) Edinburgh to 05 00 to 16 40 ) Kirkcaldy, 5G35 04 20 ECS Kirkcaldy to Edinburgh, 5T74 05 15 (Sun) Craigentinny to Dundee diverted via Cowdenbeath. Single line working over Up line 05 00 to 16 40.
303	Dundee	A11	07 30 to 17 00. Signalling work.
304	Montrose South	A11	07 30 to 17 00. Signalling work.
305	Laurencekirk and Carmont LC	Down and Up Between Trains	08 00 to 17 00. Track renewal between 210ml320yd and 219m858yd.
.306	Ferryhill Jn and Aberdeen	A11	07 30 to 17 00. Signalling work.
SUN	DAY 9 to TUESDAY	11 NOVEMBER	
307	Arbroath LC and Inverkeilor	Down and Up Between Trains	23 00 Sun and Mon to 06 00 Mon and Tue. Track maintenance between 16ml320yd and 23m242yd.

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At or between	Lines affected	Remarks	

HAYMARKET	WEST	JN	TO	ABERDEEN	-	continued
14011-140-10			_			

MONDAY	10	NO	vember
		_	

309 Seafield Down and Up Shunting Frame and Kirkcaldy	00 00 to 06 00. Track maintenance between 23m1280yd and 26m20yd.
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310 Dundee Central Jn and Tay Bridge South	Up BLOCKED Down Between Trains Up Between Trains	00 00 to 05 45 ) Track renewal and track 00 00 to 24 00 ) maintenance between 57m220yd 05 45 to 24 00 ) and 56m910yd. Possession to be given up for the passage of 5270 00 30 Aberdeen to Craigentinny.
		to Craigentinny.

# MONDAY 10 to FRIDAY 14 NOVEMBER

311	Camperdown Jn and Broughty Ferry LC	Down and Up Between Trains	$08\ 00\ to\ 17\ 00\ daily.$ Overhead cablework between $0m462yd$ and $3m990yd$ .
31 2	Craigo and Laurencekirk	Down and Up Between Trains	08 00 to 16 00 daily. Work at lineside between 205m176yd and 210m1320yd. Mechanical equipment in use.

# TUESDAY 11 to THURSDAY 13 NOVEMBER

313 Burntisland	Down BLOCKED	00 00 to 03 45 ) daily. Tunnelwork (Kinghorn).
and Kirkcaldy	Up Between Trains	00 00 to 06 00 ) Down trains diverted via
	Down Between Trains	03 45 to 06 00 ) Cowdenbeath.

### TUESDAY 11 to FRIDAY 14 NOVEMBER

314 Tay Bridge South and Dundee Central Jn	Down and Up Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 56m910yd and 57m220yd.
315 Carnoustie LC and Arbroath LC	Down and Up Between Trains	23 00 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 10m638yd and 16m1320yd.

# THORNTON NORTH JN TO METHIL WEST (GOODS LINE) SUNDAY 9 NOVEMBER

316 Thornton North	Single BLOCKED	07 30 to 16 30. Track maintenance between
Jn and East	•	Om88Oyd and 3mp.
Fife Central Jn		

# INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA COWDENBEATH) SUNDAY 9 NOVEMBER

317 Inverkeithing North Jn and	Down and Up BLOCKED	08 30 to 18 00.	Bridgework (OB No.5).
Charlestown Jn			

# PERTH TO INVERNESS UNTIL FURTHER NOTICE

and Inverness

<u> </u>	•	
318 Dunkeld and Pitlochry	Single Between Trains	08 00 to 18 00 daily. Work at lineside, tunnel work (Inver) and bridgework (UB No.47) between 16m188yd and 24m700yd. Crane and mechanical equipment in use.
319 Blair Atholl LC and Dalwhinnie	•	08 00 to 20 00 daily. Bridgework (UB's Nos.86J and 126 and 99). Work at lineside between 35m132yd and 58m1188yd. Crane and mechanical equipment in use.
320 Culloden Moor	A11	07 30 to 17 00 daily. Signalling work.

SECTION	В -	TEMPORARY	ENGI	NEERING	WORKS	_	continuea	 	 	 	
At or be	twee	n -	Lines	affecte	ed		Remarks				

PERTH	TO	11	VER	NESS		COI	<u>nt i</u>	nued	
SATURI	)AY	8	and	SUNI	MY	9	NO'	VEMBER	t

ORIC	MDAT O BIIG SONDA	1 3 NOVERBER	
321	Perth and Stanley Jn	Down BLOCKED Up Between Train Down Between Trains	22 00 Sat to 18 00 Sun ) Track renewal and track 22 00 Sat to 24 00 Sun ) maintenance between 18 00 to 24 00 Sun ) 151m1120yd and 152m280yd. Single line working over Up line 01 25 to 08 00. Crane and mechanical equipment in use.
322	Blair Atholl LC and Dalwhinnie	Down and Up Between trains Down and Up BLOCKED	22 00 Sat to 09 30 Sun ) Bridgework (UB No.99), ) track renewal and track 09 30 to 17 30 Sun ) maintenance between 35m132yd and 58m1188yd and signalling work.
SUNI	DAY 9 NOVEMBER		•
323	Perth and Stanley Jn	A11	07 30 to 17 00. Signalling work.
324	Stanley Jn and Dunkeld	Single Between Trains	08 00 to 17 00. Earthwork and work at lineside between 7ml76yd and 15m264yd. Mechanical equipment in use.
325	Pitlochry Station	Down and Up Between Trains	08 30 to 17 00. Bridgework (FB No.65).
326	Pitlochry and Blair Atholl LC	Single Between Trains	08 00 to 18 00. Track renewal, track maintenance and work at lineside between 28m638yd and 35m132yd. Mechanical equipment in use.
327	Dalwhinnie and Kingussie LC	Single Between Trains	08 00 to 17 00. Loading material between 58ml188yd and 71ml056yd.
328	Kingussie LC and Kincraig Loop	Single Between Trains	08 00 to 17 00. Work at lineside, loading material and track renewal between 71m1056yd and 77m880yd. Mechanical equipment in use.
329	Aviemore Station	Down and Up Between Trains	08 30 to 17 00. Bridgework (FB No.213A).
330	Slochd Loop and Tomatin Loop	Single Between Trains	08 00 to 17 00. Loading rails and material between 95m310yd and 98m1716yd and signalling work. Crane and mechanical equipment in use.
331	Tomatin Loop and Moy Loop	Single Between Trains	07 30 to 17 00. Loading rails and material between 98m1716yd and 103m440yd. Mechanical equipment in use.
332	Culloden Moor and Millburn Jn	Down and Up Between Trains	08 00 to 17 00. Track renewal, signalling work and unloading signalling material between lllm660yd and l17m440yd.
333	Millburn Jn and Locomotive	A11	07 30 to 17 00. Signalling work and unloading signalling material.
	Perth and Stanley Jn	14 NOVEMBER  Down and Up  Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 151mll20yd and 152m280yd.
335	Stanley Jn and Dunkeld	Single Between Trains	08 00 to 17 00 daily. Work at lineside between 7ml76yd and 15m264yd. Crane and mechanical equipment in use.
336	Pitlochry and Blair Atholl LC	Single Between Trains	00 00 to 24 00 daily. Work at lineside, track renewal and track maintenance between 28m638yd and 35m132yd. Mechanical equipment in use.

SECTION B - TEMPORARI ENGINEERING WORKS - CONTINUED			
At or between	Lines affected	Remarks	

PERTH TO	INVERNESS	- continued	
MONDAY 10	to FRIDAY	7 14 NOVEMBER	- continued

337 Kingussie LC	Single	08 00 to 17 00 daily. Work at lineside between
and Kincraig	Between Trains	71ml056yd and 77m880yd. Mechanical equipment in
Loop		U5e.

Боор		0001
338 Millburn Jn and Welsh's Bridge	All Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthworks and work at linside. Crane and mechanical equipment in use.

# PERTH TO DUNDEE CENTRAL JN UNTIL FURTHER NOTICE

339 Perth and Barnhill	Single Between Trains	08 00 to 16 00. Bridgework (UB No.35). Work at lineside between 20ml100yd and 20ml300yd. Mechanical equipment in use.
340 Longforgan LC	All Between trains	07 30 to 21 00 daily. Bridgework (OB No.5/1) and work at lineside between 3m550yd and 3mp and

Central Jn	signalling work. Crane and mechanical equipment
	in use.

# SUNDAY 9 NOVEMBER

341 Perth	A11	07 30 to 17 00. Signalling work.
342 Dundee Central Jn	A11	07 30 to 18 00. Signalling work.
343 Barnhill and Errol LC	Down and Up Between Trains	08 00 to 17 00. Bridgework (OB No.25).

### WEDNESDAY 12 to FRIDAY 14 NOVEMBER

344 Barnhill and	Down and Up	22 30 Wed and Thu to 06 00 Thu and Fri. Track
Errol LC	Between Trains	maintenance between 19m1518yd and 10m990yd.

# ABERDEEN TO INVERNESS UNTIL FURTHER NOTICE

Inverness

345 Huntly and Keith	Single Between Trains	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45mll00yd.  Mechanical equipment in use.
346 Forres and Nairn	Single Between Trains	00 00 to 24 00 daily. Work at lineside between 128ml200yd and 128ml400yd. Mechanical equipment in use.
347 Nairn and	A11	07 30 to 17 00 daily. Signalling work.

# SATURDAY 8 and SUNDAY 9 NOVEMBER

348	Forres and Nairn	Single Between Trains	$22\ 00$ Sat to 17 00 Sun. Track maintenance between $0m330yd$ and $128m1584yd$ .
349	Nairn and Millburn Jn	Single BLOCKED	22 00 Sat to 18 00 Sun. Track renewal, signalling work and unloading signalling material and track maintenance between 140m550yd

and 140m1290yd. Possesssion to be given up for

the passage of 1H37 20 50 Aberdeen to Inverness, 1H55 13 10 Aberdeen to Inverness, 1H57 15 40 Aberdeen to Inverness, 1E17 10 05 Inverness to Kings Cross and 1A86 15 35 Inverness to Aberdeen.

		ton par
SECTION B - TEMPORAL	RY ENGINEERING WORKS .	WON-B24 - continued
At or between	Lines affected	Remarks
ABERDEEN TO INVERNES	SS - continued	
350 Aberdeen and Dyce Jn	All Between Trains	07 30 to 17 00. Signalling work.
351 Invertrie and Insch LC	Single Between Trains	08 00 to 17 00. Work at lineside and track renewal between 16m1738yd and 27m1034yd. Mechanical equipment in use.
352 Huntly and Keith Jn	Single Between Trains	08 00 to 17 00. Bridgework (OB No.184).
353 Elgin and Forres	Single Between Trains	07 30 to 18 00. Drainage work and track renewal between llm1628yd and 0m330yd and signalling work. Mechanical equipment in use.
354 Millburn Jn and Locomotive	All Between trains	07 30 to 17 00. Signalling work and unloading signalling material.
SUNDAY 9 to FRIDAY	14 NOVEMBER	
355 Dyce Jn and Inverurie	Single Between Trains	08 00 to 17 00 daily. Track maintenance and work at lineside between 6m242yd and 16m1738yd. Mechanical equipment in use.
MONDAY 10 to FRIDAY	14 NOVEMBER	
356 Inverurie and Insch LC	Single Between Trains	08 00 to 17 00 daily. Work at lineside between 16m1738yd and 27m1034yd. Mechanical equipment in use.
357 Nairn and Millburn Jn	Single Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 140m550yd and 140m1290yd.
358 Millburn Jn and Inverness	All Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthworks and work at linside. Crane and mechanical equipment in use.
TUESDAY 11 and WEDN	ESDAY 12 NOVEMBER	
359 Dyce Jn and Inverurie	Single Between Trains	22 00 Tue to 06 00 Wed. Track maintenance between $6m242yd$ and $16m1738yd$ .
TUESDAY 11 to FRIDA	Y 14 NOVEMBER	
360 Elgin and Forres	Single Between Trains	22 00 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 11ml628yd and 0m330yd.

WEDNESDAY 12 to FRI	DAY 14 NOVEMBER	
361 Aberdeen and Dyce Jn	Single Between Trains	22 00 Wed and Thu to 06 00 Thu and Fri. Track maintenance between Om330yd and 6m242yd.

# INVERNESS TO WICK UNTIL FURTHER NOTICE

362 Inverness and Lentran	A11	07 30 to 17 00 daily. Signalling work.

363 Dingwall and	Single	00 00 to 24 00 daily. Bridgework (OB No.69/1) and
Invergordon	Between Trains	platform work Alness. Crane and mechanical equipment in use.

SECTION B - TEMPORA	RY ENGINEERING WORKS -	- continued	
At or between	Lines affected	Remarks	

INVERN UNTIL	ESS TO WICK - FURTHER NOTICE	continued - continued					
	vergordon ation	Down and Up Between Trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.				
365 Fe	arn Station	Single Between Trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.				
366 Ta	in Station	Down and Up Between Trains	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.				
	nrobin ation	Single Between Trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.				
SATURD	AY 8 and SUNDA	Y 9 NOVEMBER					
	verness ation	Platform No.5 BLOCKED Platform No.6 BLOCKED All Between Trains	22 00 Sat to 18 00 Sun ) Track renewal, track ) maintenance, earthwork, 22 00 Sat to 08 00 Sun ) platform work and work ) at lineside. Crane and 22 00 Sat to 20 00 Sun ) mechanical equipment in ) use.				
SATURD	69 Welsh's Bridge All Between Trains 00 00 to 24 00 daily. Track renewal, track						
	lsh's Bridge d Rose Street	All Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.				
SUNDAY	9 NOVEMBER						
	lsh's Bridge d Lentran	A11	07 30 to 17 00. Signalling work.				
371 Di	ngwall ation	Down and Up Between Trains	08 00 to 17 00. Bridgework (OB No.46).				
	ngwall and vergordon	Single BLOCKED	08 00 to 18 00. Work at lineside, track renewal and track maintenance between 18m1280yd and 31m638yd. Possession to be given up for the passage of 1H91, 08 05 Inverness to Lairg, 2H90, 11 10 Lairg to Inverness. Mechanical equipment in use.				
	vergordon d Tain	Single Between Trains	$08\ 00\ to\ 17\ 00.$ Work at lineside between $31\text{m}638\text{yd}$ and $44\text{m}506\text{yd}.$ Mechanical equipment in use.				
374 Ta:	in and dgay	Single Between Trains	08 00 to 17 00. Work at lineside between 44m506yd and 57m1540yd. Mechanical equipment in use.				
	dgay and irg	Single Between Trains	08 00 to 17 00. Work at lineside between 57m1540yd and 66m1716yd. Mechanical equipment in use.				
	irg and gart	Single Between Trains	08 00 to 17 00. Work at lineside between 66m1716yd and 77m220yd. Mechanical equipment in use.				
	gart and ora	Single Between Trains	$08\ 00\ to\ 17\ 00$ . Work at lineside between $77m220yd$ and $90m105yd$ . Mechanical equipment in use.				
	ora and lmsdale	Single Between Trains	08 00 to 17 00. Work at lineside between 90ml05yd and 101m880yd. Mechanical equipment in use.				
	orgemas Jn d Wick	Single Between Trains	07 30 to 17 00. Work at lineside and track renewal between 155m300yd and 155m820yd. Mechanical equipment in use.				

000mrou #	#EMPORAR: -		WUN-BZ6
SECTION B - At or betwee		NGINEERING WORKS - nes affected	Remarks
INVERNESS TO MONDAY 10 to			
380 Invernes Station	ıs Al	1 Between Trains	00 00 to 24 00 daily. Platform work, track renewal, track maintenance, earthworks and work at lineside. Crane and mechanical equipment in use.
381 Dingwall Invergor		ngle tween Trains	08 00 to 16 00 daily. Track renewal and track maintenance between 24m1660yd and 25m330yd.
DINGWALL TO UNTIL FURTHE		HALSH	
382 Dingwall and Garv		ngle	07 30 to 18 00 daily. Signalling work.
383 Achnashe Strathca		1	07 30 to 18 00 daily. Signalling work.
SUNDAY 9 NOV	EMBER		
384 Strathca and Kyle Lochalsh	of	ngle BLOCKED	08 00 to 18 00. Track renewal and track maintenance between 48m160yd and 48m1550yd.
SUNDAY 9 to	FRIDAY 14 N	OVEMBER	
385 Achnashe Strathca		ngle tween Trains	22 00 Sun to Thu to 07 00 Mon to Fri. Track maintenance between 27ml584yd and 45ml672yd.

00 00 to 24 00 daily. Track renewal and track maintenance between 48ml60yd and 48ml550yd .

MONDAY 10 to FRIDAY 14 NOVEMBER

Single

Between Trains

386 Strathcarron

Lochalsh

÷

and Kyle of

# SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN POLMAISE AND STIRLING - St Ninians level crossing has been closed to vehicular traffic but is retained for pedestrian usage. (35)

## DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 9 NOVEMBER - SHIELDS JN - The indications associated with ground mounted position light signal G515 will be altered to apply as follows:-

Indication 'C' - To Down Corkerhill
" 'UX' - Along Up Main
" 'T' - To Up Through Terminus

The indications associated with ground mounted position light signal G546 will be altered to apply as follows:-

SUNDAY 9 NOVEMBER - HUNTERSTON - The signal box will be closed as a block post and the area controlled therefrom will now be controlled from Paisley Signalling Centre. All signals previously prefixed 'H' will now be prefixed 'PH'. (36)

SUNDAY 9 NOVEMBER - INVERNESS ROSE ST - The former ground frame operated connection in platform 5, previously secured out of use, will be removed and a new connection, facing to trains proceeding towards the box, installed and secured out of use. (36)

#### DETAILS OF WORK ALREADY CARRIED OUT

\* \* BETWEEN KILMARNOCK AND BARASSIE - The permanent speed restrictions of 40mph between 2½mp and 3mp and 50mph between 3mp and 3m550yd have been removed. The permanent speed restriction of 50mph between 2½mp and 2½mp has been amended to be 50mph between 2½mp and 3m550yd.

See Section D of this Notice.

* *	BELMONT LC (CCTV)	- The 1	evel crossing	is now	controlled	from Pais	ley Signalling	
*	Centre.		_					(33)

WESTERTON - The signal post telephone associated with Down main signal
W44 has been repositioned 9 yards on the approach side of the signal. (34)

GLENCRAIG GF - The existing 4 lever ground frame has been altered to be 5 lever incorporating a Train Staff (Annetts Key).

See Section D of this Notice. (35)

ELBOWEND JN GF - The existing 4 lever ground frame has been altered to be 5 lever incorporating a Train Staff (Annetts Key).

See Section D of this Notice. (35)

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

BETWEEN PERTH AND STANLEY JN - The following colour light signals have been removed:

Down main line - P223, DAR, DA (Auto), SJ61R, SJ61 (semi-auto). - SJ64R, SJ64 (semi-auto), SJ65 (semi-auto). Up main line

A new Semaphore stop signal has been provided on the Up main line on the right of drivers, 293 yards from Stanley Jn box, arm 14 feet above rail level, with application Up main line to Down single line. A sign has been provided.

Down main signal P213 has been altered to be capable of exhibiting a red, yellow or green aspect only, and the associated position light signal removed. Down main signal P221 has been altered to be capable of exhibiting a red or green aspect only, and the associated position light signal removed. Existing Up main line 2 aspect colour light distant signal P226 has been renumbered P224R.

AWS track equipment associated with the following signals has been provided:-

Stanley Jn - Up distant Down distant Down home

Perth - P224R, P224, P218, P212 - Up direction Down direction - P213, P221

AWS gap signs, as described on page 12.3 of the General Appendix, have been provided as follows:-

### Gap commencement indicators:-

- approaching signal P188 Up direction

Down direction - at the south end of No.3 platform

- at the south end of No.4 platform

- on the Down Fast line, immediately on the box side of the connection to No.6 platform line.

### Gap termination indicators:-

c

Up direction - at the south end of No.3 platform, immediately on the box side of signal P98.

- on the connection between No.4 platform line and the Down Dundee Loop line, on the box side of signal P96.

- on the Up Fast line, on the box side of signals P86 and P88, at the connection from No.4 platform line.

- on the Down Fast line, on the box side of ground position light signal P82.

Down direction - approaching signal P213. (35)

\* \* BLAIR ATHOLL - AWS track equipment associated with the undernoted signals has been provided:-

Up and Down distants Dalnacardoch Down 1B distant Dalnaspidal Down 1B distant (33)

\* DALWHINNIE - AWS track equipment associated with the undernoted signals has been provided:-

Up and Down distants Dalnaspidal Up 1B distant Dalnacardoch Up 1B distant

(33)

#### WON-C3

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

- \* \* KINGUSSIE AWS track equipment associated with the Up and Down distant signals has been provided. (33)
- \* \* KINCRAIG AWS track equipment associated with the undernoted signals has been provided:-

Up direction - AK 306, AK 306R Down direction - AK 303, AK 303R (33)

\* \* AVIEMORE - AWS track equipment associated with the undernoted signals has been \* provided:-

Up direction - 1, 4

Down direction - 30, 29 (33)

\* \* CARRBRIDGE - AWS track equipment associated with the undernoted signals has been \* provided:-

Up direction - AC 336, AC 336R Down direction - AC 333, AC 333R (33)

\* \* SLOCHD - AWS track equipment associated with the undernoted signals has been provided:-

Up direction - AS 346, AS 346R Down direction - AS 343, AS 343R (33)

\* \* TOMATIN - AWS track equipment associated with the undernoted signals has been 
\* provided:-

Up direction - AT 356, AT 356R

Down direction - AT 353, AT 353R

(33)

INVERNESS LOCOMOTIVE - The existing connection Up and Down Forres line to Platforms 1 and 2 has been removed and a new connection provided 88 yards farther from the box.

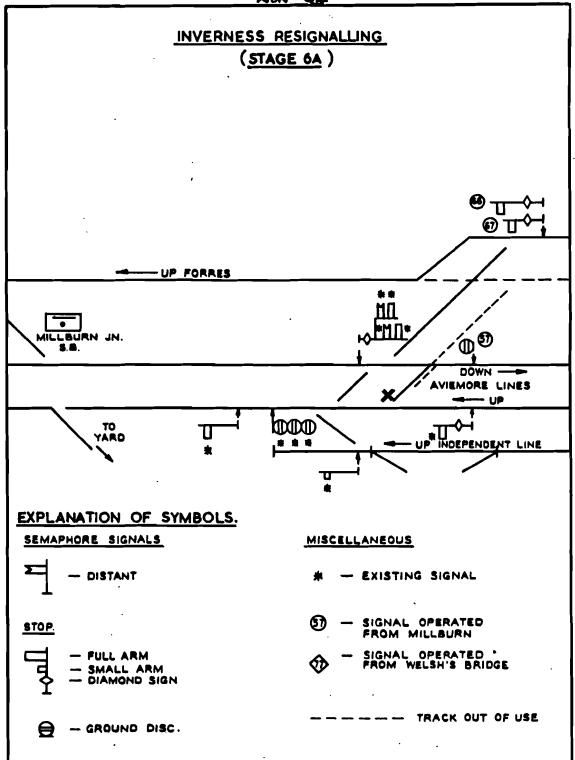
The existing Down home, calling on, and associated theatre route indicator have been repositioned 67 yards farther from the box. A  $\Diamond$  sign has been provided.

The Up section signal and associated distant signal for Millburn Jn have been removed and the Platform signals have been redesignated Platform 1 and Platform 2 section signals.

The existing connection Up and Down Forres single line to Yard Sidings has been renewed 32 yards nearer the box, secured normal, hand operated when required.

The associated telephone has been repositioned accordingly.

The altered permanent way and signalling arrangements are shown on the sketches on pages C4 and C5. (34)



#### 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 INSTRUCTIONS FOR A.C. ELECTRIFIED LINES - BR.29987

From 1 December 1986, a new book will take effect which will replace the current edition dated 3 May 1975 and the amendments thereto.

The book will be in loose leaf form. A5 size, with a flexible cover and its format has been designed so that part of the book can be separately issued in place of the existing "Extracts from the Working Instructions" book BR.29988, which will be discontinued from the same date.

The new book is divided into three main sections viz:
Section A (BR.29987) - Definitions, Description of System and General Instructions. This
will be issued to every employee working on or in the vicinity of lines electrified on
the A.C. overhead line system.

Section B (BR.29987/14) - Isolation and Earthing of Overhead Line Equipment.

Section C (BR.29987/15) - Protection of Staff Servicing/Maintaining Locomotives or Trains in Sidings/Depots equipped for electic traction.

Note: Sections B and C will be issued only to staff involved with the instructions contained therein.

The new book is currently being distributed and the appropriate section(s), together with a copy of the explanatory leaflet, BR.29987/16, must be made available to staff immediately upon receipt.

Any memeber of the staff who is in possession of the current issue of the A.C. Working Instructions, or Extracts thereto, who does not receive a copy of the appropriate section(s) of the new book by 10 November must propmtly advise his Supervisor. (25/10/86)

# WORKING MANUAL FOR RAIL STAFF PART 6 (WHITE PAGES)

Page H102 - 4M54 GLASGOW to Garston Delete entry.

Page H107 - 6D79 GRANGEMOUTH to Paisley Delete entry.

Page H107 - 6M34 GRANGEMOUTH to Mossend (for Dalston)

Amend line of entry to read as follows:
RA.10 CT.1100 20 = 355, 26 = 417, 27 = 450

37 = 655, 45 = 868, 47 = 869

# 1310

# Max load for 2 locos of same class in multiple.

(MPF/491/CA) (27.10.86)

#### WON-D2

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued WORKING MANUAL FOR RAIL STAFF - PART 6 (WHITE PAGES) - continued

Page H108 - 6S44 HAVERTON HILL to Leith South
Amend Train Headcode to read 6S41.

Page H108 - 6S40 IMMINGHAM to Leith South
Amend Train Headcode to read 6S44.

Page H109 - LEITH SOUTH to Haverton Hill Delete Train Headcode 6E73.

Page H109 - 6E39 LEITH SOUTH to Immingham

Amend Train Headcode to read 6E73.

Page H113 - PAISLEY to Grangemouth
Delete Train Headcode 7N47.

(MPF/491/CA) (29/9/86)

# SECTIONAL APPENDIX SECTION 1 TABLE A

### Page 2 INDEX

Amend Shields Jn to Terminus Jn (Up Through Siding) (Goods Line)	Page 38	
to read :-		
Shields Jn to Terminus Jn (Up Through Terminus)	38	(8/11/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

Permanent Speed Restrictions							
	Lines and ing System	Location	Mileage M Yd	Down	Up	At or between	Borosto
Page 14		GLASGOW CENTRAL				At or between	Remarks
	Between Carl Amend to rea	isle South Jn (CE) and d:-	Caldew Jn (	incl)			
T P		Carlisle South Jn (CE)	68 1610				AWS inductors not provided at Carlisle Station platform signals.
Pro Down	Platform 2P	Carlisle	69 200				
Platform A 10' in	\$ 1 E E	Carlisle North Jn	0 420		<u>20</u>	All lines and connections 04mp and 68ml340yd.	
				<u>60</u>	<u>60</u>	<u>0</u> ‡mp and 0m1280yd	
	<b>†</b> ‡ †	Caldew Jn	0 1170 ( 2 220 Goods line)	<u>30</u>		Main to Goods line	Amended (6/9/86)
Pages 19	and 20				i		
	Between Cleg	horn LC (AHB) and Garri d:-	  iongill (inc 	1)			
	1	Cleghorn LC (AHB)	76 530	90 95 100	<u>90</u>	77m260yd and 78m620yd 78m620yd and 79m290yd 79m290yd and 812mp	
		Complete	91 1450	90	95	81 m 51 Oyd and 84 mp 81 m 51 Oyd and 78 m 62 Oyd	
		<u>Carluke</u>	81 1650	80	90	84mp and 84m570yd 84mp and 81m510yd	CW Up 84m70yd

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

			·				t Speed Restrictions	1
	Lines and	•	Mileag			Up	A babaa	Day and a
Signatti	ng System	Location	M Y	-	mp	n	At or between	Remarks
Pages 19	and 20 - Ame	nd - continued						
		Law Jn (see page 31)	84 15	o	15 50	<u>40</u> 80	Through jn to Holytown line 84m570yd and 84mp	DPL 1915f (580m) UPL 2290f (695m)
		Garriongill Jn (see page 27)	84 130	0	70 60	70 60	84m570yd and 84m970yd 84m970yd and 84m1430yd	(27/9/86)
		TH JN TO HAYMARKET EA s LC and relevant info						(23/8/86)
Page 29	MIDOALDED IN	TO HOLVTOIR IN			ı			
		TO HOLYTOWN JN	orth '		50	60	$13\frac{1}{4}$ mp and $11\frac{1}{2}$ mp.	
	to read:-				50 60	60 60	132mp and 11m1220yd	(23/8/86)
1	Between Benha	r Jn and Carfin			60 60	50 50	9mp and 7½mp. Over curves 2½mp and 1½mp.	(18/8/86)
Page 31	LAW JN TO UDD Between Law J	INGSTON JN on and Wishaw Central						
	Delete:				<u>70</u>	<u>70</u>	Through jn to 84½ (for multiple unit trains)	
	Amend:				<u>50</u>	<u>50</u>	Through jn to 84½ (for other than multiple unit trains)	
	to read:			[.	<u>50</u> ¦	<u>50</u>	Through jn to 84 tmp	(27/9/86)

**3** 

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION	D - GENERAL I	NSTRUCTIONS AND NOTICES	- continu					<b>—</b> 4
	Permanent Speed Restrictions							
Running	Lines and		Mileage	Down	Up		1	
Signalli	ng System	Location	M Yd	mp	h	At or between	Remarks	
		NTRAL JN TO FINNIESTON rglen and Rutherglen No Rutherglen Footpath LC (RG)	rth Jn 0 510				Amended (1/11/86	,
Page 37	RUTHERGLEN WE Add: -	ST JN TO RUTHERGLEN NOR Rutherglen Footpath LC (RG)	TH JN (WES	T CUR	RVE)		Amended (1/11/8	6)
		20 (10)					numerides (1/11/0	"
Page 40		EGLINTON STREET JN (VIA ies South (DS) and Holy :- Dumfries South (DS)  Dumfries Stn. (D) (See page 44) Holywood LC		<u>45</u>	60 45 30	92m700yd and 93m1120yd. Over curve, 92m700yd and 92mp Through stn. on main lines 92mp to 912mp	(3/8/86)	
Page 41		EGLINTON ST JN (VIA KIL	MARNOCK)		65	35m1630yd and 36∮mp		
	to read:-			65 40 65	65 40 65 40 65	36½mp and 36m1080yd 36m1080yd and 37m1540yd. 35m1630yd and 36½mp 36½mp and 36m1080yd 36m1080yd and 37m1540yd	(21/9/86)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Location  O BARASSIE  T JN TO STRANRAER  nd and 3rd MAXIMUM PERM  GE ST JN AND 19M1390YD  CK	Mileage M Yd	50 50 40 50	50 50 50 50 50	At or between  22mp and 22mp  22mp and 3m550yd.  22mp and 3mp  3mp and 3m550yd.  s to read:-  MAXIMUM PERMISSIBLE SPEED	Remarks  Amended (25/10/86)
O BARASSIE  T JN TO STRANRAER nd and 3rd MAXIMUM PERMI		50 50 40 50	50 50 40 50	2½mp and 2½mp  2½mp and 3m550yd.  2½mp and 3mp  3mp and 3m550yd.  s to read:-	
T JN TO STRANRAER nd and 3rd MAXIMUM PERM: GE ST JN AND 19M1390YD	41SSIBLE SPE	50 40 50	50 40 50	22mp and 3m550yd.  22mp and 3mp  3mp and 3m550yd.  s to read:-	Amended (25/10/86)
T JN TO STRANRAER nd and 3rd MAXIMUM PERM: GE ST JN AND 19M1390YD	MISSIBLE SPE	50 40 50	50 40 50	22mp and 3m550yd.  22mp and 3mp  3mp and 3m550yd.  s to read:-	Amended (25/10/86)
T JN TO STRANRAER nd and 3rd MAXIMUM PERM: GE ST JN AND 19M1390YD	MISSIBLE SPE	50 40 50	50 40 50	22mp and 3m550yd.  22mp and 3mp  3mp and 3m550yd.  s to read:-	Amended (25/10/86)
nd and 3rd MAXIMUM PERM GE ST JN AND 19M1390YD	MISSIBLE SPE	50 40 50	50 40 50	22mp and 3m550yd.  22mp and 3mp  3mp and 3m550yd.  s to read:-	Amended (25/10/86)
nd and 3rd MAXIMUM PERM GE ST JN AND 19M1390YD	AISSIBLE SPE	40 50	40 50	22mp and 3mp  3mp and 3m550yd.  s to read:-	Amended (25/10/86)
nd and 3rd MAXIMUM PERM GE ST JN AND 19M1390YD	MISSIBLE SPE	50 ED e1	50	3mp and 3m550yd. s to read:-	Amended (25/10/86)
nd and 3rd MAXIMUM PERM GE ST JN AND 19M1390YD	MISSIBLE SPE	ED ei	ntrie	s to read:-	Amended (25/10/86)
nd and 3rd MAXIMUM PERM GE ST JN AND 19M1390YD	HISSIBLE SPE	i i	i	ì	
nd and 3rd MAXIMUM PERM GE ST JN AND 19M1390YD	HISSIBLE SPE	i i	i	ì	
nd and 3rd MAXIMUM PERM GE ST JN AND 19M1390YD	i HISSIBLE SPE	i i	i	ì	
GE ST JN AND 19M1390YD	MISSIBLE SPE	i i	i	ì	
		75	75	MAXIMUM PERMISSIBLE SPEED	
		,			i
RSLIE AND KILWINNING		40	40	MAXIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALLED LINES IN THE REVERSE DIRECTION.	
INNING AND BOGSIDE			40	OVER UP LINE IN DOWN DIRECTION	
390YD AT GLENGARNOCK AT FALKLAND		90	90	MAXIMUM PERMISSIBLE SPEED FOR OTHER THAN ELECTRIC TRAINS	
390YD AT GLENGARNOCK AT FALKLAND		75	<u>75</u>	MAXIMUM PERMISSIBLE SPEED FOR ELECTRIC TRAINS	
OYD AT FALKLAND AND AN		60	60	MAXIMUM PERMISSIBLE SPEED	Amended (9/11/86
A': A': A':	I FALKLAND 90YD AT GLENGARNOCK I FALKLAND YD AT FALKLAND AND	I FALKLAND  90YD AT GLENGARNOCK I FALKLAND  YD AT FALKLAND AND	F FALKLAND  90YD AT GLENGARNOCK F FALKLAND  YD AT FALKLAND AND  60	F FALKLAND  90YD AT GLENGARNOCK F FALKLAND  YD AT FALKLAND AND  60 60	OTHER THAN ELECTRIC TRAINS  OTHER THAN ELECTRIC TRAINS  OTHER THAN ELECTRIC TRAINS  OTHER THAN ELECTRIC TRAINS  MAXIMUM PERMISSIBLE SPEED FOR ELECTRIC TRAINS  OTHER THAN ELECTRIC TRAINS  MAXIMUM PERMISSIBLE SPEED

SECTION D - GENERAL	INSTRUCTIONS AND NOTI	CES - continu		_		+	
		1			Speed Restrictions		
Running Lines and	Location	Mileage	Down	ιUp	At an hatman	D amba	
Signalling System	Location	M Yd	mp	<u>n</u> –	At or between	Remarks	_
Pages 51 - 54			1				
4803 31 34			1				
Amend Arkle	ston Jn (incl) to Dalr	ymple Jn to 1	ead:				
	1	1	1	l			
+ +	Arkleston Jn	5 920	<u>30</u>		Entering, over and leaving Down	DGL 3300f (1005m	.)
] [			1	١,,	goods loop	07105 (005 )	
1 1			<u>40</u>	<u>40</u>	Entering, over and leaving Up	UGL 2710f (825m)	
			1,5	/.5	goods loop 6≵mp and 7mp	(bi-directional)	
		1	<u>45</u>	45	OZEP AND THE		
	Paisley (P)	6 660					
10 Goverack			<u>35</u>	<u>35</u>	Between Ayr lines and Gourock		
ဦ			-	-	lines		
			1				
1 <sub>0</sub>	Paisley Gilmour St	6 1010	1				
1/5 1	(see page 57)	$\frac{6}{6}$ 1170	ł				
`		6 1610	1				
		8 1080	/,0		Through facing crossover		
TT		0 1000	40 40	40	Entering over, and leaving Up	UPL 1285f (390m)	
			==	<u>  ~ </u>	passenger loop	(bi-directional)	
<b>A</b>	Elderslie	9 70					
				١	<u></u>		
† ‡	Tabanana.	9 970 10 200	<u>40</u>	40	Through Main line crossover		
	<u>Johnstone</u>	10 200 15 530	40	۱ ۸۵	Through Lochwinnoch crossovers		
1 1		15 550	🏪	끅	Throagh bothwinden crossovers		
	Lochwinnoch	15 1250	ŀ		~		
			l				
	OHNS	15 1550					
_f							- 1
		1					
							J
		1					
				ĺ			
							-
	,						

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D - GENERAL	INSTRUCTIONS AND NOTICES	- continu				
L	l			t Speed Restrictions		
Running Lines and	1	Mileage	Down	-	l., , , ,	
Signalling System	Location	M Yd	_ mg	<u>n</u>	At or between	Remarks
Pages 51 - 54 - Ame	nd - continued		ĺ			
	Glengarnock	19 1390	<u>40</u>	<u>40</u>	Through Main line trailing crossover.	UGL 865f (260m) (bi-directional)
		20 1390	40	40	Through Main line facing crossover.	
			40	40	Entering over and leaving Down Passenger Loop.	(bi-directional) DPL 2290f (695m)
	CE Siding GF (S) (DPL)	21 150				
	Brownhill	21 620				
	Swinlees (Roche)	21 840	40	40	Entering over and leaving Up Passenger Loop.	UPL2290f (695m) (bi-directional
		21 1630	40	40	Through Main line trailing crossover.	
	Dalry	22 920			<u>erossoveri</u>	
	Kilwinning Jn (See page 61)	25 1560	40	25	Through jn to Ardrossan. Entering over and leaving Up Goods Loop.	UGL 1365f (415m) DRS 1054f (320m).
	Kilwinning	26 0	40		Through trailing crossover.	
	Byrehill Jn (See page 63)	26 1540		25	Through jn to Dubbs Jn.	
† †	Bogside (see page 64)	27 1560	40	10	To Snodgrass branch. Through Main line trailing crossover.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BUITON D - GENERAL	INSTRUCTIONS AND NOTICES	- continu							
ummino lines and	ſ	W:1			t Speed Restrictions				
unning Lines and ignalling System	Location	Mileage	Down	-	A	<b>.</b>			
TRUSTITUR SARCEM	Location	M Aq	Œ.p	n	At or between	Remarks			
ages 51 - 54 - Ameno	d - continued								
	Irvine	29 620							
	Gailes LC (AHB-X)	31 370	<u>x40</u>	<u>x40</u>	Approaching level crossing in wrong direction.				
			<u>40</u>		Over Main line trailing crossover.				
			<u>60</u>	<u>75</u>	32m1610yd and 0m370yd.				
	Barassie	33 0 33 180							
		0 0	<u>30</u>		Over connection, DPL to Kilmarnock single line				
+ +	Barassie Jn (See Page 47)	0 20	<u>40</u>	ŀ	Entering, over and leaving DPL Through Main line facing		DPL 1	180f	(355
				~	crossover.				
+	Up main signal PB286	0 1630	75	40 75	Entering, over and leaving UGL Om370yd and Om950yd	UGL 1305f(395m)			
			75 60 75	60	Over curves, Om950yd and 1m570yd 1m570yd and 35m200yd				
	Troon	1 350	—	=	(total distance 1610yd)				
		2 330							
		35 110			1				
†	Monkton Siding GF (S)	36 620	ļ '						
	Prestwick	37 750							
† †	Falkland	38 1610	<u>50</u>	50	39m20yd and 40m290yd		DGL 7	60£ (	(230 <del>.</del>
				-	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				(=50-

SECTION D - CENERAL INSTRUCTIONS AND NOTICES - continued

Pages 51-54 - Amend - continued   Newton Jn (See page 64)   39 880   10   10   Through jn to Ayr Harbour Jn.     Through jn to Killoch branch	SECTION D - GENERAL	INSTRUCTIONS AND NOTICES	- continu		_	- <del></del>	<del>-</del>
Signalling System   Location   M							
Newton Jn (See page 64)   39 970   20   40   40   20   50   50   10   10   10   10   10   1	Running Lines and				• •		
Newton-on-Ayr   39 730   39 880   10   10   Through jn to Ayr Harbour Jn.	Signalling System	Location	M Yd	<u> </u>	oh	At or between	Remarks
Newton Jn (See page 64)   39 880   10   10   Through jn to Ayr Harbour Jn.	Pages 51-54 - Amend	 <u>- continued</u>  -					
OHNS   39 900   20   Through in to Killoch branch   A0m290yd and 40m680yd   40m880yd and 40m920yd   40m920yd and 40m920yd	<b>† †</b>	Newton-on-Ayr	39 730				
Down Ayr Signal PA340  Ayr  40 1080  Ayr  40 1080  Ayr  40 1080  Ayr  Belmont LC (CCTV)  Dalrymple Jn (See page 65)  Ayr  Aga 1170  Dalrymple Jn (See page 65)  Between Girvan and Pinwherry Amend:-  to read:-  Through jn to Killoch branch  40 25 40 40 40 40 40 40 40 40 40 40 40 40 40			39 880		10	Through jn to Ayr Harbour Jn.	
Down Ayr Signal PA340  Ayr  40 1080  40 1080  Ayr  Ayr  40 1080  40 1080  40 1080  Ayr  Belmont LC (CCTV)  Dalrymple Jn (See page 65)  A3 1170  20  Between Girvan and Pinwherry Amend:-  to read:-  Down Ayr Signal PA340  40 0290yd and 40m680yd 40m680yd 40m680yd 40m680yd 40m680yd 40m920yd and 40m1740yd  Through crossover.  Through crossover.  Through crossover.  Through crossover.  Through jn to Benbane branch  Amended (*/11/86)	🛊 🔻	OHNS	39 900	20		Through jn to Killoch branch	,
Ayr  Ayr  40 1080  40 1360 40 1360 41 990  At 170  Belmont LC (CCTV)  43 1170  Dalrymple Jn (See page 65)  43 1170  Amende:  20  Bridge No.9, lm680yd and lm730yd.  bridge No.9, lm680yd and lm730yd.  Bridge No.9, lm680yd and lm730yd.  Bridge No.9, lm680yd and lm730yd.  Bridge No.9, lm680yd and lm730yd.  Bridge No.9, lm680yd and lm730yd.  Bridge No.9, lm680yd and lm730yd.  Bridge No.9, lm680yd and lm730yd.			39 970		40		
Belmont LC (CCTV)  Belmont LC (CCTV)  Belmont LC (CCTV)  Belmont LC (CCTV)  Belmont LC (CCTV)  Belmont LC (CCTV)  An all 170  Belmont LC (CCTV)  Belmont LC (CCTV)  An all 170  Belmont LC (CCTV)  Belmont LC (CCTV)  An all 170  Belmont LC (CCTV)  Belmont LC (CCTV)  Belmont LC (CCTV)  Belmont LC (CCTV)  Belmont LC (CCTV)  Belmont LC (CCTV)  Belmont LC (CCTV)  Belmont LC (C		Ayr	40 1080	<u>50</u>	25 50	40m680yd and 40m920yd 40m920yd and 40m1740yd	on the Up and Down lines through Ayr Station for
Page 55  Between Girvan and Pinwherry Amend:-  to read:-  (See page 65)  20  Through in to Benbane branch  Amended (*/***/86)  Through in to Benbane branch  Amended (*/***/86)  20  Bridge No.9, lm680yd and  45  45  Bridge No.9, lm680yd and		1	41 990	30	30 45	Through crossover. Through crossover.	purposes.
Between Girvan and Pinwherry   20   Bridge No.9, lm680yd and   lm730yd.     45   45   Bridge No.9, lm680yd and	1 T T		43 1170	20	Ì	Through jn to Benbane branch	Controlled from Paistey S.C.  Amended (*/11/86)
	Between Girv Amend:-	an and Pinwherry				1m730yd. Bridge No.9, 1m680yd and	(1/9/86)

SECTION D - CENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D -	GENERAL	INSTRUCTIONS AND NOTICE:	- continu	ied		<del></del>	<del></del>
		<u> </u>		_		t Speed Restrictions	
Running Line Signalling		Location	Mileage M Yd	1	n Up ph	At or between	Remarks
Pages 61 an							
Ame	nd:- KIL	VINNING JN TO LARGS table	to read:		40	MAXIMUM PERMISSIBLE SPEED	
Ī	Ţ	Kilwinning Jn (See Page 53)	25 1540	<u>60</u>	40 25	Through jn. Entering over and leaving Up Goods Loop.	The lines between Kilwinning Jn and Largs are controlled from Paisley SC.
				<u>40</u>	- <u>40</u>	25m1560yd and 26m150yd	
	<b>†</b>	Kilwinning	26 0		<u>40</u>	Through facing crossover.	
	+	Dubbs Jn (See Page 63)	26 1500	I	<u>25</u>	Through Jn to Byrehill Jn.	
				40 40	<u>40</u>	Through trailing crossover. Entering Down Goods loop.	DGL 1515f (460m)
		Stevenston (See Page 62)	28 550				
		Stevenston LC	28 680	<u>50</u>	<u>50</u>	29m730yd and 29m1690yd	
	+	Saltcoats	29 1210				
	13		30 160	<u>50</u>		Through connection to Up Largs.	
W FREIGHT	DOWN LARGE	Ardrossan Sth Beach (See Page 63)	30 840 30 1060	25 50	<u>50</u>	Through in to Ardrossan Harbour. 30m1060yd and 31mp.	
<b>3</b>	3 5 3	West Kilbride Hunterston (See Page 63)	35 220 36 1140		<u>25</u>	Over connection Single line to Up Freight.	
		Fairlie High Sdg GF (S)	38 1650				
	1						

SECTION D - GENERAL	INSTRUCTIONS AND NOTICE	S → continu			Spand Bestwickiens	,
Running Lines and		Mileage		uanei 1 Up	nt Speed Restrictions	
Signalling System	Location	M Yd	m		At or between	Remarks _
			<u> </u>	Π		
Pages 61 and 62 - Ar	mend - continued			}		
	Fairlie High Fairlie Tunnel (990 yards)	39 20 39 260 to 39 1250				
	Admiralty Sdg GF (S)	39 1300	<u>50</u> <u>40</u>	<u>50</u>	40m660yd and 40m1540yd 41m660yd and Largs Stn.	
<u> </u>	Largs	42 150				(Amended ¶11/86)
	TO STEVENSTON NO.1 (GOOD VENSTON (GOODS LINE)	 <u>S_LINE)</u> tab	   le to	re:	 ad:	
)   	Misk	0 1250	<u>5</u>	5	MAXIMUM PERMISSIBLE SPEED	Controlled from Paisley SC.
1	Stevenston (See Page 61)	0 0				(14/9/86)
Page 63 Delete - HO	M JN TO ARDROSSAN HARBO	UR table.				
Add:- ARDROSSAN S	UTH BEACH TO ARDROSSAN	HARBOUR				
g T	Ardrossan Sth Beach (See Page 61)	30 840	25	<u>25</u>	MAXIMUM PERMISSIBLE SPEED	Controlled from Paisley SC.
94	1372 226	30 1030				No Train Staff.
T T	Princes St LC (CCTV)	31 150				Controlled from Ardrossan Hbr LC
	Ardrossan Hbr LC	31 620				
an H	Ardrossan Hbr	31 840				(14/9/86)
				1	l	

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SECTION	D - GENERAL	INSTRUCTIONS AND NOTICE	S - continu					•
						t Speed Restrictions		l
	Lines and		Mileage		n Up	•		
	ing System	Location	M Yd	120	ph	At or between	Remarks	1
Page 81	POLMONT JN T	I O LARBERT JN		50	50	MAXIMUM PERMISSIBLE SPEED		
	to read:-	BETWEEN POLMONT JN AND 24M1120YD		<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED		
	A.3.3.	BETWEEN 24M1120YD AND LARBERT JN	; I	<u>50</u>	<u>50</u>	MAXIMUM PERMISSIBLE SPEED		
	Add:- Delete:-			50 40	50 40	21m440yd and 21½mp. Over curves 22½mp and 23m220yd.		
	<u>Add</u> : -			55 50	<u>55</u> 50	Over curves 22m530yd and 22m1210yd. 23m1340yd and 23m1600yd.	(23/8/86)	
Page 85				33	<u> </u>	23m2340yd and 23m2000yd.	(23/0/00)	
	AIRDRIE TO H		,	'	١.	·		18
		d 5th MAXIMUM PERMISSIE				MANUFACTA DEDIVISATION OF ADDITION		MON-DIA
	BETWEEN KNIG	HTSWOOD NORTH JN AND 22	m1140ya	<u>60</u>	1 <u>60</u>	MAXIMUM PERMISSIBLE SPEED		5
	BETWEEN 22ml	I .140yd AND HELENSBURGH		<u>40</u>	<u>40</u>	MAXIMUM PERMISSIBLE SPEED	(5/10/86)	١
	Clydebank Do	I ST JN TO DALMUIR PARK (V Ock Jn	IA CLYDEBAN				(14/6/86)	
	<u>Add</u> : -			<u>30</u>	30	Through east end main line trailing crossover. Through west end main line		
Page 94						facing crossover.	(14/9/86)	
F-80 71	Amend CLYDER	BANK CENTRAL JN TO OLD K	ILPATRICK (	GOODS	S LIN	E)		
	To read:-				1	<u></u> 1		1
	CLYDEBANK CE	NTRAL JN TO OLD KILPATR	ICK (GOODS					1
	1	Clydebank Central Jn (See page 93)	0 0	<u>5</u>	5	MAXIMUM PERMISSIBLE SPEED	Controlled from Clydebank Dock Jn	
	<u>†</u>		$\frac{0}{109} \frac{90}{110}$				Only one train may be allowed on the line at a time (30/8/86)	
	i	Old Kilpatrick	111 570					

SECTION	D - GENERAL	INSTRUCTIONS AND NOTICE	S - continu				
L.						t Speed Restrictions	
	Lines and		Mileage		a Up	1	
Signall	ing System	Location	M Yd		ph	At or between	Remarks
Page 95		JN TO FORT WILLIAM					
	<u>Delete</u> :-			25	<u>35</u>	OmllOyd and Otmp	(5/10/86)
Page 10	MALLAIG JN TO	MALLAIG					
	Morar LC (AOC Delete: - note	CL) e in remarks column ]	36 1230				(21/9/86)
Page 102	TWEEDMOUTH TO	D EDINBURGH WAVERLEY					· ·
1		imouth and Berwick-upon-	-Tweed	]			
	Tweedmouth (1		1				********
	Add: - mileage	2	65 1720	1			(13/9/86)
	Berwick-upon- Add: - mileage		67 00	ł			
Page 120	ELBOWEND JN 1	TO CROMBIE RNAD (GOODS I	LINE)				
	to read:-	note in Remarks column					Train Staff is kept in Elbowend Jn GF. (2/11/86)
Page 127		TO BOWHILL (GOODS LINE)	 )				
	Amend: - 2nd r	note in Remarks column	- 			·	Train Staff is kept in Glencraig GF. (2/11/86)
Page 129	PERTH TO INVE						
	Amend note in to read:-	Remarks column					The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

					t Speed Restrictions	
Running Lines and Signalling System	Location	Mileage M Yd		n Up ph	At or between	Remarks .
Pages 134 and 135  Amend Betwee	n Culloden Moor and <u>In</u> v	erness to 1	read:	f		
1 1	Culloden Moor	111 660		40	Up line to single line	
	<u>/</u> T/	114 880	<u>55</u>	<u>55</u>	Over curves, 116m1120yd and 117m310yd	
A B SIS A B A B SIS A SIS A B A B SIS A B A B SIS A B A B SIS A B A B A B A B A B A B A B A B A B A	Millburn Jn (see page 141)	117 440	40 15	40 15	117m310yd and 117m380yd 117m380yd and 118m70yd	
TO ST. ST. ST. ST. ST. ST. ST. ST. ST. ST.	Welsh's Bridge (see pages 141 and 143)	117 1230		:		
	Locomotive	117 1470				
·	Inverness	118 70				(28/9/86)
Page 140  ABERDEEN TO  Amend:- to read:-	INVERNESS  Kinloss LC (AHB)  Kinloss LC (AHB)	3 220 2 1650				·
Amend:- to read:-	Forres LC Forres LC	0 330 0 352				(2/8/86)
Between Loch	dhu LC (RG) and Dalcros	s LC (AHB)				1
Amend			20 60	20 60	131m1210yd and 132m110yd.	
to read:-			20 60	20 60	131m1210yd and 132m110yd.	(9/8/86)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

	INSTRUCTIONS AND NOTICE			anen	t Speed Restrictions	
Running Lines and		Mileage		Up		
Signalling System	Location	M Aq	1 10 1	)h	At or between	Remarks
Page 141 Amend between	n Allanfearn LC (AOCL)	and Inverne	ss to	rea	d:	
	Allanfearn LC (AOCL)	140 1210	25 40	35 55	Approaching LC	
E	Raigmore LC	143 200	<u>15</u>	<u>15</u>	143m170yd and 143m440yd	
P B A B. A B	Millburn Jn (see page 134)	143 440 117 440	10	10	Over single connecting line between Forres and Aviemore lines	
B A B B SY SALEY	Welsh's Bridge (see pages 135 and 143)	117 1230	<u>15</u>	<u>15</u>	117½mp and 118m70yd	
(	Locomotive	117 1470				
88 (in:if:	Inverness	118 70				(28/9/86)
Page 143 INVERNESS TO Between Welsh Amend	WICK n's Bridge and Clachnah	arry	20	20	117m1230yd and 0m900yd (total distance 1010yd)	
to read:			15	15	117m1230yd and 0m500yd (total distance 610yd)	
			20	20	0m500yd and 0m900yd	(28/9/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

		W. 1			t Speed Restrictions	
Running Lines and Signalling System	Location	Mileage M Yd		n Up iph	At or between	Remarks
Page 144  Delny LC (AC  Amend:-  to read:-	CL)		30 55 30 55	30 55 <u>30</u> 55	Approaching L.C. Approaching L.C.	(30/8/86)
Page 145  Between Brot  Amend:-	a L.C. (AOCL) and Brora Brora LC (AOCL) Brora	90 680 90 1060	10 15	* <u>0</u>		
to read:-	Brora LC (AOCL) Brora	90 680 90 1060	10 15	10 15		(30/8/86)
HAYMARKET WE Page 157 Amend:- to read:-	ST JN TO ABERDEEN  Portlethan Portlethen					(30/8/86)
Page 159 PERTH TO INV Amend note i to read:-	ERNESS n Remarks column			 		The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIO	JN D - GENEKAL	INSTRUCTIONS AND NOTICE	<u> </u>	ontini	ed_		1.0-1	<del></del>	г
B		ſ					nt Speed Restrictions		1
Signal	ng Lines and lling System	Location		eage Yd		n Up ph	At or between	Remarks	ı
Page 1		Do caccon	-	<u>ru</u>		<u> </u>	At of between	Nemal Ko	ſ
	Amend between	en Culloden Moor and <u>Inv</u>	ernes	<u>s</u> to r	ead:				
ł	1 1	Culloden Moor	111	660		<u>40</u>	Up line to single line		
	A B A B	<u>/</u> 17	114	880	65	<u>65</u>	Over curves, 116m1120yd and 117m310yd		
ĺ					<u>40</u>	<u>40</u>	117m310yd and 117m380yd		1
					<u>15</u>	<u>15</u>	117m380yd and 118m70yd		
<b>4</b>	S a A B	Millburn Jn (see page 141)	117	440					
P. B	Avenore By B	Welsh's Bridge (see pages 141 and 143)	117	1230					MON-DIA
	3	Locomotive	117	1470					
	18. Parish	Inverness	118	70				(28/9/86)	

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SECTION 2					
TABLE B -	SPECIAL WORKING ARRA	NGEMENTS Lines	Authorities	Restrict	ions
Page 2 Dele	te:- enston No.2/Stevensto				(10/8/86)
Misk	d Misk to Stevenston to Stevenston (Goods	Line)	) and relative	-	
	enston Misk	Single	F	Freight	trains BV (8/11/86)
Page 4 Dele	te:- ebank Central Jn to O	ld Kilpartick (G	oods Line) and	relative ent	ries (30/8/86)
	h to Inverness te:- last four entri	es			(30,0,00)
Add: Millburn	- Jn/Locomotive box	Single	F	EC S	
	e box/Millburn Jn	Single	F	ECS	
	to Inverness te:- last two entries	28			
Add: Millburn	- Jn/Locomotive box	Single	F	Trains	for goods yard
Amer Welsh's E	Bridge/Rose Street	Down	F		ght vehicles BV tted freight
	read:- Bridge/Rose Street	Down	F	or 6 fi	ght vehicles BV tted freight es ECS (28/9/86)
	- RULE BOOK, SECTION C				:8 ECS (26/9/66)
Amend	n to Inverness dentry under this hearness Locomotive	Signal ading to read:- Down home	For Mil	backing move	
TABLE J -	- LOCOMOTIVES ASSISTI	NG IN REAR OF TRA			
From	То	Type o Train	of	Conditions	Remarks
Page 11 Add:- Kilwinni	ng Jn to Large				_
Stevenst	on Largs	Engine (Unfit	er's Trains ted)	R '	See Local Instructions Page 32
Largs	Stevenst	on Engine (Unfit	er's Trains ted)	R	See Local Instructions Page 32

This reinstates the item published in Weekly Operating Notice No.16

Amended (27/9/86)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 2 - continued

### Page 12

Add:- Haymarket West Jn (	to Aberdeen				
Dundee Central Jn		F	-		
(This amends the i	tem published in WON	i No.30)		Amended (25	/10/86)
Add :- Perth to Inverness		pag	no.		
Locomotive box	Millburn Jn	ECS	RD	-	
Millburn Jn	Locomotive box	ECS	RD	-	
Add :- Aberdeen to Invern	e <b>s</b> s				
Millburn Jn	Welsh's Bridge	ECS	RD	-	
Welsh's Bridge	Millburn Jn	ECS	RD	-	
Inverness to Wick  Add :-  Welsh's Bridge	Rose Street	ECS	RD	_	
Rose Street	Welsh's Bridge	ECS	RD	-	

SECTION 3

### **GENERAL INSTRUCTIONS**

Page (i) - INDEX

Add:-

Class 318 Electric Multiple Units-Emergency Couplings (1/9/86)

(28/9/86)

Page (ii)

Add:-Instructions for Working of Trains under the Strathclyde (8/11/86) Manning Arrangement.

## LINES WORKED BY THE TRACK CIRCUIT BLOCK SYSTEM

Page 5

General Appendix 2.1 Single lines worked by the Track Circuit Block System - Instructions to Trainmen.

Clause 6 Delete:- Usan - Montrose South

	STATION LIMITS	WHERE	TRACK	CIRCUIT	BLOCK	IS	IN	OPERATION
--	----------------	-------	-------	---------	-------	----	----	-----------

		<u> </u>	<u> </u>	
Signal Box	Area/Location	Line		Remarks

Page 8

Amend: - 4th Perth entry, reference in Remarks column to signal P223 (2/11/86)to read :- signal P221

### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

### SINGLE LINES WORKED BY THE SCOTTISH REGION TOKENLESS BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

Page 11 -	8.	Shunting	keys
-----------	----	----------	------

Add:-

Usan Montrose South

(23/8/86)

Millburn Jn

Locomotive box

(28/9/86)

Delete:-

Hunterston Largs (8/11/86)

### Page 12

### SECTION OF LINE

Add: - Usan to Montrose South

(23/8/86)

Page 21

SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFF Add: - Ardrossan South Beach to Ardrossan Harbour

(14/9/86)

Carmondean Jn to Bathgate Station

## Page 53

## Removal of Obstructions from Overhead Line by Area Manager's

Staff using Insulated Poles.

Amend: - date of Standing Order No.RMEE/EDO/22

to read: - May 1986

(6/9/86)

## Page 53 - Isolation Procedure Amend instruction to read:-

Instructions 44(ii) and 55(ii) in BR.29987 - "Working Instructions for AC Electrified Lines, dated 3rd May 1975" are authorised and apply to all lines controlled from Glasgow Central, Motherwell and Paisley signalling centres. (10/9/86)

### Page 55 - Operation of Thyristor Controlled Traction Units

Amend instruction to read:-

The undernoted Thyristor controlled electric locomotive must not be allowed to run between Shields Jn (exclusive) and Gourock/Wemyss Bay:

Class 87/1 No.87.101

(30/8/86)

## Page 56

 $\overline{\mathsf{Am}}\mathsf{end}$  heading "Route Availability of Class 303/311 and 314 multiple unit trains to read: - Route Availability of Electric Multiple Units. (679/86)

### Page 56

Add:-

Class 318 Electric Multiple Units - Emergency couplings Emergency couplings for use with Class 318 Electric Multiple Units are kept at Shields ETD, Ayr TMD and Motherwell TMD. (1/9/86)

## Page 83

CONTINUOUS BRAKE TRAIN OPERATION	
	Applicable to trains
	with unfitted portion
Line	exceeding (tonnes)

Haymarket West Jn Aberdeen

Delete:-

Dundee Central Jn Camperdown Jn Down and Up (This amends the item published in WON No.30)

Τo

60

Amended (25/10/86)

### Page 84 Add :-

### INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDE MANNING ARRANGEMENT

These instructions apply to the running of radio equipped electric multiple units on the following lines of route :-

Between Glasgow Central and Ayr via Bridge St Jn

Between Glasgow Central and Gourock/Wemyss Bay via Bridge St Jn

Between Glasgow Central and Shields ETD/Corkerhill CSMD via Bridge St Jn (including all lines in the Shields Jn area)

- 1. Correct headcodes and train descriptions must be used at all times.
- 2. With the exception of a platform line, drivers must only carry out the set-up procedure when the train is at a stand at a signal capable of displaying a main red aspect and prefixed "G", "P", "PE", "PG", "PK", "PB", or "PA", or any of the position light signals, not associated with a main aspect, specified below. The set-up procedure must not be carried out at Up Ayr line signal P5A between Arkleston Jn and Hillington West, or at Down Gourock line signal P62A between Langbank and Woodhall. The set-up procedure need only be carried out at the position light signals listed below if the train will commence a journey from the signal concerned.

Position light signals, not associated with a main aspect, where the set-up procedure is permitted (all near Shields Jn area):-

Signal No.	<u>Line</u>	
G532	No.1 Headshunt (Shields ETD	)
G508	Up City Union	

During the set-up procedure, drivers must ensure that the headcode displayed is correct.

- 3. Drivers must not carry out the set-up procedure in a platform line if another train is occupying the platform line ahead up to the exit signal, including No.9 platform at Glasgow Central. When carrying out the set-up procedure in a platform line, the signal number of the first stop signal ahead of the train must be entered. A list of platform signals at terminal stations is shown at the end of these instructions.
- 4. Signalmen must not cancel the description of a terminating train from the train describer apparatus until the train has arrived in a platform or passed clear of all track circuits into a depot and, where the route has not been set automatically, the signal button controlling the route to the platform or depot concerned has been normalised. The same train description must not be used for two trains at the same time.
- 5. These instructions and use of the radio equipment are exempt during all shunting operations including those being carried out on any line between Glasgow Central station platforms and Bridge St Jn.
- Drivers must ensure that radio channel changes take place at the marked locations.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

Page 84 - Add - INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDE

MANNING ARRANGEMENT - continued

 In the event of a train failing and assistance is required, a competent person will be provided to couple the assisting and failed trains.

LIST OF PLATFORM SIGNALS AT TERMINAL STATIONS

Platform No Glasgow Central	Mid Signal*	Exit Signal	Platform No	Exit Signal
			Ayr	
1	G2	G38	ī	PA344
2	G4	G39	2	PA346
3	-	G6	3	PA348
4	_	G8	4	PA352
5	_	G11		
6	-	G13		
7	-	G15	Gourock	
8	-	G18	1	P113
9	G21 & G43	G44	2	P115
10	G35	G45	3	P117
11	G37 & G46	G54		
11A	-	G72	Wemyss Bay	
12	-	G63	1	P139
13	_	G67	2	P138

<sup>\*</sup> First signal quoted is nearest buffer stop.

(28/9/86)

## Page 101

### STABLING OF VEHICLES ON RUNNING LINES AND LOOP LINES

Delete: Cadder Down Goods line from table.

(3/8/86)

### SECTION 4

### LOCAL INSTRUCTIONS

### INDEX

Daga (iv)	rage	
Page (iv) Add :- Largs entry	35	(27/9/86)
Page (v)  Add :- Millerhill Electrification Depot	72	(27/9/86)

### Page 23

### DUMFRIES

## Reception and departure sidings between Dumfries South and Dumfries Station Signal Boxes. Amend 2nd paragraph to read:-

The Down reception and departure siding between these Signal Boxes must only be worked in the Down direction except in the following circumstances:-

- A Locomotive may set back from the Down main line to the Down departure siding for the purpose of attaching to a train.
- A train from the Maxwelltown branch may proceed onto the Down departure via the Down main line.

In both circumstances the train must be brought immediately to a stand inside Signal D88 and await a handsignal from the guard or shunter. (10/8/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

## Page 32

### BETWEEN HUNTERSTON AND LARGS

### Add:-

All unfitted Engineer's trains requiring to work between Hunterston and Largs must have a locomotive in rear in accordance with the conditions authorised in Table J.

(Amended)(22/7/86)

### Page 34

### HUNTERSTON ORE/COAL HIGH LEVEL LOADING TERMINAL

Paragraph 1.12

Amend reference in second line to "Hunterston signal box" to read "Paisley Signalling Centre". (9/11/86)

### , Page 35

### MISK TO STEVENSTON NO.1 (GOODS LINE)

Amend heading and sub-heading to read:-

## MISK TO STEVENSTON (GOODS LINE) BETWEEN MISK AND STEVENSTON

(8/11/86)

### Page 35

Add:-

### LARGS

Friction buffer stops - Drivers of trains, and persons in charge of shunting movements working into Nos.1 and 2 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 A.C.E to have the buffers reset.

(26/9/86)

### Page 35 and 36

Delete: HOLM JN TO ARDROSSAN HARBOUR and relative instructions.

(3/8/86)

## Page 48

### BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)

## ASCENDING

Amend sixth paragraph after tabular information to read:When trains are assisted in front, the train must be brought to a stand at signal C30 or
C31 for the leading loco to be uncoupled. (28/6/86)

## Page 54 AIRDRIE STATION - Add:-

Shunting movements - Drivers of shunting movements proceeding from the Carriage sidings to the Down main line are authorised to drive from the cab nearest the buffer stop provided the provisions of clause 1 of the instructions "Light locomotives, push-pull and multiple-unit trains - driving from the leading cab", appearing at page 2.2 of the General Appendix, are observed. Clause 2(a) of the General Appendix instructions is modified accordingly. (4/10/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

## Page 56 BRIDGETON CENTRAL - Add:-

Shunting movements at Bridgeton CSD - Drivers of shunting movements proceeding from Bridgeton CSD past the signal box towards Bridgeton Central tunnel are authorised to drive from the cab nearest the buffer stop provided the provisions of clause 1 of the instructions "Light locomotives, push-pull and multiple-unit trains - driving from the leading cab" appearing at page 2.2 of the General Appendix are observed. Clause 2(a) of the General Appendix instructions is modified accordingly. (4/10/86)

## Page 57

-:bbA

## CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)

Propelling of trains is prohibited EXCEPT as follows:-

- Between Old Kilpatrick and Dalmuir Riverside Freight trains less than 340ft in length provided a brake van (in which the guard or shunter will ride) is formed as the leading vehicle.
- Between Chivas Regal Sidings and Dalmuir Riverside Fully fitted freight trains less than 170ft in length. (30/8/86)

Page 72

<u>Add</u> :-

### MILLERHILL ELECTRIFICATION DEPOT

Before allowing a train to proceed towards the Electrification Depot the signalman will obtain the permission of the person in charge of the Depot. Such permission must not be given unless the person in charge is satisfied it is safe to do so and no conflicting movement has been permitted.

(17/9/86)

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### INVERNESS

Page 90

Delete:- Working in the wrong direction from Welsh's Bridge to Locomotive signal box on Up line and relative instruction. (28/9/86)

Page 91

Propelling passenger trains Delete:- Final paragraph.

(28/9/86)

Millburn Yard ground frame -

Amend heading and relative instructions to read:-

Millburn Yard - When Millburn yard is unstaffed, the guard of a train terminating there, on arrival via the Up Aviemore line or Up Independent line, must ensure that all points within the yard are properly set for a movement in to an empty siding.

When Millburn yard is unstaffed, the guard of a train departing from the yard must ensure that all points are properly set for a movement from the yard to the main line and then advise the signalman at Millburn Jn that the train is ready to depart. The guard must not signal the driver to start the train until the yard exit signal has been cleared. (27/8/86)

### The Rule Book, Section H, clause 8.1(d)

Amend Instruction to read:-

ECS being propelled on the Forres single line from Millburn signal box must carry a red light on the leading vehicle. (28/9/86)

### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

### MISCELLANEOUS INSTRUCTIONS

## \* \* SCOTTISH REGION SECTIONAL APPENDIX - RE-ISSUE OF PAGES

A re-issue of pages of the above publication, Replacement Pages - Issue No.2 has been printed and distributed, and is in operation.

All staff issued with the Sectional Appendix who have not received a copy of this re-issue should advise their Supervisor.

Note: - Page 1 of Section 2 and Page 1 of Section 3 may have been transposed in collation. (MR/OP PUB SA) (Amended 18/10/86)

### ROLLER LOADER

The vehicles are flat salmon wagons equipped with permanently mounted Atlas/Hiab telexopic jib cranes which are capable of traversing the length of the vehicles.

The maximum permitted speed of the vehicles is 45m.p.h. and they must be marshalled in 1 train formation.

The cranes are within gauge when in the stowed position.

The cranes must be kept in the stowed position unles the line or siding in which they are working is in the Absolute Possession of the Engineer.

The cranes must not be worked on, or adjacent to lines electrified by Overhead Line Equipment unless a Permit to Work has been issued.

When work may foul adjacent/opposite line (o) the line (o) concerned must be protected in accordance with the Rule Book, Section T, Part III or Part IV.

The cranes are fitted with a stop device which limits the jibs to working on one side only. When the cranes are in use the stop device must be padlocked in the required (25/10/86)position and the keys held by the crane operator.

### POLMADIE CSMD

UNTIL FURTHER NOTICE Departure Road No.4 has been secured out of use. To facilitate reconstruction work, mechanical equipment is in use.

Trainmen and other staff must exercise care when working in this area.

(13/10/86)

## HAMILTON CENTRAL STATION

The 3 car stop marker on the Down platform has been temporarily repositioned 82 yards nearer the Newton end of the platform.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

### SHIELDS TO TERMINUS JN (UP THROUGH TERMINUS)

UNTIL FURTHER NOTICE - The line between Shields and Terminus Jn has been secured out of use. (27/10/86)

### AYRSHIRE ELECTRIFICATION

UNTIL FURTHER NOTICE - Electric locomotives are prohibited from working over the Ayrshire lines and the Up and Down Largs lines. Amended (3/11/86)

Refer PON 28D, Miscellaneous Instructions, page 51.

### AYRSHIRE LINES

Delete: - Between Kilwining and Bogside - Up Ayr.

(9/11/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

### MISCELLANEOUS INSTRUCTIONS - continued

### WESTERTON

The down platform has been permanently shortened at the Singer end by 9 yards and lengthened at the Anniesland end by 9 yards. The 3 and 6 car stop markers have been repositioned accordingly.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (MR/NOT3A)(26/10/86)

### DUNFERMLINE STATION

The Down platform at the Townhill end, previously temporarily shortened, has now been reinstated to its former length.

### TEMPORARY SPEED RESTRICTIONS - SPEED SIGNS

Experimental speed signs with black "20" figures on a yellow background, are in use in the Warning Board and Speed Indicators for the following temporary speed restrictions:-

	Lines	Mileage At or between				Restri- ction	-
Location	affected	<u>м</u>	Yd	M	Yd	mph	Remarks
Crosshill	Inner	1	341	0	1500		
Dundee Central Jn and Tay Bridge South	Up	57	220	56	910		

Drivers and Traction Inspectors who travel over these speed restrictions are requested to submit their comments on the sighting comparison between the experimental yellow/black signs and conventional blue/white signs to:-

Regional Operations Manager (Ref. MR/TSR/1) Room 359 ScotRail House Glasgow

Amended (MR/TSR/1) (1/11/86)

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### TEMPORARY SPEED RESTRICTIONS - EXPERIMENTAL INDICATOR

For a trial period, a black and white diagonally striped board with 2 vertical high powered flashing lights will be located adjacent to the portable AWS magnet at one of the Temporary Speed Restrictions published in the Weekly Operating Notice on each of the following routes:-

Edinburgh Waverley to Glasgow Queen St (via Falkirk High) Bridge Street Jn to Stranraer

The purpose of the experiment is to evaluate the effectiveness of the board.

Drivers and Traction Inspectors are requested to submit any comments they may have on the sighting of the board to:-

ROM (Ref MR/RB/U) Room 359 ScotRail House Glasgow

(MR/RB/U) (8/11/86)

#### WON-D29

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANEOUS INSTRUCTIONS - continued

PON No.28D Page 38

3

## PERMANENT SPEED RESTRICTIONS ADVANCE WARNING BOARDS

Amend second sentence to read:The sign, shaped like an inverted triangle, has black numerals on a white background with a yellow border.

### PERMANENTLY COUPLED 2 x 45 TONNE VANS

The DB (West German Railways) are in the process of manufacturing 200 x 45 tonne 2-axle vans which will be permanently coupled in pairs. These wagons will be operated in Europe and this country conveying general merchandise traffic.

Each pair of wagons will be identified by a single number in the following series:-

2380 2794000-2 to 2380 2794099-4

With these wagons only one in each pair is fitted with a distributor, in the event of a coupling breaking the brakes would only be applied on the wagon fitted with the distributor as the air supply to the "slave wagon" would be lost when the intermediate pipes parted.

Please note that these wagons must not be included in a fully fitted block train of this type of wagon nor must they be included in the rearmost three positions of a conventional Speedlink train.

(MPF/491/CA) (10.11.86)

The attention of Drivers and Guards is drawn to the need to comply fully with the provisions of the Rule Book, Section H, clauses 5.7 and 5.9 where a train has stopped out of course at a station platform. Failure to do so may have fatal consequences, either to a colleague or a member of the public.

(MR/NOT/3) (8/11/86)

Drivers are reminded that passengers should not be conveyed in driving cabs and, so far as staff in the course of their duty are concerned, the provisions of the Rule Book, Section B, clause 5.12 must be strictly applied.

(MR/NOT3) (8/11/86)



No.34

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 15 NOVEMBER to
FRIDAY 21 NOVEMBER 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER



## WARNING



## A.C. ELECTRIFICATION

### ENERGISATION OF OVERHEAD LINE EQUIPMENT

Additional equipment as detailed below, has been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

Overhead line equipment

Location	Lines affected	At or between
Dubbs Jn and Ardrossan South Beach	Up and Down Largs	Existing live equipment at structure Nos.LB/02/01 and LB/02/02 to LB/08/13 (Up and Down Largs single) and LB/08/14 (Up Freight Single)
Ardrossan South Beach and 30 miles 1740yds (between Ardrossan South Beach and West Kilbride)	Up and Down Largs Single	Structure Nos.LB/08/13 and LB/08/25
Ardrossan South Beach and Ardrossan Harbour	Single	
Ardrossan South Beach	Down Siding	

## LINESIDE BUILDINGS

All concerned to note that the bare wires from the roof of the undernoted Feeder Station to the adjacent overhead line equipment and the Electricity Board incoming supply cable are energised at 25,000 volts and must be considered ALIVE at all times.

South Beach Feeder Station - located on the North side of the Up Freight single line, 50 yards on the Largs side of Ardrossan South Beach Station.

IT IS EMPHASISED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE.

(MR/EL/14/E/3/86)

## SECTION A

### TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified)

Warning Boards and indicators provided unless otherwise shown.

f Indicates that the Warning Boards and Indicators will be moved as the work progresses.

Where two speeds are shown for restriction eg  $\frac{20}{40}$  The Rule Book, Section U, Clause 1.2 applies.

		Line	s		Mil At or	eage betw	een	Restri- ction	
Loca	ation	af fec		М		М		mph	Remarks
CARI	ISLE TO GLASGOW CEN	VT RAL							
1	Abington	Down	-	58	820	58	940	$\frac{20}{40}$	Trackwork. (86/33)
2	Abington and Symington GF	-	Up	58	1240	58	820	<del>20</del> 40	Trackwork. (86/33)
3	Cleghorn LC	Down	-	76	500	76	540	<del>20</del> <del>40</del>	Trackwork. (86/33) Finishes 15 00 Sun 16 Nov
3 <b>A</b>	Law Jn	-	Up	84	486	84	376	20	Condition of track. (86/33)
4	Shieldmuir Jn and Garriongill Jn	-	Up	86	1046	86	166	$\frac{20}{40}$	Trackwork. (86/32) Finishes 15 00 Sun 16 Nov
5	Motherwell and Shieldmuir Jn	-	Up	88	880	88	000	20	Trackwork. (86/34) Begins 15 00 Sun 16 Nov.
6	Uddingston Jn	Down	-	93	000	93	1087	<del>20</del> <del>40</del>	Trackwork. (86/32)
7	Uddingston Jn	Down	-	93	1087	93	1220	40	Condition of track. (86/24)
8	Polmadie and Larkfield Jn	Down Clyde sdale		100	1500	101	44	20	Condition of track. (86/20)
MIDO	CALDER JN TO HOLYTON	N JN							
9	Hartwood and Bellside GF	Down	-	6	980	6	985	40	Condition of track. (86/4)
LAW	JN TO UDDINGSTON JN	<u>1</u>							
10	Law Jn	Down	-	84	200	84	486	20	Condition of track. (86/33)
10A	Holytown Jn and Ravenscraig No.2	-	Up	88	1340	88	1260	40	Condition of track. (86/23)

						eage		Restri-	
Loc	ation	Line affec		M	At or Yd	betwe M	en Yd	ction mph_	Remarks
LAR	KFIELD JN TO SHIELDS	JN							
	Terminus Jn and Shields Jn	Down	-	101	1140	101	1320	20	Condition of track. (86/63)
GRE	TNA JN TO EGLINTON S	TREET	<u>ји (</u> V	'IA KI	LMARNO	CK)			
12	Dumfries South	Down	-	92	1100	92	920	$\frac{20}{40}$	Condition of track. (85/50)
13	Dumfries South	-	Up	92	920	92	1100	40	Condition of track. (85/43)
14	Dumfries Station	Down	-	92	60	91	1320	20	Trackwork. (86/29)
15	Kay Park GF and Hurlford	-	Uр	35	440	35	1000	20	Trackwork. (86/34)  Begins 00 30 Sun 16 Nov.
MU1	RHOUSE CENTRAL JN TO	MUIRH	OUSE	NORTH	JN (V	IA C	ATHCAR	T) (CATHO	CART CIRCLE)
	Crosshill	Inner			340		1500	20	Trackwork. (86/30) See Section 'D'.
BRI	DGE STREET JN TO STR	ANRAER							
17	Shields Jn	Down	-	1	88	1	220	20	Condition of track. (86/33)
17A	Lochwinnoch and Johnstone	-	Up	12	740	11	1600	75	Condition of track. (86/34)
18	Lochwinnoch and Johnstone	_	Up	12	1620	12	740	20	Begins 10 00 Wed 19 Nov.  Trackwork. (86/34) Begins 10 00 Sun 16 Nov.
19	Glengarnock and Lochwinnoch	-	Up	16	1150	16	200	20	Trackwork. (86/30) Finishes 10 00 Sun 16 Nov.
20	Glengarnock and Brownhill	Down	-	20	500	20	1380	20	Trackwork. (86/32)
21	Kilwinning Jn and Dalry	-	Up	25	1375	25	820	20	Trackwork. (86/30) Finishes 10 00 Sun 16 Nov.
SHI	ELDS JN TO CORKERHIL	L CSMD	(GOC	DS LI	NE)				
21A	Shields Jn	-	Up	1	440	1	110	20	Condition of track. (86/33)
PAI	SLEY TO GOUROCK								
22	Bishopton and Langbank	Down	-	114	635	114	1500	20	Trackwork. (86/33)
23	Newton Street Tunnel	-	Up	124	880	124	320	20	Trackwork. (86/33)
WEM	YSS BAY JN TO WEMYSS	BAY							
24	Wemyss Bay Jn and Containerbase	Down	-	. 0	120	0	640	20	Trackwork. (86/25)

				_	Mil	eage		Restri-		
Loc	ation	Line affec		M	At or Yd	betwe M		ction mph	Remarks	
		urreo				<del></del>				
KIL	WINNING JN TO LARGS									
25	Stevenston LC and Salcoats	Down	-	29	192	29	601	20	Trackwork. Finishes 10 00	(86/29) Sun 16 Nov.
26	West Kilbride and Ardrossan South Beach	-	Up Freigl		1100	33	440	20	Trackwork.	(86/26)
27	NOT USED									
MOT	HERWELL TO PERTH									
28	Greenfoot LC and Cumbernauld	Down	-	99	30	99	1120	$\frac{20}{40}$	Trackwork.	(86/32)
29	Plean Jn and Polmaise	Down	Up	116	500	116	520	<del>20</del> 40	Condition of t	rack. (86/31)
30	Dunblane and Greenloaning	Down	-	124	1020	124	1180	20	Condition of U	B No.6. (86/33)
î.n.i t	FELFT MODTH IN TO BU	THEBOT	EN FAC	T 111						
WIL	FFLET NORTH JN TO RU	IHEKGL	EN EAS	1 JN						
31	Langloan Jn and Carmyle Jn	Down	-	2	1300	2	1230	20	Condition of t	rack. (86/10)
EDI	NBURGH WAVERLEY TO G	LASGOW	QUEEN	STR	EET (V	IA F	ALK I RE	( HIGH)		
32	Haymarket Station	Down North	<b>-</b>	1	470	1	570	20	Trackwork.	(86/32)
33	Haymarket Station	-	Up South	45	1720	46	000 530	) 20 )	Trackwork.	(86/32)
				1	530	1	470	)		
				0 <b>v</b>	erall	mile	age =	100yd		
34	Haymarket West Jn and Newbridge Jn	Down	-	43	820	42	1460	20	Trackwork. Finishes 15 00	(86/33) Sun 16 Nov.
35	Haymarket West Jn and Newbridge Jn	Down	-	43	820	42	1460	<del>20</del> <del>40</del>	Trackwork. Applies 15 00 15 00 Wed 19 N	
36	Greenhill Upper Jn and Falkirk High	-	Up	18	236	18	1116	30 60	Trackwork.	(86/32)
AIR	DRIE TO HELENSBURGH									
37	Bellgrove	Down	Up	1	000	0	1600	20	Trackwork.	(86/33)
38	MOT USED									

		Line	_		Mil t or	eage		Restri~ ction	
Loc	ation	af fec		<u>м</u>	Yd	M	Yd	mph	Remarks
TWE	EDMOUTH TO EDINBURG	H WAVER	LEY						
39	Grantshouse and Reston GSP	-	υp	43	650	44	1304	20	Trackwork. Applies 01 40 to 06 55 daily Tue 18 to Thu 20 Nov.
40	Prestonpans	-	Up Loop	9	980	9	1680	20	Trackwork. (86/33)
41	Monktonhall Jn and Prestonpans	-	Up	8	00	8	704	$\frac{20}{40}$	Trackwork. (86/32) Finishes 15 00 Sun 16 Nov
TWE	EDMOUTH TO EDINBURG	H WAVER	LEY -	cont i	nued				
42	Monktonhall Jn and Prestonpans	-	Up	8	00	8	704	20	Trackwork. (86/34) Begins 15 00 Sun 16 Nov.
43	Prestonpans and Monktonhall Jn	Down	-	8	704	8	00	20	Trackwork. Applies 04 00 to 16 30 Sun 16 Nov.
MON	KTONHALL JN TO MILLI	ERHILL	SOUTH	JN					
44	Monktonhall Jn and Millerhill South Jn	Down	Up	0	1628	0	770	20	Trackwork. (86/34) Begins 08 00 Sun 16 Nov.
MIL	LERHILL TO PORTOBEL	LO (GOO	DS LIN	<u>E)</u>					
45	Millerhill and Niddrie South Jn	Down	Up	4	1280	4	1100	20	Condition of track. (85/22)
NID	DRIE SOUTH JN TO HA	YMARKET	WEST	<u>J N</u>					
46	Niddrie South Jn and Craiglockhart Jn	Down	-	4	1440	4	570	20	Trackwork. (86/32)
HAY	MARKET WEST JN TO A	BERDEEN	!						
47	Thornton North and Sinclairtown	-	Up	<b>30</b>	880	30	396	20	Trackwork. (86/34) Begins 09 00 Thu 20 Nov.
48	Dundee Central Jn and Tay Bridge South	-	Up	57	220	56	910	20	Trackwork. (86/28) See Section 'D'.

		1			leage		Restri-	
Loc	ation	Lines affected	М	At or Yd	betwe M	een Yd	ction mph	Remarks
	MADVET WEST IN TO AD	EDUELN	continu	ad .	,			<u> </u>
<u>na y</u>	MARKET WEST JN TO AE	DERUEEN - (	Loue Inv	-				
49	Tay Bridge South	Down -	56	910	57	220	30	Trackwork.
	and Dundee Central							Applies 23 30 Sat 15 to
	Jn							16 15 Sun 16 Nov.
50	Arbroath LC	Down Up	21	880	22	00	70	Condition of track.
	and Inverkeilor							(86/29)
51	Carmont LC	- / Jup	/ 221	880	220	1660	40	Trackwork.
	and Stonehaven	,	han					Applies 23 30 Sat 15 to 08 00 Sun 16 Nov.
							•	00 00 00 00 10 10 10
		. *						
LAD	YBANK IN TO HILTON J	N						
52	Ladybank Jn and	Single	5	1680	6	00	20	Bridgework (UB No.13)
	Clatchard Craig	ŭ		·				(86/8)
	South GF							
	,	•						
PER	TH TO INVERNESS							
53		Down -	151	1120	152	280	$\frac{20}{40}$	Trackwork. (86/32)
	Stanley Jn						40	Finishes 10 00 Fri 21 Nov.
54	Stanley Jn	- Up	152	280	151	1120	40	Trackwork.
	and Perth	•						Applies 22 00 Sat 15 to
								24 00 Sun 16 Nov.
55	Stanley Jn and	Single	7	180	7	1130	20	Trackwork. (86/34)
	Morthly LC		·		•		40	Begins 10 00 Fri 21 Nov.
	<b></b> •							
56	Blair Atholl LC	Down Up	41	480	41	580	20	Bridgework (UB No.99)
	and Dalnacardoch GF							(86/33) Finishes 10 00 Fri 21 Nov.
ABE	RDEEN TO INVERNESS							
57	Rosarie LC	Single	27	198	26	1078	30	Condition of track.
	and Elgin			-,,			<del>50</del>	(85/33)
	•			<b></b> .				
58	Allan Fearn LC (AOCL) and	Single	140	550	140	1290	<u>20</u> 40	Trackwork. (86/32)
	Raigmore LC						40	
	<del>g</del> <del></del> -							
* . = -	nnungg mo /							
TWA	ERNESS TO WICK							
59	Foulis LC (RG)	Single	24	1660	25	330	20	Trackwork. (86/32)
	and G. Wood GF (S)	<b>0</b>					<del>- •</del>	Finishes 10 00 Fri 21 Nov.
40	H-44 10 (1001)	. 0! = . 1 .		200	155	0.00	00	
υO	Watten LC (AOCL) and Wick	Single	155	300	133	820	20	Trackwork. (86/33) Finishes 14 00 Fri 21 Nov.
	GIIG WICK							ETHISHES 14 OO LL 71 NOA

		Lines	,		leage betwe	een	Restri- ction	•	
Location		affected	м		М		mph	Remarks	
DIN	GWALL TO KYLE OF LOCE	<u>IALSH</u>							
61	Achnasheen and Achnashellach	Single	32	1500	32	1560	20	Bridgework (UB No.81). Applies 20 00 Sat 15 to 10 00 Fri 21 Nov.	
62	Strathcarron LC (AOCL) and Attadale Halt	Single	48	160	48	1550	20	Trackwork. (86/28) Finishes 10 00 Fri 21 Nov.	

## TEMPORARY ENGINEERING WORKS

At	or between	Lines affected	Remarks
	LISLE TO GLASGOW		
63	Shieldmuir Jn and Motherwell	A11	00 00 to 05 00 daily. Signalling work.
64	Glasgow Central	A11	00 00 to 06 00 daily. Signalling work.
SAT	URDAY 15 NOVEMBER		
65	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 50 to 05 10. Overhead line work.  Trains diverted via Wishaw Central. Isolation of electrical sections MCl(f) and MC2(a).
66	Glasgow Central	Top Platforms No.11 BLOCKED	00 30 to 05 30. Track renewal at points No.319A.
SAT	URDAY 15 and SUND	AY 16 NOVEMBER	
67	Glasgow Central	Nos.4 and 5 Carriage Sidings BLOCKED	00 00 Sat to 15 30 Sun. In connection with engineering work at Glasgow Central.
SUN	DAY 16 NOVEMBER		
68	Carlisle South Jn	Ali	07 30 to 16 00. Signalling work. Points and signals disconnected.
69	Caldew Jn	All	07 30 to 15 00. Signalling work. Points and signals disconnected.
70	Kirtlebridge GF and Lockerbie	Down and Up Between Trains	07 30 to 16 30. Track renewal.
71	Beattock North	All	08 00 to 17 00. Signalling work.
72	Abington and Symington GF	Down and Up Between Traces	07 30 to 16 30. Bridgework (UB No.352).
73	Carstairs South Jn and Lanark Jn	All BLOCKED	07 00 to 16 30. Overhead line work. Possession to be given up for passage of 1011 09 50 Glasgow Cen to Poole over Up line. Isolation of electrical sections MC3 and 4.
74	Law Jn and Lanark Jn	Up BLOCKED Down BLOCKED	07 00 to 16 15 ) Track renewal, track maintenance 07 00 to 16 45 ) and loading material.  Possession to be given up for the passage of 1011, 09 50 Glasgow Central to Poole over Up line.
75	Shieldmuir Jn and Law Jn	Up BLOCKED	08 45 to 11 00. Track maintenance.
76	Shieldmuir Jn	A11	08 00 to 17 00. Signalling work.
77	Shieldmuir Jn and Motherwell	Down and Up BLOCKED	07 00 to 15 30. Track renewal at Points No.204.  Possession to be given up for the passage of 1011, 09 50 Glasgow Central to Poole over Up 1 Tine. Isolation of electrical sections MCl and 2.

SECTION F	з.	<ul> <li>TEMPORARY</li> </ul>	ENGINEERING	WORKS	_	continued
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88 Glasgow Central All

At	or between	Lines affected	Remarks
CAR	LISLE TO GLASGOW (	CENTRAL - continued	
	Motherwell (jn	All BLOCKED	00 30 to 05 30. Overhead line work. <u>Isolation of electrical sections MN1 and 2 and ML1 and 2</u> .
79	Motherwell and Uddingston Jn	Down and Up BLOCKED	07 00 to 16 00. Track renewal. Possession to be given up for the passage of 1011, 09 50 Glasgow Central to Poole over Up line.
80	Motherwell (jn with Coatbridge and Hamilton lines)	A11	08 00 to 17 00. Signalling work.
81	Uddingston Jn	A11	08 00 to 17 00. Signalling work.
82	Rutherglen East Jn and Newton West Jn	Down Main BLOCKED	01 00 to 08 00. Overhead line work. Possession to be given up for the passage of 1807, 21 00 Euston to Inverness over Up line. Isolation of electrical sections EN1, 2, 3 and 4.
83	Polmadie and Rutherglen East Jn	Up Fast BLOCKED Down Slow BLOCKED Down Fast and Up Slow BLOCKED (to electric trains) Down Fast BLOCKED	00 00 to 16 00 ) Track renewal at points Nos.971B
84	Polmadie and Eglinton Street Jn	Down and Up Slow BLOCKED Down and Up Fast BLOCKED	00 30 to 04 00 ) Tunnel work (Eglinton Street).  04 00 to 08 00 ) Polmadie diverted via Glasgow  Central. Isolation of electrical  sections EN1 to 4.
85	Polmadie	A11	08 00 to 17 00. Signalling work.
86	Polmadie and Larkfield Jn	Down and Up Clydesdale and Down Holding Sidings BLOCKED Down Fast BLOCKED (to electric trains)	08 00 to 18 00. Overhead line work.  Isolation of electrical sections EN2(b to h),  EB1(j) and EB2(a).
87	Larkfield Jn and Bridge Street Jn	Down and Up Fast, and Nos.3 and 4 lines BLOCKED No.1 Down and Up lines BLOCKED (to electric trains)	00 00 to 08 00. Overhead line work Isolation of electrical sections EN1 and 2 and EG1,2,3 and 4.

08 00 to 17 00. Signalling work.

			WON-B3
		RY ENGINEERING WORKS ~	
At	or between_	Lines affected	Remarks
		CENTRAL - continued	
SU	NDAY 16 NOVEMBER -	continued	
89	Glasgow Central	Nos.3,4 and X lines Nos.4 and 5 Carriage Sidings and platforms Nos.3 and 4 BLOCKED No.1 Down and Up W line, Nos.2, 3, and 6 Carriage Sidings and Platforms Nos.1 and 2 and Nos.5 to 9 BLOCKED (to electric trains)	00 00 to 15 30. Track renewal. Isolation of electrical sections EG1 and 2, EG3(a,b,c,d,e,f and g) and EG4 (d and e).
90	Glasgow Central	No.3 Line BLOCKED	08 00 to 18 00. Track renewal at points No.361B.
91	Glasgow Central	W line BLOCKED	00 00 to 08 00. Track renewal at points No.318.  No access to Platform No.2.
MON	IDAY 17 NOVEMBER		
92	Newton West Jn and Rutherglen West Jn	Down and Up Main/ Fast and Down Slow BLOCKED Up Slow BLOCKED (to electric trains)	00 05 to 05 05. Overhead line work. Electric hauled trains diverted via Cathcart Circle (Queens Park). Isolation of electrical sections EN1, 2, 3 and 4, MN1 (a), MN2 (i) and MN5 (d).
93	Rutherglen West Jn and Polmadie	Down and Up Slow BLOCKED	OO 00 to 05 00. Overhead line work.  Possession of Up Slow to be given up for passage of 1N57 03 25 Glasgow Cen to Stirling.  Isolation of electrical sections EN1,2,3, and 4.
TUE	SDAY 18 NOVEMBER		
94	Gretna Jn and Quintinshill	Down BLOCKED	07 00 to 09 00. Track renewal.
95	Shieldmuir Jn and Garriongill Jn	UP BLOCKED	02 00 to 05 15. Track renewal.
96	Motherwell and Shieldmuir Jn	Up <u>Between Trains</u>	00 50 to 05 30. Track maintenance.
97	Polmadie and Larkfield Jn	Down Clydesdale BLOCKED	00 00 to 05 00. Track maintenance.
TUE	SDAY 18 and WEDNE	SDAY 19 NOVEMBER	
98	Lanark Jn and Law Jn	Down Between Trains	08 00 to 12 00 daily. Track maintenance.
THE	SDAY 18 to ERIDAY	21 NOVEMBED	

	SDAY 18 to FRIDAY Symington GF and Carstairs South Jn	Down BLOCKED	06 45 to 10 30 daily. Overhead line work. Isolation of electrical section LC4.
100	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 50 to 05 10 daily. Overhead line work and track maintenance. Trains diverted via Wishaw Central. Isolation of electrical sections MCl(f) and MC2(a).

At or between

Lines affected

Remarks

CARLISLE	TO	GLASGOW	CENTRAL	-	continued

WEDNESDAY 19 NOVEMBER

102 Beattock North and Summit

Down BLOCKED

07 10 to 09 50. Track renewal and track

maintenance.

103 Summit

Down Loop Between Trains Up Loop

Between Trains

10 00 to 13 00 ) Track maintenance.

13 00 to 16 00

104 Law Jn and

Lanark Jn

Up BLOCKED

Up BLOCKED

02 00 to 05 00. Track renewal.

105 Rutherglen East Jn and

01 45 to 05 00. Track maintenance.

Newton West Jn

No.4 Line BLOCKED

00 00 to 01 00. Track maintenance.

106 Glasgow Central

WEDNESDAY 19 and THURSDAY 20 NOVEMBER

107 Summit and Beattock

Up BLOCKED

02 40 to 05 50 daily. Track renewal and track

maintenance.

THURSDAY 20 NOVEMBER

and Beattock

108 Wamphray GF

Down BLOCKED

06 40 to 09 50. Track renewal.

LANARK TO LANARK JN SUNDAY 16 NOVEMBER

109 Lanark

Single

08 00 to 17 00. Signalling work.

SUNDAY 16 and MONDAY 17 NOVEMBER

110 Lanark and Lanark Jn

Single BLOCKED 18 00 Sun to 05 30 Mon. Overhead line work. Isolation of electrical section MC4 (e).

CARSTAIRS SOUTH JN TO HAYMARKET EAST JN

UNTIL FURTHER NOTICE

lll Slateford Jn and Haymarket East Jn

Down Between Trains

07 00 to 16 00 daily. Construction work.

Mechanical equipment in use.

SUNDAY 16 NOVEMBER

112 Auchengray LC and Midcalder Jn

Down and Up Between Trains 08 00 to 16 00. Signalling work (Auchengray LC).

MIDCALDER JN TO HOLYTOWN JN

SUNDAY 16 NOVEMBER

113 West Calder and Benhar Jn Down BLOCKED Up BLOCKED

00 00 to 09 30 ) Track maintenance and track 00 00 to 08 15 ) renewal between 18m440yd and

11m1220yd.

		WON-B5
	Y ENGINEERING WORKS -	
At or between	Lines affected	Remarks
LAW JN TO UDDINGSTON UNTIL FURTHER NOTICE	<del></del>	
ll4 Wishaw Central and Wishaw Central Jn	A11	00 00 to 05 00 daily. Signalling work.
SUNDAY 16 NOVEMBER 114A Law Jn and Wishaw Central	Down and Up BLOCKED	06 00 to 16 00. Unloading rails. <u>Isolation of electrical sections MCl and 2</u> .
WISHAW CENTRAL JN TO UNTIL FURTHER NOTICE		•
115 Wishaw Central Jn and Shieldmuir Jn	A11	00 00 to 08 00 daily. Signalling work.
MOTHERWELL TO NEWTON SUNDAY 16 NOVEMBER	EAST JN (VIA HAMILTO	<u>n)</u>
116 Motherwell and Hamilton West	Down and Up BLOCKED	on 45 to 08 00. Loading material, track renewal at Points Nos.56A and B, tunnel work (Barncluith) and undertrack excavation (SSEB). Possession to be given up for the passage of 1807, 21 00 Euston to Inverness over Up line. Isolation of electrical section MH1.
NEWTON WEST JN TO CA SUNDAY 16 NOVEMBER	THCART WEST JN	
117 Cathcart	A11	08 00 to 17 00. Signalling work.
TUESDAY 18 to FRIDAY 118 Newton West Jn and Cathcart West Jn		00 00 to 05 30 daily. Overhead line work. Isolation of electrical sections MN5 and 6.
RUTHERGLEN CENTRAL J SUNDAY 16 NOVEMBER	N TO FINNIESTON	
119 Rutherglen North Jn and Finnieston	Down and Up BLOCKED	00 00 to 08 00. Track renewal. Isolation of electrical sections PR1 and 2.
LARKFIELD JN TO'SHIE SUNDAY 16 NOVEMBER	LDS JN	
120 Larkfield Jn and Shields Jn	Down and Up BLOCKED	08 00 to 18 00 ) Overhead line work. <u>Isolation</u> ) of electrical sections EB1 (j), EB2 (a) and EN2 (e and f).
	N ST JN (VIA KILMARNO	<u>CK)</u>
SUNDAY 16 NOVEMBER 121 Thornhill and Dumfries Station	Up Between Trains Up BLOCKED Down BLOCKED	00 00 to 02 45 ) Track renewal, track 02 45 to 09 45 ) maintenance and work on 06 40 to 14 00 ) overhead cable (SSEB).
122 Thornhill and Kirkconnel	Down BLOCKED	00 00 to 14 15. Track maintenance. Single line working over Up line, 02 15 to 07 15.
123 Hurlford and Mauchline	Up BLOCKED	01 45 to 09 00. Track renewal.

07 00 to 17 00. Track renewal.

Single Between Trains

124 Lugton and Barrhead SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between Lines affected Remarks

GRETNA JN TO ECLINTON\_ST JN (VIA KILMARNOCK) - continued

MONDAY 17 NOVEMBER

125 Dumfries South 08 00 to 14 30. Track maintenance. Down and Up and Dumfries Between Trains

Station

MONDAY 17 and TUESDAY 18 NOVEMBER

126 Auchinleck and Down BLOCKED 19 40 Mon to 02 00 Tue. Track renewal.

Mauchline

TUESDAY 18 NOVEMBER

127 Dumfries South Down and Up 00 00 to 07 00. Track maintenance. and Dumfries Between Trains

Station

TUESDAY 18 to FRIDAY 21 NOVEMBER

Down and Up BLOCKED 00 30 to 06 00 daily. Overhead line work, track 128 Muirhouse renewal and drainage. Isolation of electrical Central Jn

sections EG3 (i), EG4 (a) and EW1 to 6, 00 30 and Eglinton

Street Jn to 05 00.

KILMARNOCK TO BARASSIE UNTIL FURTHER NOTICE

129 Kilmarnock and 08 00 to 18 00 daily. Bridgework (OB No.4B). Single

Gatehead LC

SUNDAY 16 NOVEMBER

07 00 to 24 00. Track renewal, bridgework 130 Kilmarnock and Single BLOCKED

Barassie (OB No.4B) and signalling work.

MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE) SUNDAY 16 NOVEMBER

Inner and Outer 00 00 to 08 00. Earthwork (Queens Park), 131 Cathcart North Jn and BLOCKED erecting scaffolding, track renewal and track maintenance. Isolation of electrical sections Muirhouse

North Jn (via EWl and 2. Oueens Park)

THURSDAY 20 and FRIDAY 21 NOVEMBER

Inner and Outer 00 30 to 05 30 daily. Overhead line work. 132 Cathcart Isolation of electrical sections EWI to 6. West Jn and BLOCKED.

Muirhouse

Central Jn (via) Maxwell Park)

BRIDGE STREET JN TO STRANRAER UNTIL FURTHER NOTICE

133 Bridge Street Branches Nos.1 08 00 to 16 00 daily. Work on lineside wall. and 2 .In

00 00 to 06 00 daily. Signalling work. 134 Bridge Street All Jn and Cardonald

135 Glengarnock Down and Up 08 00 to 17 00 daily. Platform work. Crane and

mechanical equipment in use.

Remarks

BRIDGE STREET JN TO UNTIL FURTHER NOTICE	STRANRAER - continued	<u>!</u>
136 Glengarnock and Kilwinning Jn	Down and Up	08 00 to 18 00 daily. Bridgework (OB No.49) and Station work (Dalry and Kilwinning).
137 Bogside and Irvine	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (UB No.21). Crane and mechanical equipment in use.
138 Irvine	Down and Up Between Trains	08 00 to 17 00 daily. Platform work.
139 Prestwick	Down and Up Between Trains	08 00 to 18 00 daily. Station work.
140 Ayr	All Between Trains	08 00 to 16 00 daily. Platform work.
SUNDAY 16 NOVEMBER		
141 Paisley and Johnstone	Down and Up Main and Up Loop BLOCKED	00 00 to 09 45. Drainage. Isolation of electrical sections EL1 and 2, SL3 and 4 and SA1 to 4, 01 00 to 08 00.
142 Johnstone and Lochwinnoch	Down and Up BLOCKED	00 00 to 09 45. Drainage, slip treatment, track renewal and track maintenance. <u>Isolation of electrical sections ELl and 2, 01 00 to 08 00</u> .
143 Glengarnock and Kilwinning Jn	Down and Up BLOCKED	00 15 to 09 45. Track renewal, track maintenance and drainage. Isolation of electrical sections SL3 and 4, 01 00 to 08 00.
144 Kilwinning Jn	Up BLOCKED	00 30 to 09 45. Track renewal.
145 Irvine and Barassie	Down and Up BLOCKED	00 30 to 09 45. Signalling work.
146 Barassie and Ayr	Down and Up BLOCKED	00 30 to 09 30. Signalling work.
147 Dalrymple Jn and Kilkerran LC	Single BLOCKED	06 30 to 16 15. Drainage.
148 Girvan and Pinwherry	Single BLOCKED	08 00 to 16 30. Bridgework (OB No.14) and track maintenance.
149 Pinwherry and Barrhill	Single BLOCKED	10 30 to 13 30. Track maintenance.
150 Barrhill and Glenwhilly	Single BLOCKED	00 30 to 10 30. Track maintenance.
151 Dunragit LC and Stranraer	Single BLOCKED	07 00 to 17 00. Track renewal.
TUESDAY 18 NOVEMBER		
152 Elderslie and Lochwinnoch	Down and Up BLOCKED	00 00 to 05 45. Track maintenance.

SECTION B - TEMPORARY ENGINEERING WORKS - continued	SECTION	В	_	TEMPORARY	ENGINEERING	WORKS	_	continued
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SECTION B - TEMPOR	AKI ENGINEEKING WORKS	- continued	
At or between	Lines affected	Remarks	

BRIDGE	STR	EET	JN	TO	STRANRAER	-	continued
THURSD		<del>~ ~~</del>					

THURSDAY	20	NOVEMBER

153 Paisley and Down and Up BLOCKED 00 00 to 05 45. Track maintenance.

154 Kilwinning and Down and Up BLOCKED 00 00 to 05 45. Track maintenance.
Irvine

#### FRIDAY 21 NOVEMBER

155 Glengarnock Down and Up BLOCKED 00 00 to 05 45. Track maintenance. and Kilwinning

#### PAISLEY TO GOUROCK SATURDAY 15 NOVEMBER

156 Bishopton and Down and Up BLOCKED 00 30 to 05 30. Overhead line work. <u>Isolation</u> of electrical sections GB3 and 4.

157 Gourock

Down and Up BLOCKED 00 30 to 05 30. Station work. No EMUs on Platform No.2. Isolation of electrical sections GG1 and 2.

#### SUNDAY 16 NOVEMBER

158 Bishopton Down and Up BLOCKED 00 45 to 07 00. Earthwork, track renewal and track maintenance. Isolation of electrical sections GB3 and 4.

159 Wemyss Bay Jn All 08 00 to 17 00. Signalling work. and Gourock

160 Gourock and UP BLOCKED 01 00 to 08 30 ) Loading rails, track
Greenock Down BLOCKED 01 00 to 07 30 ) maintenance and track renewal.

Sentral Isolation of electrical sections GG1 and 2, 01 00 to 07 30.

#### TUESDAY 18 to FRIDAY 21 NOVEMBER

161 Bishopton and Wemyss Bay Jn

Down and Up BLOCKED 00 30 to 05 30 daily. Track maintenance and overhead line work. Isolation of electrical sections GB3 and 4.

162 Greenock
Central and
Gourock

Down and Up BLOCKED

OO 30 to 05 30 daily. Tunnel work (Wellpark,
Ann Street and Newton Street) and Station work
(Gourock). No EMUs on Platform No.2. Isolation
of electrical sections GG1 and 2.

#### FRIDAY 21 NOVEMBER

163 Wemyss Bay Jn Down BLOCKED 00 30 to 05 30. Track renewal.
and Greenock
Central

## WEMYSS BAY JN TO WEMYSS BAY SUNDAY 16 NOVEMBER

164 Wemyss Bay Jn Single BLOCKED 00 15 to 08 00. Bridgework (OB No.8). Isolation of electrical section GWL.

165 Wemyss Bay Single 08 00 to 17 00. Signalling work.

WON-B9

			WON-B9		
	ON B - TEMPORARY between	Y ENGINEERING WORKS - Lines affected	Remarks		
AC OI	oerween	Lines affected	RCHIGIRO		
	S BAY JN TO WEMS	YSS BAY - continued R			
	emyss Bay Jn Ind Wemyss Bay	Single BLOCKED	00 30 to 05 30. Track maintenance.		
FRIDA	Y 21 NOVEMBER				
	lemyss Bay Jn and Wemyss Bay	Single BLOCKED	00 30 to 05 30. Track maintenance.		
KILWINNING JN TO LARGS UNTIL FURTHER NOTICE					
	tevenston and outh Beach	Down and Up/Single and Up Freight	08 00 to 18 00 daily. Bridgework (OB's Nos.7B, 8 and 12) and Station work (Saltcoats).		
	outh Beach and Junterston	Single and Up Freight	07 30 to 18 00 daily. Bridgework (OB No.18 and FB No.1) and platform work (West Kilbride).		
SATUR	DAY 15 NOVEMBER				
	altcoats and	Single and Up Freight BLOCKED	00 30 to 05 45. Engineering work.		
	unterston and Largs	Single BLOCKED	00 45 to 06 00. Engineering work.		
SUNDA	Y 16 NOVEMBER				
	ilwinning Jn nd Saltcoats	Down and Up BLOCKED	00 30 to 09 30. Engineering work.		
	altcoats and lunterston	Up Freight BLOCKED Single BLOCKED	00 30 to 20 00 ) Engineering work. Crane and 00 30 to 09 15 ) mechanical equipment in use.		
	lunterston and Largs	Single BLOCKED	00 40 to 09 00. Engineering work.		
TUESD	AY 18 to FRIDAY	21 NOVEMBER			
	ilwinning Jn and Saltcoats	Down and Up BLOCKED	00 45 to 05 30 daily. Engineering work.		
	altcoats and unterston	Single and Up Freight BLOCKED	00 30 to 05 45 daily. Engineering work.		
	unterston nd Largs	Single BLOCKED	00 45 to 05 45 daily. Engineering work.		
	RWELL TO PERTH				
	ossend North n and Burnhouse	Down and Up BLOCKED	08 00 to 18 00. Track renewal.		
N	earnqueen Oorth Jn and Cumbernauld	Down BLOCKED Up Between Trains Up BLOCKED	00 00 to 22 30 ) Track renewal and track 01 15 to 06 15 ) maintenance. Single line working 06 15 to 22 00 ) over Up line 01 15 to 06 15. Crane and mechanical equipment in use.		

	TION B - TEMPORAR or between	Y ENGINEERING WORKS - Lines affected	continued Remarks
			Reductivo
	DAY 16 NOVEMBER -		
180	Greenhill Lower Jn and Cumbernauld	Up BLOCKED Down BLOCKED	00 30 to 18 00 ) Track renewal, loading material 06 30 to 18 00 ) and tunnelwork (Abronhill). Crane and mechanical equipment in use.
181	Greenhill Lower Jn	Up BLOCKED Down Between Trains	00 00 to 08 30. Track maintenance (Switches and Crossings).
182	Larbert Jn and Carmuirs West Jn	Up BLOCKED	00 30 to 08 00. Track renewal.
183	Larbert North	Up Main BLOCKED Up Loop BLOCKED	00 30 to 08 30 ) Repairing Signal Box and 00 30 to 16 30 ) track renewal.
184	Stirling Middle and Plean Jn	Up BLOCKED Down Between Trains	00 30 to 08 00. Track maintenance.
185	Stirling Middle and Stirling North	Down and Up Main BLOCKED	00 00 to 08 30. Station work (Stirling). Down trains to run over S and D lines. Possession to to be given up for the passage of 1878 21 35 Manchester Victoria to Aberdeen, 1825 22 00 Euston to Inverness and 1803 20 33 Euston to Inverness over Down line.
186	Auchterarder and Hilton Jn	Down and Up Between Trains	00 00 to 17 00. Work at lineside, loading material, track renewal and earthwork between 137m902yd and 149m374yd.
187	Perth	A11	07 30 to 17 00. Signalling work.
SUNI	DAY 16 to FRIDAY	21 NOVEMBER	
188	Dunblane and Greenloaning	Down and Up Between Trains	08 00 to 17 00 daily. Bridgework (UB No.6) and earthwork at 126m504yd. Mechanical equipment in use.
189	Hilton Jn and Perth	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.96).
MONI	DAY 17 to FRIDAY	21 NOVEMBER	
190	Auchterarder and Hilton Jn	Down and Up Between Trains'	08 00 to 16 00 daily. Earthwork at 147m858yd Mechanical equipment in use.
TUES	SDAY 18 to FRIDAY	21 NOVEMBER	
191	Greenhill Lower Jn and Carmuirs West Jn	Down and Up Between Trains	00 00 to 06 00 daily. Track maintenance.
192	Plean Jn and Stirling Middle	Down and Up Between Trains	00 00 to 06 00 daily. Track maintenance.
	FFLET NORTH JN TO DAY 16 NOVEMER	RUTHERGLEN EAST JN	
193	Whifflet North Jn and Rutherglen East Jn	Down and Up BLOCKED	00 00 to 18 00. Bridgework (UB No.23).

SECTION B - TEMPORA	RY ENGINEERING WORKS -	continued	
At or between	Lines affected	Remarks	

GREENHILL	LOWER JN	TO	GREENHILL	UPPER	JN
SUNDAY 16	NOVEMBER				

Greent	nill	L
Lower	Jn	and
Greent	nill	L
Upper	Jn	
	Lower Green	Greenhill Lower Jn Greenhill Upper Jn

204 Newbridge Jn

West Jn

and Haymarket

Down and Up

Between Trains

Down and Up BLOCKED 00 15 to 07 30. Track maintenance (Switches and

00 00 to 06 00. Track maintenance between

44m1610yd and 38m1300yd.

Crossings).

EDINBURGH WAVERLEY TO GLASGOW UNTIL FURTHER NOTICE	QUEEN STREET (VIA FALKIRK HIGH)
195 Haymarket West Down and Jn and Between T Newbridge Jn	
196 Newbridge Jn Down and and Winchburgh Between T	
197 Winchburgh Jn Down and and Linlithgow Between T	
SUNDAY 16 NOVEMBER	
198 Princes St Down and Gardens and BLOCKED Haymarket Station	Up North 00 00 to 16 00. Drainage. North trains to run over South lines.
199 Haymarket East Down Sout Jn and BLOCKED Haymarket West Jn	h 00 00 to 08 00. Unloading material.
200 Haymarket West Down and Jn and Newbridge Jn	Up BLOCKED 00 00 to 16 00. Track renewal, unloading rails and track maintenance between 43m820yd and 42m1460yd. Trains diverted via Dalmeny Jn.
201 Boiness and Down and Polmont Jn	Up BLOCKED 00 30 to 07 00. Track renewal.
202 Polmont Jn and Down and Greenhill Upper Jn	Up BLOCKED 00 00 to 18 00. Track renewal and track maintenance.
SUNDAY 16 and MONDAY 17 NOVEMB	ER
203 Cowlairs West Down BLOC Jn and Queen Up BLOCKE Street HL	, , , , , , , , , , , , , , , , , ,
MONDAY 17 NOVEMBER	

At or between

Lines affected Remarks

						(VIA	FALKIRK	HIGH)	-	continued
THESDAY	and WFD	JE SI	DAY 19 NO	NEMBEL	2					

205 Linlithgow and Down and Up

Polmont Jn

Between Trains

00 00 to 05 00 daily. Track maintenance and

unloading rails.

206 Cadder and

Down and Up BLOCKED 00 00 to 05 00 daily. Track maintenance.

Cowlairs East In

TUESDAY 18 to THURSDAY 20 NOVEMBER

207 Winchburgh Jn All Between Trains 00 00 to 06 00 daily. Track maintenance between 35m378vd and 33m1693vd.

TUESDAY 18 to FRIDAY 21 NOVEMBER

208 Polmont Jn and Down and Up BLOCKED Greenhill Upper Jn.

00 00 to 06 00 daily. Track renewal and track maintenance. Possession to be given up for passage of 6208, structure gauging survey train over Up line (Thu only).

ŧ

209 Greenhill Upper Down and Up BLOCKED Jn and Gartshore

00 00 to 05 00 daily. Loading material. Possession to be given up for passage of 6208 structure gauging survey train over Up line (Thu only).

210 Gartabore and Cadder Down and Up BLOCKED

00 15 to 05 00 daily. Track maintenance and loading material. Possession to be given up for passage of 6208 structure gauging survey

train over Up line (Thu only).

211 Cowlairs West In and Oueen

Down BLOCKED

00 40 to 04 30 daily. Track renewal and tunnel work (Queen Street HL).

Street HL

THURSDAY 20 and FRIDAY 21 NOVEMBER

212 Princes Street Gardens and

Down and Up North BLOCKED

00 00 to 05 30. Track maintenance between 0m550yd and 1m620yd. North trains to run over

South lines.

POLMONT JN TO LARBERT JN

SUNDAY 16 NOVEMBER

Haymarket

East Jn

213 Polmont Jn and Grangemouth Jn

Down and Up Main BLOCKED Up Loop BLOCKED

 $00\ 00\ to\ 08\ 00$  ) Retaining wall work and ) drainage. Crane and

00 00 to 18 00 ) mechanical equipment in use.

213A Grangemouth Jn and Swingbridge

East LC

Down and Up BLOCKED 00 00 to 08 00. Bridgework (OB No.10).

COWLAIRS TO BELLGROVE SUNDAY 16 NOVEMBER

214 Cowlairs West

Down and Up

08 00 to 18 00. Track renewal. Passenger BLOCKED

In and

Sighthill Jn

SUNDAY 16 and MONDAY 17 NOVEMBER

214A Sighthill Jn Down and Up BLOCKED

and Bellgrove

00 00 Sun to 05 00 Mon. Track renewal. LE's 18 23 Glasgow Cen to Eastfield and 20 10 Eastfield to Glasgow Central not to run. Isolation of electrical sections PS1 and 2.

TUESDAY 18 to FRIDAY 21 NOVEMBER

215 Sighthill Jn and Bellgrove

Down and Up BLOCKED

 $00\ 00\ to\ 05\ 00\ daily.$  Track renewal and track maintenance. Possession to be given up for the passage of T71.

	· ·		
			WON-B13
SECTION	B - TEMPORAR	Y ENGINEERING WORKS -	
At or be	tween	Lines affected	Remarks
	E JN TO BATHO	GATE	
216 Newb and	ridge Jn Cawburn Jn	Down and Up BLOCKED	07 30 to 16 30. Loading material.
217 Cawbo	urn Jn Carmondean	Single BLOCKED	07 30 to 16 30. Loading material.
	ondean Jn Bathgate	Single BLOCKED	07 30 to 16 30. Slip treatment and loading material.
TUESDAY	18 to FRIDAY	21 NOVEMBER	
	orn In and ondean	Single BLOCKED	00 00 to 06 00 daily. Track maintenance.
	TO HELENSBURG	<u>GH</u>	
220 Aird Sunny	rie and yside Jn	Down and Up BLOCKED	00 10 to 04 40. Overhead line work. <u>Isolation</u> of electrical sections PA3 and 4.
221 Sunny and S	yside Jn Shettleston	Down and Up BLOCKED	00 10 to 05 00. Overhead line work. <u>Isolation</u> of electrical sections PAI and 2.
222 Bell	grove	A11	00 00 to 18 00. Signalling work.
223 West	erton	Down and Up BLOCKED	00 15 to 05 30. Station work.
224 Heler Cent	-	Platform No.3 BLOCKED	00.20 to 05 45. Station work.  Isolation of electrical sections DH1 and 2.
SUNDAY 1	6 NOVEMBER		4
225 Sunny and	yside Jn Shettletston	Down and Up BLOCKED	00 15 to 07 00. Track maintenance.
	geton cal Jn and ieston GF	Down and Up BLOCKED	00 15 to 07 30. Loading material and stationwork (Charing Cross). Isolation of electrical sections PF1 and 2, PS1 and 2 and PB1 and 2.
227 Knigh South Wester	ı Jn and	Down and Up BLOCKED	00 15 to 07 30. Stationwork (Westerton).  Isolation of electrical sections DF3 and 4 and DM1 and 2.
228 Dalmu and I	oir Park Bowling LC	Down and Up BLOCKED	00 15 to 07 30. Stationwork (Old Kilpatrick). and bridgework (FB Bowling). <u>Isolation of electrical sections DFl and 2.</u>
SUNDAY 16	and MONDAY	17 NOVEMBER	•
229 Parki	ead North	Down and Up BLOCKED	00 00 Sun to 05 00 Mon. Signalling work, track

229 Parkhead North
Jn and High
Street Jn

Airdrie/Helensburgh/Airdrie services
terminate/start Carntyne and Queen Street.

Isolation of electrical sections PF1 (d), PF2
(a) and PS1 and 2.

### MONDAY 17 to FRIDAY 21 NOVEMBER

230 Helensburgh Central Platform No.3 00 20 to 05 45 daily. Station work. Isolation of electrical sections DH1 and 2.

At or between

Lines affected

Remarks

					- continued
TUESDAY	18	to	FRIDAY	21	NOVEMBER

231 Airdrie and	Down and Up BLOCKED	00 15 to 04 40 daily. Overhead line work.
Sunnyside Jn		Isolation of electrical sections PA3 and 4.

- 232 Sunnyside Jn Down and Up BLOCKED 00 15 to 05 00 daily. Overhead line work.

  and Shettleston Isolation of electrical sections PA1 and 2.
- 233 Parkhead North
  Jn and High
  Street Jn

  Down and Up BLOCKED
  00 30 to 05 15 daily. Track renewal and track
  maintenance Possession to be given up for
  passage of T71. Isolation of electrical sections
  PF1(d), PF2(a) and PS1 and 2.
- 234 Bridgeton Down and Up BLOCKED 00 30 to 05 15 daily. Tunnel work (High Street).

  Central Jn and Finnieston GF Possession to be given up for the passage of T71

  Isolation of electrical sections PF1(a,b and c) and PF2(b and c).
- 235 Knightswood Down and Up BLOCKED 00 15 to 05 30 daily. Station work (Westerton). North Jn and Westerton
- 236 Craigendoran Jn All BLOCKED 00 20 to 06 00 daily. Track maintenance (switches and crossings).

## HIGH STREET JN TO SHIELDS JN SUNDAY 16 NOVEMBER

237 High Street Down and Up BLOCKED 09 00 to 16 00. Retaining wall work and Jn and Shields signalling work.

Jn

## HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK) SUNDAY 16 NOVEMBER

238 Hyndland West Down and Up BLOCKED 00 15 to 07 30. Track renewal Jn and Clydebank Central Jn

#### TUESDAY 18 to FRIDAY 21 NOVEMBER

239 Hyndland West Down and Up BLOCKED 00 15 to 05 30 daily. Overhead line construction work. Isolation of electrical sections DF5 and 6.

## COWLAIRS WEST JN TO KNIGHTSWOOD NORTH JN SUNDAY 16 NOVEMBER

240 Cowlairs North Down and Up BLOCKED 08 30 to 16 30. Retaining wall work. Jn and Knightswood North Jn

# CRAIGENDORAN JN TO FORT WILLIAM SUNDAY 16 NOVEMBER

241 Craigendoran
Jn and
Garelochhead

242 Arrochar & Single BLOCKED
Tarbet and
Ardlui

Single BLOCKED
08 00 to 16 00. Track renewal.

08 00 to 16 00. Bridgework (UB No.70).

SECTION B - '	TEMPORARY	ENGINEERING	WORKS -	continued	

			WON-B15
SECTION B - 7	TEMPORAR	Y ENGINEERING WORKS -	
At or between	n	Lines affected	Remarks
CRAIGENDORAN SUNDAY 16 NO		ORT WILLIAM - continu	<u>ed</u>
243 Crianlari	ich	Down and Up Loops BLOCKED	08 00 to 16 00. Stationwork.
244 Tulloch a Spean Bri		Single BLOCKED	08 00 to 16 30. Track renewal.
CRIANLARICH T			
245 NOT USED	•		
246 Crianlari and Dalma		Single Between Trains	08 00 to 17 00. Track renewal.
MALLAIG JN TO SATURDAY 15 to		G Y 17 NOVEMBER	
247 Banavie I Corpach I		Single BLOCKED	23 00 Sat to 06 30 Mon. Bridgework (Canal Bridge) and track renewal.
SUNDAY 16 NOV	/EMBER		
248 Glenfinns Mallaig	an and	Single BLOCKED	08 00 to 16 30. Track renewal.
TWEEDMOUTH TO			
249 Beal and Tweedmout	: h	A11	08 00 to 16 00 daily. Signalling work between 58ml140yd and 65ml720yd.
250 Reston GS Grantshou		Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.128).
251 Innerwick and Oxwel		Down and Up Between Trains	$07\ 00\ to\ 18\ 00\ daily.$ Earthwork and track maintenance between $33ml10yd$ and $33mp$ .
252 Oxwellmai Dunbar	ins and	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB Nos.89 and 91). Crane and mechanical equipment in use. Begins 08 00 Sat 15 Nov.
253 Longniddr and Prest	-	Down and Up Between Trains	08 00 to 18 00 daily. Earthwork and bridgework (OB No.40AA).
254 Waverley End) and Waverley End)		North Loop Siding and North Loop Between Trains	08 00 to 17 00 daily. Construction work.
SATURDAY 15 &	and SUND	AY 16 NOVEMBER	

255	Berwick-upon-	D
	Tweed and	
	Dunbar	

Down and Up BLOCKED 23 40 Sat to 20 50 Sun. Bridgework (OB's Nos.89, 91, 111, 128 and 141), slip treatment, track maintenance and signalling work between 54m1080yd and 30mp. Trains diverted via WCML and Hexham.

269 Monktonhall Jn and Prestonpans

Up BLOCKED

SECTION B - TEMPORAR	RY ENGINEERING WORKS -	continued
At or between	Lines affected	Remarks
	DRGH WAVERLEY - contin DAY 16 NOVEMBER - cont	
256 Dunbar and Stenton GSP	Down BLOCKED Up BLOCKED	23 15 Sat to 10 00 Sun ) Track maintenance 23 15 Sat to 09 00 Sun ) between 29mllOyd and ) 24m92Oyd.
257 Stenton GSP and Drem	Down and Up BLOCKED	23 05 Sat to 09 30 Sun. Track renewal and track maintenance between 24m880yd and 17m18yd.
258 Drem and St. Germains LC	Down and Up BLOCKED Down and Up Between Trains	23 45 Sat to 09 30 Sun ) Level crossing work. 09 30 to 12 00 Sun ) Crane in use.
259 St. Germains LC and Prestonpans	Down and Up BLOCKED	23 45 Sat to 09 30 Sun. Bridgework (UB No.40AA).
SUNDAY 16 NOVEMBER		
260 Prestonpans	Up Loop BLOCKED Up Main BLOCKED Up Main Between Trains	00 00 to 18 00 ) Reballasting, track renewal and 00 15 to 09 30 ) track maintenance between 09 30 to 16 00 ) 9ml680yd and 9m980yd.
261 Portobello and Prestonpans	Up BLOCKED Down Between Trains	00 15 to 15 30. Track renewal and loading rails between 8m704yd and 8mp. Single line working over Down line 09 30 to 15 30. Crane in use.
262 Craigentinny and Abbeyhill Jn	Down and Up BLOCKED	00 00 to 08 00. Drainage work.  Trains to be diverted via Lochend Jn.
MONDAY 17 NOVEMBER		
263 Grantshouse and Dunbar	A11	09 00 to 15 00. Signalling work.
264 Stenton GSP and Portobello	A11	09 00 to 15 00. Signalling work.
265 Drem and Prestonpans	Down and Up Between Trains	00 15 to 06 00. Track maintenance between 17m1740yd and 9m880yd.
MONDAY 17 to WEDNESD	AY 11 NOVEMBER	
266 Prestonpans and Monktonhall Jn	Down BLOCKED	23 35 Mon and Tue to 01 45 Tue and Wed. Track maintenance between 9m880yd and 3m730yd.
TUESDAY 18 NOVEMBER		
267 Monktonhall Jn and Prestonpans	Up BLOCKED	01 00 to 04 15. Track maintenance between 3m730yd and 9m880yd. Possession to be given up for passage of 8X99 23 35 (MO) Grangemouth BP to Havertonhill.
TUESDAY 18 to FRIDAY	21 NOVEMBER	
268 Reston GSP and Grantshouse	Down BLOCKED	01 40 to 06 55 daily. Track maintenance between 47m310yd and 41m310yd. Single line working over Up line.
WEDNESDAY 19 NOVEMBE	<u>R</u>	

01 00 to 04 15. Track maintenance between 3m730yd and 9m880yd.

SECTION	B	-	TEMPORARY	E	NGINEERING	WORKS	-	contin	ıued
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ODCITOR D TENEDICK	I PROTRECTIO MORKS	Continued	
At or between	Lines affected	Remarks	_

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UNTIL	FURTHER	NOTICE
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270 Portobello and Single 05 00 to 19 00 daily. Construction work.

Leith South Between Trains Mechanical equipment in use.

#### SATURDAY 15 NOVEMBER

271 Portobello and Single BLOCKED 12 00 to 13 00. Earthwork.

Leith South

SUNDAY 16 NOVEMBER

272 Portobello and Single BLOCKED 08 00 to 16 00. Earthwork. Leith South

### MONKTONHALL JN TO MILLERHILL SOUTH JN (GOODS LINE)

#### SUNDAY 16 NOVEMBER

273 Monktonhall Jn and Millerhill South Jn Up BLOCKED 00 00 to 08 00 ) Track maintenance and Up Between Trains Up BLOCKED 08 00 to 16 00 ) 0m1320yd and 0m1220yd.

Down Between Trains

#### MONDAY 17 NOVEMBER

274 Monktonhall Jn All 09 00 to 15 00. Signalling work. and Millerhill South Jn

### BILSTON GLEN TO MILLERHILL (GOODS LINE)

### SUNDAY 16 NOVEMBER

275 Bilston Glen Single BLOCKED 07 30 to 16 30. Bridgework (OB No.10).
and Millerhill
South Jn

### HAYMARKET WEST JN TO ABERDEEN

#### UNTIL FURTHER NOTICE

276 Dalmeny and Up <u>Between Trains</u> 08 00 to 16 00 daily. Lineside excavation. South Gyle

277 Tay Bridge
South and
Dundee
Central Jn

Down and Up 00 00 to 17 00 daily. Bridgework (Tay Bridge)

Between Trains and signalling work. Crane and mechanical equipment in use.

278 Dundee Central Jn and Camperdown Jn All Between Trains

00 00 to 24 00 daily. Tunnel work (Dock Street), work at lineside and signalling work.

Crane and mechanical equipment in use.

279 Dundee Central Jn and Camperdown Jn Down Through/ Down Platform and Down Main Between Trains 07 00 to 19 00 daily. Bridgework (OB No.188J). Crane and mechanical equipment in use.

280 Newtonhill and Ferryhill Jn Down and Up Between Trains

00 00 to 24 00 daily. Earthwork, rock blasting and work at lineside between 230ml300yd and 239m640yd. Crane and mechanical equipment in use.

SECTION B - TEMPORA	ARI ENGINEERING WORKS	- continued	
At or between	Lines affected	Remarks	

HAYMARKET	WEST	JN TO	ABERI	EEN -	continued
SATURDAY	15 and	SUNDA	AY 16	NOVEM	BER

281	Dundee Central Jn and	Up BLOCKED Down Between Trains	23 30 Sat to 16 15 Sun. Track renewal and track maintenance between 57m220yd and 56m910yd.
	Tay Bridge South		Single line working over Down line 08 00 to 16 00. Crane and mechanical equipment in use.
282	Carnoustie LC and Arbroath LC	Down and Up Between Trains	23 00 Sat to 17 00 Sun. Track maintenance between 10m638yd and 16m1320yd.
283	Carmont LC and Stonehaven	Down Between Trains Down BLOCKED Up Between Trains	22 00 to 23 30 Sat ) Track renewal and track 23 30 Sat to 08 00 Sun ) maintenance between 22 00 Sat to 08 00 Sun ) 220m660yd and 221m880yd. Single line working over Up line 02 30 to 08 00.
284	Newtonhill and Ferryhill Jn	Down and Up Between Trains	22 30 Sat to 16 00 Sun. Work at lineside and track renewal between 230ml298yd and 240m858yd. Mechanical equipment in use.

#### SATURDAY 15 to FRIDAY 21 NOVEMBER

285	Craigo and	Down and Up	08 00 to 17 00 daily. Work at lineside and
	Laurencekirk	Between Trains	bridgework (OB's Nos.281, 283, 284, 286 and 287)
			between 205ml76yd and 210ml320yd. Mechanical
			equipment in use.

#### SUNDAY 16 NOVEMBER

294 Newtonhill

and Aberdeen

A11

286	North Queensferry and Dalmeny	Up BLOCKED Down Between Trains	07 30 to 17 00. Bridgework (Forth Bridge). Up trains to run over Down line.
287	North Queensferry and Inverkeithing	Down and Up Between Trains	00 00 to 07 30. Track maintenance between llm660yd and llm1210yd.
288	Inverkeithing East Jn and Burntisland	Down and Up BLOCKED Down and Up Between Trains	00 00 to 05 00 ) Drainage work. 1G35 03 04 05 00 to 07 30 ) (News) Edinburgh to Kirkcaldy, ) 5G35 04 20 ECS Kirkcaldy to Edinburgh, 5T74 05 15 (Sun) Craigentinny to Dundee diverted via Cowdenbeath.
289	Burntisland and Kirkcaldy	Down BLOCKED Up BLOCKED Up Between Trains	00 05 to 16 40 ) Tunnelwork (Kinghorn). 1G35 00 30 to 05 00 ) 03 04 (News) Edinburgh to 05 00 to 16 40 ) Kirkcaldy, 5G35 04 20 ECS Kirkcaldy to Edinburgh, 5T74 05 15 (Sun) Craigentinny to Dundee diverted via Cowdenbeath. Single line working over Up line 05 00 to 16 40.
290	Dundee	A11	07 30 to 17 00. Signalling work.
291	Camperdown Jn and Broughty Ferry LC	Down and Up Between Trains	07 00 to 18 00. Overhead cablework between 0m462yd and 3m990yd.
292	Arbroath LC and Inverkeilor	Down and Up Between Trains	$08\ 00\ to\ 17\ 00$ . Track renewal between $16m1320yd$ and $28m242yd$ .
293	Montrose South	A11	07 30 to 17 00. Signalling work.

07 30 to 17 00. Signalling work.

SE	CTION	В	-	TEMPORARY	EN	GINE	ERI	NG	WORKS	-	conti	nue
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SECTION B -	I EFIF ORAKI	CMOTI	CULVIO	MOVY2 -	Concr	iueu
At or between	n 1	inge	affacts	<u>.</u>	Domori	, a

#### HAYMARKET WEST JN TO ABERDEEN - continued PRIDAY 21 NOVEMBER

SUNDAI	Tο	το	LKIDAI	41	NUVER

295 Broughty Ferry

LC and Carnoustie LC Down and Up Between Trains 23 00 Sun to Thu to 06 00 Mon to Fri. Track maintenance between 3m990vd and 10m638vd.

#### MONDAY 4 NOVEMBER

296 Dundee Central

Jn and Tay Bridge South Up BLOCKED

Down Between Trains Up Between Trains

00 00 to 05 45 ) Track renewal and track 00 00 to 24 00 ) maintenance between 57m220yd

05 45 to 24 00 ) and 56m910yd.

#### MONDAY 17 to FRIDAY 21 NOVEMBER

297 Camperdown Jn and Broughty Ferry LC

Down and Up Between Trains 08 00 to 17 00 daily. Overhead cablework between

0m462yd and 3m990yd.

298 Newtonhill and Ferryhill

Down and Up Between Trains 08 00 to 16 00 daily. Work at lineside between 230m1298yd and 240m858yd. Mechanical equipment

in use.

#### TUESDAY 18 to FRIDAY 21 NOVEMBER

299 Tay Bridge South and

Dundee Central .In

Down and Up Between Trains 00 00 to 24 00 daily. Track renewal and track maintenance between 56m910yd and 57m220yd.

#### INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA COWDENBEATH) SUNDAY 16 NOVERMBER

300 Charlestown Jn Down and Up BLOCKED

07 30 to 16 30. Track maintenance between 13m460yd and 19m260yd.

#### MONDAY 17 NOVEMBER

301 Charlestown Jn

Down BLOCKED and Halbeath LC Up BLOCKED

00 00 to 05 30 ) Track maintenance between 00 00 to 04 00 ) 16m1173yd and 19m260yd.

#### PERTH TO INVERNESS UNTIL FURTHER NOTICE

302 Dunkeld and Pitlochry

Single Between Trains 08 00 to 18 00 daily. Work at lineside, tunnel

work (Inver) and bridgework (UB No.47) between 16m188yd and 24m700yd. Crane and

mechanical equipment in use.

303 Blair Atholl LC and Dalwhinnie

Down and Up Between trains 08 00 to 20 00 daily. Bridgework (UB's Nos.86J and 126 and 99). Work at lineside between 35ml32yd and 58ml188yd. Crane and mechanical

equipment in use.

304 Culloden Moor and Inverness

A11

07 30 to 17 00 daily. Signalling work.

At or between	Lines affected	Remarks
PERTH TO INVERNESS SATURDAY 15 and SUN		
305 Perth and Stanley Jn	Down BLOCKED Up Between Train Down Between Trains	22 00 Sat to 18 00 Sun ) Track renewal and track 22 00 Sat to 24 00 Sun ) maintenance between 18 00 to 24 00 Sun ) 151mll20yd and 152m280yd. Single line working over Up line 01 25 to 08 00. Crane and mechanical equipment in use.
306 Millburn Jn and Rose Street	Down Aviemore line Between Trains	22 00 Sat to 24 00 Sun. Track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.
SATURDAY 15 to FRID	AY 21 NOVEMBER	
307 Stanley Jn and and Dunkeld	Single Between Trains	08 00 to 17 00 daily. Work at lineside and Murthly LC between 7ml76yd and 15m260yd. Crane and mechanical equipment in use.
SUNDAY 16 NOVEMBER		
308 Perth and Stanley Jn	All	07 30 to 17 00. Signalling work.
309 Pitlochry Station	Down and Up Between Trains	08 30 to 17 00. Bridgework (FB No.65).
310 Pitlochry and Blair Atholl LC	Single Between Trains	08 00 to 18 00. Track renewal, track maintenance and work at lineside between 28m638yd and 35m132yd. Mechanical equipment in use.
311 Blair Athol1 LC and Dalwhinnie	Down and Up Between Trains Down and Up BLOCKED	08 00 to 09 30 ) Bridgework (UB No.99) and ) track renewal between 35ml32yd 09 30 to 17 30 ) and 58ml188yd and signalling ) work.
312 Kincraig Loop and Aviemore	Single Between Trains	$08\ 00\ to\ 17\ 00$ . Loading material between $77m880yd$ and $83m1078yd$
313 Carrbridge Loop and Slochd Loop	Single Between Trains	$08\ 00\ to\ 17\ 00$ . Track renewal between $90\text{mp}$ and $95\text{m}310\text{yd}$ .
314 Slochd Loop and Moy Loop	A11	07 30 to 17 30. Signalling work.
315 Moy Loop and Culloden Moor	Si <b>ngle</b> Between Trains	$08\ 00\ to\ 17\ 00$ . Track renewal between $103\text{m}440\text{yd}$ and $111\text{m}660\text{yd}$ .
316 Culloden Moor and Locomotive	A11	07 30 to 17 00. Signalling work.
SUNDAY 16 to FRIDAY	21 NOVEMBER	
317 Kingussie LC and Kincraig Loop	Single Between Trains	08 00 to 17 00 daily. Work at lineside and loading material between 31ml056yd and 77m880yd. Mechanical equipment in use.

WON-B21						
	RY ENGINEERING WORKS -					
At or between	Lines affected	Remarks				
PERTH TO INVERNESS MONDAY 17 to FRIDAY	- continued 21 NOVEMBER					
318 Perth and Stanley Jn	Down and Up Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 151m1120yd and 152m280yd.				
319 Pitlochry and Blair Atholl LC	Single Between Trains	00 00 to 24 00 daily. Work at lineside, track renewal and track maintenance between 28m638yd and 35ml32yd. Mechanical equipment in use.				
320 Millburn Jn and Inverness Station	All Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.				
TUESDAY 18 to FRIDA	Y 21 NOVEMBER					
321 Blair Atholl LC and Dalwhinnie	Down and Up Between Trains	22 00 Tue to Thu to 07 00 Wed to Fri. Track maintenance between 35ml32yd and 58ml188yd.				
PERTH TO DUNDEE CENTURY OF THE PERTH TO DUNDEE CENTURY OF THE PERTHER NOTICE						
322 Perth and Barnhill	Single Between Trains	08 00 to 16 00. Bridgework (UB No.35). Work at lineside between 20ml100yd and 20ml300yd. Mechanical equipment in use.				
323 Longforgan LC and Dundee Central Jn	All Between trains	07 30 to 21 00 daily. Bridgework (OB No.5/1) and work at lineside between 3m550yd and 3mp and signalling work. Crane and mechanical equipment in use.				
SATURDAY 15 and SUN	DAY 16 NOVEMBER					
324 Barnhill and Errol LC	Down and Up Between Trains	22 30 Sat to 17 00 Sun. Bridgework (OB No.25) and track maintenance between 19ml518yd and 10m990yd.				
SUNDAY 16 NOVEMBER						
325 Perth	A11	07 30 to 17 00. Signalling work.				
326 Inchture LC	A11	07 30 to 17 00. Signalling work.				
327 Dundee Central Jn	A11	07 30 to 18 00. Signalling work.				
ABERDEEN TO INVERNESS UNTIL FURTHER NOTICE						
328 Huntly and Keith	Single Between Trains	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45m1100yd. Mechanical equipment in use.				
329 Forres and Nairn	Single Between Trains	00 00 to 24 00 daily. Work at lineside between 128m1200yd and 128m1400yd. Mechanical equipment in use.				

07 30 to 17 00 daily. Signalling work.

330 Nairn and

Inverness

A11

	RY ENGINEERING WORKS -	
At or between	Lines affected	Remarks
ABERDEEN TO INVERNESS SATURDAY 15 and SUNI		
331 Nairn and Millburn Jn	Single BLOCKED	22 00 Sat to 18 00 Sun. Track renewal and track maintenance between 140m550yd and 140m1290yd.  Possesssion to be given up for the passage of 1H37 20 50 Aberdeen to Inverness, 1H55 13 10  Aberdeen to Inverness, 1H57 15 40 Aberdeen to Inverness, 1E17 10 05 Inverness to Kings Cross and 1A86 15 35 Inverness to Aberdeen.
332 Millburn Jn and Inverness	Forres Line, Platforms Nos.l and 2 <u>Between Trains</u>	22 00 Sat to 24 00 Sun. Track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.
SATURDAY 15 to FRIDA	AY 21 NOVEMBER	
333 Dyce Jn and Inverurie	Single Between Trains	08 00 to 17 00 daily. Work at lineside between 6m242yd and 16m1738yd. Crane and mechanical equipment in use.
334 Inverurie and Insch LC	Single Between Trains	08 00 to 17 00 daily. Work at lineside between 16m1738yd and 27m1034yd. Mechanical equipment in vse.
SUNDAY 16 NOVEMBER		
335 Aberdeen and Dyce Jn	All	07 30 to 17 00. Signalling work.
336 Keith Jn and Elgin	Single Between Trains	08 $00$ to $17$ $00. Track renewal between 30 m 924 yd and 11 m 1628 yd .$
MONDAY 17 to FRIDAY	21 NOVEMBER	
337 Nairn and Millburn Jn	Single Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 140m550yd and 140m1290yd.
338 Millburn Jn and Inverness	All Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance earthwork and work at lineside. Crane and mechanical equipment in use.
INVERNESS TO WICK UNTIL FURTHER NOTICE	<u>E</u>	•
339 Inverness and Lentran	All	07 30 to 17 00 daily. Signalling work.
340 Dingwall and Invergordon	Single Between Trains	00 00 to 24 00 daily. Bridgework (OB No.69/1). Crane and mechanical equipment in use.
341 Invergordon Station	Down and Up Between Trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
342 Fearn Station	Single Between Trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
343 Tain Station	Down and Up Between Trains	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.

 $08\ 00\ to\ 17\ 00$  daily. Platform work. Crane and mechanical equipment in use.

Between Trains

Single

344 Dunrobin

Station

At or be	tween	Lines affected	Remarks

INVERNESS	TO	WIC	CK -	cor	ntir	wed	
SATURDAY	15	and	SHNI	λV	16	NOVE	MRFP

345 Invergordon	Single	21 30 Sat to 17 00 Sun. Work at lineside, loading
and Tain	Between Trains	material and track maintenance between 31m638yd and 44m506yd. Crane and mechanical equipment in

use.

#### SATURDAY 15 to FRIDAY 21 NOVEMBER

346 Inverness Station	All <u>Between Trains</u>	00 00 to 24 00 daily. Platform work, track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.
347 Welsh's Bridge and Rose Street	All <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.

#### SUNDAY 16 NOVEMBER

348	Dingwall Station	Down and Up Between Trains	08 00 to 17 00. Bridgework (OB No.46).
349	Dingwall and Invergordon	Single BLOCKED	08 00 to 18 00. Work at lineside, track renewal, track maintenance and loading material between 18m1280yd and 31m638yd. Possession to be given up for the passage of 1H91, 08 05 Inverness to Lairg, 2H90, 11 10 Lairg to Inverness. Mechanical equipment in use.
350	NOT USED		
351	Tain and Ardgay	Single Between Trains	$08\ 00\ to\ 17\ 00$ . Work at lineside between $44\text{m}506\text{yd}$ and $57\text{m}1540\text{yd}$ . Mechanical equipment in use.
352	Ardgay and Lairg	Single Between Trains	08 00 to 17 00. Work at lineside between 57ml540yd and 66ml7l6yd. Mechanical equipment in use.
353	Lairg and Rogart	Single Between Trains	08 00 to 17 00. Work at lineside between 66ml716yd and 77m220yd. Mechanical equipment in

354 Rogart and Single 08 00 to 17 00. Work at lineside between 77m220yd and 90m105yd. Mechanical equipment in use.

use.

355 Brora and Single 08 00 to 17 00. Work at lineside between Helmsdale Between Trains 90ml05yd and 10lm880yd. Mechanical equipment in use.

356 Georgemas Jn Single 07 30 to 17 00. Work at lineside and track renewal between 155m300yd and 155m820yd. Mechanical equipment in use.

		WON-B24
SECTION B - TEMPORAL	RY ENGINEERING WORKS -	
At or between	Lines affected	Remarks
INVERNESS TO WICK - MONDAY 17 to FRIDAY		
357 Rose Street and Clachnaharry	Single Between Trains	00 00 to 24 00 daily. Track renewal between l17m1560yd and lml100yd.
358 Dingwall and Invergordon	Single Between Trains	08 00 to 16 00 daily. Track renewal and track maintenance between 24ml660yd and 25m330yd.
TUESDAY 18 to FRIDAY	7 21 NOVEMBER	
359 Tain and Ardgay	Single Between Trains	21 00 Tue to Thu to 07 00 Wed to Fri. Track maintenance between 44m506yd and 57m1540yd.
DINGWALL TO KYLE OF UNTIL FURTHER NOTICE		
360 Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.
361 Achnasheen and Strathcarron LC	A11	07 30 to 18 00 daily. Signalling work.
SATURDAY 15 to MONDA	AY 17 NOVEMBER	N. Carterina de la carterina d
362 Achnasheen and Strathcarron	Single BLOCKED	20 00 Sat to 07 30 Mon. Bridgework (UB No.81). Track renewal between 27ml584yd and 45ml672yd. Crane and mechanical equipment in use.
SUNDAY 16 NOVEMBER		
363 Strathcarron and Kyle of Lochalsh	Single BLOCKED	08 00 to 18 00. Track renewal and track maintenance between 48ml60yd and 48ml550yd.
SUNDAY 16 to TUESDAY	18 NOVEMBER	
364 Garve and Achnasheen	Single Between <u>T</u> rains	22 00 Sun and Mon to 07 00 Mon and Tue. Track maintenance between llml430yd and 27ml584yd.

### MONDAY 17 to FRIDAY 21 NOVEMBER

365 Strathcarron and Kyle of Lochalsh	Single Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 48ml60yd and 48ml550yd.

### TUESDAY 18 to FRIDAY 21 NOVEMBER

366 Dingwall	Single	22 00 Tue to Thu to 07 00 Wed to Fri. Track
and Garve	Between Trains	maintenance between Om418yd and 11m1430yd.

#### 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 NOVEMBER - LANARK - Lanark East and West ground frames, together with the associated notice boards, will be removed and the connections controlled therefrom secured out of use pending removal.

The one way stencil indicator, applying to the sidings, associated with Signal M582, position light aspect, will be removed.

WEDNESDAY 19 NOVEMBER - BETWEEN BRIDGE ST JN AND AYR - The maximum permissible speed on the Up and Down lines will be altered as follows :-

BETWEEN BRIDGE ST JN AND 10m630yd AT JOHNSTONE

BETWEEN 7MP AT PAISLEY AND 10m630yd FOR EMUS ONLY 80 AT JOHNSTONE

BETWEEN ELDERSLIE AND KILWINNING 40 ON REVERSIBLE SIGNALLED LINES IN REVERSE DIRECTION

BETWEEN 10m630yd AT JOHNSTONE 90 AND 39m20yd AT FALKLAND

BETWEEN KILWINNING AND BOGSIDE - 40 UP LINE IN THE DOWN DIRECTION

See Section D of this Notice. (The above alterations will be effective from 10 00 hours).

(37)

#### DETAILS OF WORK ALREADY CARRIED OUT

SHIELDS JN - The indications associated with ground mounted position light signal G515 have been altered to apply as follows:-

> Indication 'C' - To Down Corkerhill 'UX' - Along Up Main 'T' - To Up Through Terminus

The indications associated with ground mounted position light signal G546 have been altered to apply as follows:-

> Indication 'T' - To Up Through Terminus 'U' - To Up Main (36)

HUNTERSTON - The signal box has been closed as a block post and the area controlled therefrom is now controlled from Paisley Signalling Centre. All signals previously prefixed 'H' are now prefixed 'PH'. (36)

BETWEEN POLMAISE AND STIRLING - St Ninians level crossing has been closed to vehicular (35)traffic but is retained for pedestrian usage.

\* \*WESTERTON - The signal post telephone associated with Down main signal W44 has been \* repositioned 9 yards on the approach side of the signal. (34)

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

GLENCRAIG GF - The existing 4 lever ground frame has been altered to be 5 lever incorporating a Train Staff (Annetts Key).

See Section D of this Notice.

(35)

ELBOWEND JN GF - The existing 4 lever ground frame has been altered to be 5 lever incorporating a Train Staff (Annetts Key).

See Section D of this Notice.

(35)

BETWEEN PERTH AND STANLEY JN - The following colour light signals have been removed :

Down main line - P223, DAR, DA (Auto), SJ61R, SJ61 (semi-auto). Up main line - SJ64R, SJ64 (semi-auto), SJ65 (semi-auto).

A new Semaphore stop signal has been provided on the Up main line on the right of drivers, 293 yards from Stanley Jn box, arm 14 feet above rail level, with application Up main line to Down single line. A sign has been provided.

Down main signal P213 has been altered to be capable of exhibiting a red, yellow or green aspect only, and the associated position light signal removed. Down main signal P221 has been altered to be capable of exhibiting a red or green aspect only, and the associated position light signal removed. Existing Up main line 2 aspect colour light distant signal P226 has been renumbered P224R.

AWS track equipment associated with the following signals has been provided:-

Stanley Jn - Up distant Down distant Down home

Perth - Up direction - P224R, P224, P218, P212 Down direction - P213, P221

AWS gap signs, as described on page 12.3 of the General Appendix, have been provided as follows:-

#### Gap commencement indicators:-

Up direction - approaching signal P188

Down direction - at the south end of No.3 platform

- at the south end of No.4 platform

 on the Down Fast line, immediately on the box side of the connection to No.6 platform line.

#### Gap termination indicators:-

Up direction - at the south end of No.3 platform, immediately on the box side of signal P98.

- on the connection between No.4 platform line and the Down Dundee Loop line, on the box side of signal P96.

- on the Up Fast line, on the box side of signals P86 and P88, at the connection from No.4 platform line.

- on the Down Fast line, on the box side of ground position light signal P82.

Down direction - approaching signal P213.

(35)

#### WON-C3

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

\* \*INVERNESS LOCOMOTIVE - The existing connection Up and Down Forres line to 
\* Platforms 1 and 2 has been removed and a new connection provided 88 yards farther from the box.

The existing Down home, calling on, and associated theatre route indicator have been repositioned 67 yards farther from the box. A  $\Leftrightarrow$  sign has been provided.

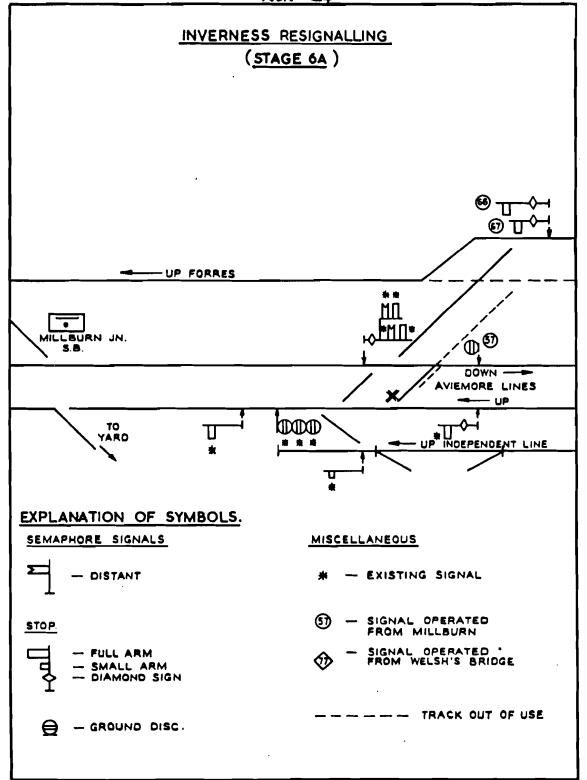
The Up section signal and associated distant signal for Millburn Jn have been removed and the Platform signals have been redesignated Platform 1 and Platform 2 section signals.

The existing connection Up and Down Forres single line to Yard Sidings has been renewed 32 yards nearer the box, secured normal, hand operated when required.

The associated telephone has been repositioned accordingly.

The altered permanent way and signalling arrangements are shown on the sketches on pages C4 and C5. (34)

INVERNESS ROSE ST - The former ground frame operated connection in platform 5, previously secured out of use, has been removed and a new connection, facing to trains proceeding towards the box, installed and secured out of use. (36)



#### 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 INSTRUCTIONS FOR A.C. ELECTRIFIED LINES - BR.29987

From 1 December 1986, a new book will take effect which will replace the current edition dated 3 May 1975 and the amendments thereto.

The book will be in loose leaf form. A5 size, with a flexible cover and its format has been designed so that part of the book can be separately issued in place of the existing "Extracts from the Working Instructions" book BR.29988, which will be discontinued from the same date.

The new book is divided into three main sections viz:Section A (BR.29987) - Definitions, Description of System and General Instructions. This will be issued to every employee working on or in the vicinity of lines electrified on the A.C. overhead line system.

Section B (BR.29987/14) - Isolation and Earthing of Overhead Line Equipment.

Section C (BR.29987/15) - Protection of Staff Servicing/Maintaining Locomotives or Trains in Sidings/Depots equipped for electic traction.

Note: Sections B and C will be issued only to staff involved with the instructions contained therein.

The new book is currently being distributed and the appropriate section(s), together with a copy of the explanatory leaflet, BR.29987/16, must be made available to staff immediately upon receipt.

Any member of the staff who is in possession of the current issue of the A.C. Working Instructions, or Extracts thereto, who has not received a copy of the appropriate section(s) of the new book must promptly advise his Supervisor. (25/10/86)

## WORKING MANUAL FOR RAIL STAFF PART 6 (WHITE PAGES)

Page H102 - 4M54 GLASGOW to Garston Delete entry.

Page H107 - 6D79 GRANGEMOUTH to Paisley Delete entry.

Page H107 - 6M34 GRANGEMOUTH to Mossend (for Dalston)

Amend line of entry to read as follows:
RA.10 CT.1100 20 = 355, 26 = 417, 27 = 450
37 = 655, 45 = 868, 47 = 869

# 1310

# Max load for 2 locos of same class in multiple.

(MPF/491/CA) (27.10.86)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued WORKING MANUAL FOR RAIL STAFF - PART 6 (WHITE PAGES) - continued

Page H108 -	6544	HAVERTO	N HILL t	o Le	ith S	South
			Headcode			

Page H108 - 6S40 IMMINGHAM to Leith South Amend Train Headcode to read 6S44.

Page H109 - LEITH SOUTH to Haverton Hill Delete Train Headcode 6E73.

Page H109 - 6E39 LEITH SOUTH to Immingham
Amend Train Headcode to read 6E73.

Page H110 - 6V39 MOSSEND to Severn Tunnel Jn

Add 6V75 in Train Headcode column.

Add as follows:
Special load for 2 x 87, 2 x 86 (not 86/2),
1 x 87 + 1 x 86 (not 86/2) = 1460 tonnes.

(MPF/491/CA) (17/11/86)

Page H113 - PAISLEY to Grangemouth
Delete Train Headcode 7N47.

(MPF/491/CA) (29/9/86)

# SECTIONAL APPENDIX SECTION 1 TABLE A

#### Page 2 INDEX

4

Amend
Shields Jn to Terminus Jn (Up Through Siding)
(Goods Line)

Page
38

to read :-

Shields Jn to Terminus Jn (Up Through Terminus)

(8/11/86)

38

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

SECTIONAL APPENDIX -	SECTION 1 - TABLE A -	DETAILS OF						
Permanent Speed Restrictions								
Running Lines and	1	Mileage		ı Up				
Signalling System	Location	M Aq	<u> </u>	)h	At or between	Remarks		
	GLASGOW CENTRAL  I isle South Jn (CE) and	Caldey In (	incl'					
Amend to rea		]						
P P	Carlisle South Jn (CE)	68 1610				AWS inductors not provided at Carlisle Station platform signals.		
Platform ut	Carlisle	69 200						
Platform	Carlisle North Jn	0 420		20	All lines and connections  Output and 68ml 340yd.			
			<u>60</u>	<u>60</u>	Omp and Oml280yd			
	Caldew Jn	0 1170 (2 220 Goods line)	30		Main to Goods line	Amended (6/9/86)		
Pages 19 and 20								
Between Cleg Amend to read	horn LC (AHB) and Garri d:-	 iongill (inc 	1)			,		
<b>†</b>	Cleghorn LC (AHB)	76 530	90 95 100	90	77m260yd and 78m620yd 78m620yd and 79m290yd 79m290yd and 81 <sup>3</sup> / <sub>4</sub> mp			
			90	95	81±mp and 84mp 81m510yd and 78m620yd			
	Carluke	81 1650	80	90	84mp and 84m570yd 84mp and 81m510yd	CW Up 84m70yd		

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

<b> </b>	<b>,</b> Ì		W			t Speed Restrictions	
Running Lines		Y	Mileage	1	n Up	[	<u> </u>
Signalling Sy	stem	Location	M Yd_	<u> </u>	<u>ph</u>	At or between	Remarks
Pages 19 and	20 - Ame	nd - continued  Law Jn (see page 31)	84 150	15	40	Over DPL Entering over and leaving UPL	DPL 1915f (580m) UPL 2290f (695m)
		(see page 31)		50 70 60	80	Through jn to Holytown line 84m570yd and 84mp 84m570yd and 84m970yd	UPL 22901 (093m)
	-	Garriongill Jn (see page 27)	84 1300	60	60	84m970yd and 84m1430yd	(27/9/86)
Page 28		ł	l		1		,
		TH JN TO HAYMARKET EA s LC and relevant info					(23/8/86)
Page 29 MIDCA	LDER JN	TO HOLYTOWN JN					
Betwe Amend to re	:-	well and Fauldhouse No	orth	50 60	60 60	13½mp and 11½mp. 13½mp and 11m1220yd	(23/8/86)
Page 30 Betwe Delet		r Jn and Carfin		60 60	50 50	9mp and 7½mp.  Over curves 2½mp and 1½mp.	(18/8/86)
		INGSTON JN n and Wishaw Central					
Delet		and Miniam Ocurtai		<u>70</u>	<u>70</u>	Through jn to 84t (for multiple unit trains)	
Amend	<b>:</b>			<u>50</u>	<u>50</u>	Through jn to 842 (for other than multiple unit trains)	
to re	ad:			<u>50</u>	<u>50</u>	Through jn to 842mp	(27/9/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D	- GENERAL II	ISTRUCTIONS AND NOTICES	- continu				
						t Speed Restrictions	
Running L Signallin	ines and	Location	Mileage M Yd	Down mp		At or between	Remarks
		200811011				at or between	Newstro
Page 35	DITTUEDOLEN CEN	TOAL IN TO EINNIECTON					
		NTRAL JN TO FINNIESTON Eglen and Rutherglen No	rth In				
	Add: -	Rutherglen Footpath	0 510				1
=		LC (RG)	1				Amended (1/11/86)
		•					
Page 37	ļ		į	! [			
	RUTHERGLEN WES	T JN TO RUTHERGLEN NOR		T CUR	VE)		
A	Add:-	Rutherglen Footpath	0 470	l í			
		LC (RG)	1				Amended (1/11/86)
Page 40			1	<u>.</u> .			
		EGLINTON STREET JN (VIA ies South (DS) and Holy		<u>(K)</u>			
	Amend to read:		Mood TC				
A	mena co read.	. –	1	i '			
	1 1 1	Dumfries South (DS)	92 1010	1			
	TI	Damii lea Boden (Bo)	1010		60	92m700yd and 93m1120yd.	
				45	45	Over curve, 92m700yd and 92mp	
			1		_		
	<b>.</b>	Dumfries Stn. (D)	91 1300	30	30	Through stn. on main lines	
	A B A B	(See page 44)		-	_	92mp to 91 <del>2</del> mp	,
	1 1			1			
	• • •	Holywood LC	88 680				(3/8/86)
			ł		ì		
	•		1				
	GRETNA JN TO I	EGLINTON ST JN (VIA KIL	MARNOCK)				
Page 41			1	1			
<u>B</u>	Between Mauch.	line and Hurlford		1	1		
	Amend:-	1		l	65	35m1630yd and 36mp	
	Amenu . –		ì	40	65 40	36½mp and 36m1080yd	
				<del>*</del>	65	36m1080yd and 37m1540yd.	
		ĺ	1	1	<del>ٽ</del> ا	Journal of Blie Statistoyas	1 .
		ŀ	1				
t	to read:-	l		65	65	35ml630yd and 36½mp	
_		1	-	40	40	362mp and 36m1080yd	
		{		65 40 65	65 40 65	36m1080yd and 37m1540yd	(21/9/86)
		<u> </u>			-		

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SECTION D - GENERAL INSTRUCTIONS AND NOTI	CES - continu	ed			
				t Speed Restrictions	
Running Lines and	Mileage		ιUp		
Signalling System Location	M Yd	m)	h	At or between	Remarks
Page 46			ì		
KILMARNOCK TO BARASSIE					
Amend:-		50	50	2½mp and 2½mp	
<u> </u>		-			
to read:-		<u>50</u>	<u>50</u>	$2\frac{1}{4}$ mp and 3m550yd.	
_ , .		l .	Ì		
<u>Delete</u> :-		<u>40</u>	40	2½mp and 3mp	
		50	50	3 and 3-550-d	4 (25/30/96)
		<u>50</u>	20	3mp and 3m550yd.	Amended (25/10/86)
Page 50			1		
BRIDGE STREET JN TO STRANRAER	•	ı			
Amend first five MAXIMUM PERMISSI	BLE SPEED ent	ries	to r	ead:-	
TOTAL PROPERTY AND AND AND AND AND AND AND AND AND AND	1	1	1	f	
BETWEEN BRIDGE ST JN AND 10M630YD AT JOHNSTONE	ĺ	75	75	MAXIMUM PERMISSIBLE SPEED	
10M0301D X1 364443 16442					
BETWEEN 7MP AT PAISLEY AND		80	80	MAXIMUM PERMISSIBLE SPEED	
10M630YD AT JOHNSTONE		==	==	FOR EMU'S ONLY	
		l			
BETWEEN ELDERSLIE AND KILWINNING		40	40	MAXIMUM PERMISSIBLE SPEED ON	
				REVERSIBLE SIGNALLED LINES IN	
				REVERSE DIRECTION.	
BETWEEN 10M630YD AT JOHNSTONE		90	90	MAXIMUM PERMISSIBLE SPEED	·
AND 39M2OYD AT FALKLAND		<del></del>	1		
BETWEEN KILWINNING AND BOGSIDE	l l	1	40	MAXIMUM PERMISSIBLE SPEED	
				OVER UP LINE IN DOWN DIRECTION	
					Amended (19/11/86)
	1				
	1				
	l l				
		<u> </u>	1	<u> </u>	

		INSTRUCTIONS AND NOTIC	1		anen	t Speed Restrictions		<del></del>
Running Lines and Signalling System			Mileage			1	1	
		Location	M Aq	mp		At or between	Remarks	
Pages 51		ston Jn (incl) to Dalry	<del></del>	1				
	† †	Arkleston Jn	5 920	30 40 45	<u>40</u> <u>45</u>	Entering, over and leaving Down goods loop Entering, over and leaving Up goods loop 62mp and 7mp	UGL 2710f (825m) (bi-directional)	DGL 3300f (1005m)
To Genrock		Paisley (P)	6 660	<u>35</u>	<u>35</u>	Between Ayr lines and Gourock lines		
14		Paisley Gilmour St (see page 57)	$\begin{array}{ccc} 6 & 1010 \\ 6 & 1170 \\ \hline 6 & 1610 \end{array}$					
	+ +		8 1080	40 40	40	Through facing crossover Entering over, and leaving Up passenger loop	UPL 1285f (390m) (bi-directional)	
	<b>†</b>	Elderslie	9 70					
		<u>Johnstone</u>	9 970 10 200 15 530	40 40	_	Through Main line crossover  Through Lochwinnoch crossovers		
		Lochwinnoch	15 1250				ii	
	-	OHNS	15 1550					
							·	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

					t Speed Restrictions		
Running Lines and Signalling System	Location	Mileage M Yd	Down	•	At or between	Remarks	
Pages 51 - 54 - Amend		m id_	<u>  m</u>		At or between	Remarks	
	Glengarnock	19 1390	40	40	Through Main line trailing crossover.	UGL 865f (260m)	(bi-directional)
		20 1390	40	40	Through Main line facing crossover.		
			40	40	Entering over and leaving Down Passenger Loop.	(bi-directional)	DPL 2290f (695m)
	CE Siding GF (S) (DPL)	21 150					
	Brownhill	21 620	ļ		ĺ		
	Swinlees (Roche)	21 840	40	40	Entering over and leaving Up Passenger Loop.	UPL2290f (695m)	(bi-directional
		21 1630	40	40	Through Main line trailing crossover.		
	Dalry	22 920			<u>erossover.</u>		
<b>† †</b>	Kilwinning Jn (See page 61)	25 1560	40	25	Through in to Ardrossan. Entering over and leaving Up Goods Loop.	UGL 1365f (415m) DRS 1054f	(320m).
	Kilwinning	26 0	40		Through trailing crossover.		
	Byrehill Jn (See page 63)	26 1540		<u>25</u>	Through jn to Dubbs Jn.		
† †	Bogside (see page 64)	27 1560	40	10	To Snodgrass branch. Through Main line trailing crossover.		
	^						

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

1		Pen	nanen	t Speed Restrictions	
and Location				<del></del>	
Location	M Yd	<u>m</u>	ph	At or between	Remarks
d - continued	29 620				
Gailes LC (AHB-X)	31 370	$I^{-}$	40	wrong direction. Over Main line trailing crossover.	
Barassie	33 0 33 180 0 0		30	Over connection, DPL to	
Barassie Jn (See Page 47)	0 20	40	]	Entering, over and leaving DPL	DPL 1180f (355π
	0 1630	75 60 75	$\frac{75}{60}$	Om370yd and Om950yd Over curves, Om950yd and lm570yd	UGL 1305f(395m)
Monkton Siding GF (S)	2 330 35 110 36 620				
Prestwick Falkland	37 750 38 1610	50	50	9m20vd and 40m290vd	DGL 760f (230m)
					232 7001 (230m)
	Barassie  Barassie Jn (See Page 47)  Up main signal PB286  Troon  Monkton Siding GF (S)  Prestwick	Troin   29   620   31   370   33   180   0   0   0   0   0   0   0   0   0	Location	Location   Mileage   Down Up mph	Location

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D - GENERAL	INSTRUCTIONS AND NOTICE	S - continu	_	anen	t Speed Restrictions		
Running Lines and		Mileage			e opec- noorizotiono		
Signalling System Location		M Yd			At or between	Remarks	
Pages 51-54 - Amend	 - continued						
<b> </b>	Newton-on-Ayr	39 730					
	Newton Jn (See page 64)	39 880		10	Through jn to Ayr Harbour Jn.		
💠 🏺	OHNS	39 900	<u>20</u>		Through jn to Killoch branch	,	
	Down Ayr Signal PA340	39 970	40 40 50	40 25	40m290yd and 40m680yd 40m680yd and 40m920yd		
	Ayr	40 1080	50	25 50	40m920yd and 40m1740yd	Permissive working is authorised on the Up and Down lines through Ayr Station for	
	Belmont LC (CCTV)	40, 1360 41 990	30	30 45	Through crossover. Through crossover.	passenger train connection purposes. Controlled from Paisey S.C.	
¹ т <sup>‡</sup>	Dalrymple Jn (See page 65)	43 1170	20		Through jn to Benbane branch	Amended (*/11/86)	
Page 55  Between Girv.  Amend:-	an and Pinwherry		20	<u>20</u>	Bridge No.9, 1m680yd and 1m730yd.		
to read:-			45	45	Bridge No.9, 1m680yd and 1m730yd.	(1/9/86)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

DECTION D	GENERAL	INSTRUCTIONS AND NOTICE	1		manen	t Speed Restrictions	<del>                                     </del>
Running Lines and Signalling System   Location		Mileage M Yd	Down Up		At or between	Remarks	
Pages 61	and 62	WINNING JN TO LARGS tabl	e to read:	60	60	MAXIMUM PERMISSIBLE SPEED	
Ī	1	Kilwinning Jn (See Page 53)	25 1540		40 25	Through jn. Entering over and leaving Up Goods Loop.	The lines between Kilwinning Jn and Largs are controlled from Paisley SC.
		Kilwinning	26 0	<u>40</u>	<u>40</u> <u>40</u>	25ml560yd and 26ml50yd Through facing crossover.	
		Dubbs Jn (See Page 63)	26 1500		<u>25</u>	Through Jn to Byrehill Jn.	
	13 15	Stevenston (See Page 62)	28 550	40 40	40	Through trailing crossover. Entering Down Goods loop.	DGL 1515f (460m)
		Stevenston LC  Saltcoats	28 680 29 1210	<u>50</u>	<u>50</u>	29m730yd and 29m1690yd	
生。	UP AND DOWN LARGS	Ardrossan Sth Beach (See Page 63)	30 160 30 840 30 1060	50 25 50	<u>50</u>	Through connection to Up Largs.  Through jn to Ardrossan Harbour.  30m1060yd and 31mp.	
UP FREIGHT	UP AND DE	West Kilbride Hunterston (See Page 63)	35 220 36 1140		<u>25</u>	Over connection Single line to Up Freight.	
,		Fairlie High Sdg GF (S)	38 1650				

~

	ing Lines and Milesge Down Up					
Running Lines and Signalling System Location		Mileage M Yd	Down	•	At or between	Remarks
Pages 61 and 62 - Am		39 20 39 260 to 39 1250				
	Admiralty Sdg GF (S)	39 1300	<u>50</u>	50 40	40m660yd and 40m1540yd 41m660yd and Largs Stn.	(Amended <b>9/</b> 11/86)
L . Page 62 Amend MISK T	Largs CO STEVENSTON NO.1 (GOOD)	42 150     LINE) tab	le to	rea	ad:-	(Amerided 4111/00)
	Misk Stevenston (See Page 61)	0 1250	5	<u>5</u>	MAXIMUM PERMISSIBLE SPEED	Controlled from Paisley SC. (14/9/86)
Add:-	M JN TO ARDROSSAN HARBO	Γ			·	(14, 7, 66,
1 19 1 19 1	Ardrossan Sth Beach (See Page 61)	30 840 30 1030	25	25	MAXIMUM PERMISSIBLE SPEED	Controlled from Paisley SC.  No Train Staff.
T S	Princes St LC (CCTV)  Ardrossan Hbr LC	31 150 31 620				Controlled from Ardrossan Hbr LC
a trick	Ardrossan Hbr	31 840				(14/9/86)

SECTION D - GEN	ERAL INSTRUCTIONS AND NOTICE	<u>S - continu</u>				<u>.                                    </u>
					nt Speed Restrictions	
Running Lines a		Mileage	Down			
Signalling Syst	em Location	M Yd	mp	h i	At or between	Remarks
Page 63 - conti	nued					
	L JN TO DUBBS JN					
Add:-	OHNS	0 925	1 1			(8/11/86)
Page 69						
MOTHERW Delete:	ELL TO PERTH  St Ninians LC	117 460				(30/10/86 <b>)</b> -
Page 78 EDINBUR	GH WAVERLEY TO GLASGOW QUEEN	ST (VIA FA	LKIRK	HIC	CH)	
Bo ness		F				(6/9/86)
Page 79 EDINBUR	GH WAVERLEY TO GLASGOW QUEEN	ST (VIA FA	LKIRK	HI	GH)	
Amend :	Cadder (East end) to Cadder	(West end)	tor	ead	<del></del> 	
1111	Cadder (East end)	5 880	15		Entering Down slow line.	
			<u>30</u>		Over and leaving Down slow line.	
MOIS HAND						
	Cadder (West end)	4 1010		<u>30</u>	Entering, over and leaving Up slow line	All lines between Cadder (West end) (incl.) and Queen St are controlled from
	and the second					Cowlairs. (23/8/86)
	2 ( 4) ( 2 ( 2 ( 2 ( 2 ( 2 ( 2 ( 2 ( 2 ( 2 (					

•

PECTION	D - GENERAL	INSTRUCTIONS AND NOTICE	S - continu	ed			,
				Peri	Banen	t Speed Restrictions	
Running	Lines and		Mileage	Down	Down Up		·
Signalli	ing System	Location	M Yd	10.1	ph .	At or between	Remarks
Page 81	POLMONT JN T	O LARBERT JN					
	Amend:- to read:-	BETWEEN POLMONT JN AND 24M1120YD		<u>50</u>	<u>50</u> <u>60</u>	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED	
		BETWEEN 24M112OYD AND LARBERT JN	; 1	<u>50</u>	<u>50</u>	MAXIMUM PERMISSIBLE SPEED	
	Add:- Delete:-	,		<u>50</u> <u>40</u>	<u>50</u> <u>40</u>	Over curves 222mp and 23m220yd.	
	<u>Add</u> : -	÷		<u>55</u>	<u>55</u>	Over curves 22m530yd and 22m1210yd.	·
Page 85				<u>50</u>	<u>50</u>	23m1340yd and 23m1600yd.	(23/8/86)
rage of	AIRDRIE TO H	<u>IELENSBURGH</u> ad 5th MAXIMUM PERMISSIB	IF SPEEDS +		 		
		GHTSWOOD NORTH JN AND 22		60	60	MAXIMUM PERMISSIBLE SPEED	
	BETWEEN 22ml	140yd AND HELENSBURGH		40	40	MAXIMUM PERMISSIBLE SPEED	(5/10/86)
Page 93	HYNDLAND EAS	 ST JN TO DALMUIR PARK (V	I 'IA CLYDEBAN	<u>IK)</u>			(14/6/86)
	Add:-	l l		<u>30</u>		Through east end main line trailing crossover.	(14/6/60)
Page 9/					<u>30</u>	Through west end main line facing crossover.	(14/9/86)
Page 94	Amend CLYDER To read:-	BANK CENTRAL JN TO OLD K	ILPATRICK (	GOOD	S LIN	<u>Е)</u>	·
		NTRAL JN TO OLD KILPATE	ICK (GOODS	LINE 5		MAXIMUM PERMISSIBLE SPEED	
	† †	Clydebank Central Jn (See page 93)	0 0		-		Controlled from Clydebank Dock Jn
	<b>†</b>	-	$\frac{0}{109} \frac{90}{110}$				Only one train may be allowed on the line at a time (30/8/86)
	;	Old Kilpatrick	111 570				·

20N-D14

:

Location	Mileage	Dow		t Speed Restrictions		
Location			מון ב	_		
	M Yd		ph	At or between	Remarks	
JN TO FORT WILLIAM		25	35	OmllOyd and Otmp		(5/10/86)
D MALLAIG .						
	36 1230					(21/9/86)
dmouth and Berwick-upon	I-Tweed					
е	65 1720					(13/9/86)
<u> </u>	67 00					
					;	
	JN TO FORT WILLIAM  O MALLAIG  CL)  e in remarks column  O EDINBURGH WAVERLEY dmouth and Berwick-upon  T)  e  -Tweed  e	O MALLAIG CL)  e in remarks column  O EDINBURGH WAVERLEY dmouth and Berwick-upon-Tweed T) e  -Tweed	O MALLAIG CL) 36 1230 e in remarks column  O EDINBURGH WAVERLEY dmouth and Berwick-upon-Tweed T) e 65 1720  -Tweed	O MALLAIG CL)  e in remarks column  O EDINBURGH WAVERLEY dmouth and Berwick-upon-Tweed T)  e 65 1720  -Tweed	O MALLAIG CL)  e in remarks column  O EDINBURGH WAVERLEY dmouth and Berwick-upon-Tweed T)  e 65 1720	D MALLAIG   36 1230

?

					t Speed Restrictions	
Running Lines and Signalling System	Location	Mileage M Yd	Down	•	At or between	Remarks
Page 112						
Amend: - LOC	HEND JN TO BONNINGTON SOI	UTH (GOODS	LINE	tab	<u>le</u>	
to read:- LOCHEND JN	TO LEITH WALK (GOODS LINE	 <u>E)</u>	-			
BETWEEN LOCI	HEND JN AND EASTER ROAD	JN	<u>15</u>	<u>15</u>	MAXIMUM PERMISSIBLE SPEED	Ì
BETWEEN EAS:	TER ROAD JN AND LEITH WAI	LK	<u>10</u>	10	MAXIMUM PERMISSIBLE SPEED	1
ī I A	Lochend Jn (See Page 111)	0 0		<u>25</u>	Through jn to Abbeyhill line	The line between Lochend Jn and Leith Walk is controlled from Edinburgh.
1 1 1 0 1 T	Easter Road Ju (See below)	0 880 1 660	10	10	Over connections to and from Leith Walk.	
	Leith Walk	1 1320		Ì		(15/11/86)
	TO CROMBIE RNAD (GOODS )	LINE)				Train Staff is kept in Elbowend Jn GF. (2/11/86)
	F TO BOWHILL (GOODS LINE note in Remarks column	<u>)</u>				Train Staff is kept in Glencraig GF. (2/11/86)
Page 129 PERTH TO INT Amend note to read:-	VERNESS in Remarks column					The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

	1	NSTRUCTIONS AND NOTICES			rmane	nt Speed Restrictions		Т
	Lines and		Mileag		wn Up		•	
Signalli	ng System	Location	<u> </u>	d	mph	At or between	Remarks	
	Amend Between	Culloden Moor and <u>Inve</u>	erness t	o read	:			
,	, ,	Culloden Moor	111 66	0	40	Up line to single line		
<b> </b>	·	<u>/</u> T/	114 88					
		_		5	55	Over curves, 116m1120yd and 117m310yd		
1. 1	[ ]	Millburn Jn (see page 141)	117 44	0   40	2 40 15			
A A A A A A A A A A A A A A A A A A A	15 10	Welsh's Bridge (see pages 141 and 143)	117 123	0				WON-D17
	Ĭ.	Locomotive	117 147	0	ļ		,	
	ş ( <sup>1</sup>	Inverness	118 70	·			(28/9/86)	
Page 140	ABERDEEN TO	   Inverness						
	Amend:- to read:-	Kinloss LC (AHB) Kinloss LC (AHB)	3 22 2 165					
	Amend:- to read:-	Forres LC Forres LC	0 33 0 35				(2/8/86)	
		thu LC (RG) and Dalcros	B LC (AF	<u>us)</u>				
	Amend			2 6				
	to read:-			2	20	131m1210yd and 132m110yd.	. (9/8/86)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D	- GENERAL I	NSTRUCTIONS AND NOTICES	S - contin		_		
						t Speed Restrictions	
Running Li			Mileage	Dow	na Up		
Signalling	System	Location	M Yd	10	ph	At or between	Remarks
Am	elny LC (AOC mend:-	<u>:L)</u>		30 55 <u>30</u> 55	30 55 <u>30</u> 55	Approaching L.C. Approaching L.C.	(30/8/86)
	etween Brora end:-	L.C. (AOCL) and Brora Brora LC (AOCL)	90 680	55 10 15			
to	read:-	Brora LC (AOCL) Brora	90 1060 90 680 90 1060	15 10 15	10 15		(30/8/86)
Page 157	YMARKET WES	Portlethan Portlethen					(30/8/86)
Am	RTH TO INVENEND NOTE in read:-	RNESS Remarks column				·	The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86)

.

.

SECTION D - GENERAL	INSTRUCTIONS AND NOTICE	is - continu		manen	t Speed Restrictions	<del></del>
Running Lines and		Mileage		n Up	1	
Signalling System	Location	M Ya		ph	At or between	Remarks
Page 166 Amend between	Culloden Moor and Inv	verness to 1	read:			
† †	Culloden Moor	111 660		40	Up line to single line	
	<u>/</u> T/	114 880				
A B A B			65	65	Over curves, 116ml120yd and 117m310yd	
		İ	40	<u>40</u>	117m310yd and 117m380yd	
			15	15	117m380yd and 118m70yd	
• • • •	Millburn Jn (see page 141)	117 440				
A B AB	, , , , , , , , , , , , , , , , , , , ,					
A Sie B A B B B B B B B B B B B B B B B B B		1				
اِن ا	   Welsh's Bridge	117 1230				
To Rose H.	(see pages 141 and 143)	1				
. Y			1			
<u>₹</u> }	Locomotive	117 1470				
SS. Finits	Inverness	118 70				(28/9/86)
			1			
					i	

WON-D

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - continued

#### SECTION 2

Between	Lines	Authorities	Restrictions
Page 2  Delete:- Stevenston No.2/Stevenston	No.l entry		(10/0/0
Amend Misk to Stevenston No Misk to Stevenston (Goods L		) and relative en	(10/8/86 try to read:-
Stevenston Misk	Single	F	Freight trains BV (8/11/86
Page 4  Delete:- Clydebank Central Jn to Old	Kilpartick (G	oods Line) and re	lative entries (30/8/86
Page 6 Perth to Inverness Delete: - last four entries			
Add:- Millburn Jn/Locomotive box	Single	F	ECS
Locomotive box/Millburn Jn	Single	F	ECS
Aberdeen to Inverness  Delete: - last two entries			
Add:- Millburn Jn/Locomotive box	Single	F	Trains for goods yard
Page 7  Inverness to Wick  Amend:-			
Welsh <sup>*</sup> s Bridge/Rose Street	Down	F	30 freight vehicles BV or 6 fitted freight vehicles.
To read:- Welsh's Bridge/Rose Street	Down	F	30 freight vehicles BV or 6 fitted freight vehicles ECS (28/9/86

#### TABLE C - WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOP

#### Page 8

Amend:- LONDON ROAD JN TO BONNINGTON SOUTH (GOODS LINE)
to read:- LONDON ROAD JN TO LEITH WALK (15/11/86)

# TABLE E - RULE BOOK, SECTION C, CLAUSES 4.6 AND 5.9

ALLES D KODE DOL	or, becirck o, chacele 4.0 Ak		
Signal Box	Signal	Remarks	

# Page 9

Perth to Inverness

Amend entry under this heading to read:Inverness Locomotive Down home

For backing movements from Millburn Jn to passenger station. (28/9/86)

#### WON-D22

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 2 - continued									
TABLE J - LOCOMOTIVES ASSISTING IN REAR OF TRAIN - RULE BOOK, SECTION H, CLAUSE 3.20									
From	То	Type of Train	Conditions	Remarks					
Page 11									
Add:- Kilwinning Jn to Lar Stevenston	<u>gs</u> Largs	Engineer's Trains (Unfitted)	R	See Local Instructions Page 32					
Largs	Stevenston	Engineer's Trains (Unfitted)	R	See Local Instructions Page 32					
This reinstates the	item published in W	Weekly Operating Noti	ice No.16	Amended (27/9/86)					
Page 12									
Add:- Haymarket West Jn to Dundee Central Jn		F	-	_					
(This amends the ite		No.30)		Amended (25/10/86)					
Add:- Perth to Inverness Locomotive box	M2116 1-	P.O.S.	22						
	Millburn Jn	ECS	RD DD	-					
Millburn Jn	Locomotive box	ECS	RD	-					
Add :- Aberdeen to Invernes									
Millburn Jn	Welsh's Bridge	ECS	RD	-					
Welsh's Bridge	Millburn Jn	ECS	RD	-					
Inverness to Wick Add:-									
Welsh's Bridge	Rose Street	ECS	RD	-					
Rose Street	Welsh's Bridge	ECS	RD	- (28/9/86)					
SECTION 3									
n (:) INDEV	GENER	MAL INSTRUCTIONS							
Page (i) ~ INDEX Add:-									
Class 318 I	Electric Multiple Ur	nits-Emergency Coupli	ings	Page 56					
Page (ii)				(1/9/86)					

 $\frac{\text{Add:-}}{\overline{\text{Ins}}\text{tructions}}$  for Working of Trains under the Strathclyde Manning Arrangement.

84

(8/11/86)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

#### LINES WORKED BY THE TRACK CIRCUIT BLOCK SYSTEM

# $\frac{\text{Page } 5}{2}.$

2. General Appendix

2.1 Single lines worked by the Track Circuit Block System - Instructions to Trainmen.

Clause 6

Delete:- Usan - Montrose South

Add: -

3. Relay rooms equipped with local signal panels

The relay rooms at Kilwinning, Barassie, Ayr and Hunterston are provided with signal panels which can, if necessary, during certain failure conditions be brought into use, functioning as block posts independent of Paisley SC.

For the duration of the failure, all signal post etc telephones within the area of control of the relay room concerned will give communication with the appropriate relay room, not Paisley SC. (15/11/86)

#### STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

			<u> </u>	
Signal Box	Area/Location	Line		Remarks

Page 8

Amend: - 4th Perth entry, reference in Remarks column to signal P223

to read :- signal P221

# SINGLE LINES WORKED BY THE SCOTTISH REGION TOKENLESS BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

# Page 11 - 8. Shunting keys

Add: -

Usan Montrose South

(23/8/86)

(2/11/86)

Millburn Jn Locomotive box

(28/9/86)

Delete:-

Hunterston Largs

(8/11/86)

#### Page 12

#### SECTION OF LINE

Add: - Usan to Montrose South

(23/8/86)

# SINGLE LINES WORKED BY THE ELECTRONIC TOKEN BLOCK SYSTEM INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

## Page 13

Types of Electronic Token
Amend paragraph (b) to read:-

(b) Long section - unidirectional token applicable from a stop board or section signal at one token exchange point to a stop board, or the first stop signal, at the second token exchange point ahead.

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

### Page 15

- Transference of Tokens Amend clauses 3.2.5. 3.2.6 and 3.2.7 to read:-
- 3.2.5 In the case of a "Long section" token, the Signalman will, when giving permission to proceed, specify to the Driver that he is authorised to pass the stop board at the intermediate token exchange point, referring to it by name. This does not excempt the Driver from stopping at any level crossing where this is necessary.
- 3.2.6 When a train is in possession of a "Long section" token, the "loop clear" procedure must be carried out at the intermediate token exchange point.
- 3.2.7 In exceptional circumstances, should it be necessary to stop a train to which a "Long section" token has been issued at the intermediate token exchange point, the Driver must when the train has come to a stand return the "Long section" token in the usual way. The signalman will inform the driver that he no longer has authority to proceed and the driver must conform that this is understood. When the train is to be allowed to proceed, a new token to permit the train to depart from the token exchange point concerned will be issued.

### Page 18

## Admission of a Train to an Obstructed Section

- 5.1 Train failed on single line Amend: - Clause 5.1.4 to read: -
- 5.1.4 When the disabled train is in possession of a "Long section" token, the assisting train will require to proceed from one of the token exchange points between which the disabled train was authorised to proceed in accordance with clause 5.1.3. In these circumstances, the Driver must be careful to establish between which two token exchange points the disabled train is located. If the assisting train has to travel through one of the single line block sections before entering the section in which the disabled train is located, the Driver of the assisting train must stop at the stop board at the intermediate token exchange point and not proceed past the stop board without the specific permission of the Signalman. When authorising the Driver of the assisting train to pass the last stop board before reaching the disabled train, the Signalman will remind the Driver in accordance with clause 5.1.3. (9/11/86)

#### Page 21

### SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFF

Add: - Ardrossan South Beach to Ardrossan Harbour Carmondean Jn to Bathgate Station

(14/9/86)

Amend: - Easter Road to Bonnington South to read: - Easter Road to Leith Walk

(15/11/86)

## Page 53

### Removal of Obstructions from Overhead Line by Area Manager's Staff using Insulated Poles.

Amend: - date of Standing Order No.RMEE/EDO/22

to read: - May 1986

(6/9/86)

## Page 53 - Isolation Procedure

Amend instruction to read:-

Instructions 44(ii) and 55(ii) in BR.29987 - "Working Instructions for AC Electrified Lines, dated 3rd May 1975" are authorised and apply to all lines controlled from Glasgow Central, Motherwell and Paisley signalling centres. (10/9/86)

#### WON-D25

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

### Page 55 - Operation of Thyristor Controlled Traction Units

Amend instruction to read:-

The undernoted Thyristor controlled electric locomotive must not be allowed to run between Shields Jn (exclusive) and Gourock/Wemyss Bay:-

Class 87/1 No.87.101

(30/8/86)

## Page 56

Amend heading "Route Availability of Class 303/311 and 314 multiple unit trains to read: - Route Availability of Electric Multiple Units. (6/9/86)

#### Page 56

#### Add: -

Class 318 Electric Multiple Units - Emergency couplings
Emergency couplings for use with Class 318 Electric Multiple Units are kept at
Shields ETD, Ayr TMD and Motherwell TMD. (1/9/86)

	CONTIN	UOUS BRAKE TRAIN OPE		
From	То	Line	Maximum l load (tor	
Engineer's tr	ains			
1. Assisting	in rear			
Page 81:- Add:-	<del>-</del>			
Airdrie to He Parkhead Nort		Up	115	(16/11/86)

_	_	Line	with un	ble to trains fitted portion ng (tonnes)
From	То			g (connec)
Airdrie to Helen	sburgh			•
<u>Delete</u> :- Parkhead North J	n Sunnyside Jn	Up	115	(16/11/86)

Delete:-		
Dundee Central Jn Camperdown Jn	Down and Up	60
(This amends the item published in WOM	No.30)	Amended (25/10/86)

## Page 84

Add :-

#### INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDE MANNING ARRANGEMENT

These instructions apply to the running of radio equipped electric multiple units on the following lines of route :-

Between Glasgow Central and Ayr via Bridge St Jn

Between Glasgow Central and Gourock/Wemyss Bay via Bridge St Jn

Between Glasgow Central and Shields ETD/Corkerhill CSMD via Bridge St Jn (including all lines in the Shields Jn area)

- 1. Correct headcodes and train descriptions must be used at all times.
- With the exception of a platform line, drivers must only carry out the set-up procedure when the train is at a stand at a signal capable of displaying a main red aspect and prefixed "G", "P", "PE", "PG", "PK", "PB", or "PA", or any of the position light signals, not associated with a main aspect, specified below. The set-up procedure must not be carried out at Up Ayr line signal P5A between Arkleston Jn and Hillington West, or at Down Gourock line signal P62A between Langbank and Woodhall. The set-up procedure need only be carried out at the position light signals listed below if the train will commence a journey from the signal concerned.

Position light signals, not associated with a main aspect, where the set-up procedure is permitted (all near Shields Jn area) :-

Signal No.	Line		
G532	No.1 Headshunt	(Shields	ETD)
G508	Up City Union		

During the set-up procedure, drivers must ensure that the headcode displayed is correct.

- 3. Drivers must not carry out the set-up procedure in a platform line if another train is occupying the platform line ahead up to the exit signal, including No.9 platform at Glasgow Central. When carrying out the set-up procedure in a platform line, the signal number of the first stop signal ahead of the train must be entered. A list of platform signals at terminal stations is shown at the end of these instructions.
- 4. Signalmen must not cancel the description of a terminating train from the train describer apparatus until the train has arrived in a platform or passed clear of all track circuits into a depot and, where the route has not been set automatically, the signal button controlling the route to the platform or depot concerned has been normalised. The same train description must not be used for two trains at the same time.
- 5. These instructions and use of the radio equipment are exempt during all shunting operations including those being carried out on any line between Glasgow Central station platforms and Bridge St Jn.
- 6. Drivers must ensure that radio channel changes take place at the marked locations.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

Page 84 - Add - INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDE

MANNING ARRANGEMENT - continued

7. In the event of a train failing and assistance is required, a competent person will be provided to couple the assisting and failed trains.

#### LIST OF PLATFORM SIGNALS AT TERMINAL STATIONS

Platform No Glasgow Central	Mid Signal*	Exit Signal	Platform No	Exit Signal
			Ayr	
1	G2	G38	1	PA344
2	G4	G39	2	PA346
3	-	G6	3	PA348
4	-	G8	4	PA352
5	-	G11		
6	-	G13		
7	-	G15	Gourock	
8	-	G18	<del></del>	P113
9	G21 & G43	G44	2	P115
10	G35	G4 5	3	P117
11	G37 & G46	G54		
11A	-	G72	Wemyss Bay	
12	-	G63	1	P139
13	-	G67	2	P138

\* First signal quoted is nearest buffer stop.

(28/9/86)

#### Page 101

#### STABLING OF VEHICLES ON RUNNING LINES AND LOOP LINES

Delete: Cadder Down Goods line from table.

(3/8/86)

#### SECTION 4

#### LOCAL INSTRUCTIONS

#### INDEX

Page (iv)	Page	
Page (iv) Add :- Largs entry	35	(27/9/86)
Page (v)  Add :- Millerhill Electrification Depot	72	(27/9/86)

# Page 23

#### DUMFRIES

Reception and departure sidings between Dumfries South and Dumfries Station Signal Boxes.

Amend 2nd paragraph to read:-

The Down reception and departure siding between these Signal Boxes must only be worked in the Down direction except in the following circumstances:-

- A Locomotive may set back from the Down main line to the Down departure siding for the purpose of attaching to a train.
- A train from the Maxwelltown branch may proceed onto the Down departure via the Down main line.

In both circumstances the train must be brought immediately to a stand inside Signal D88 and await a handsignal from the guard or shunter. (10/8/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 32

#### BETWEEN HUNTERSTON AND LARGS

Add:-

All unfitted Engineer's trains requiring to work between Hunterston and Largs must have a locomotive in rear in accordance with the conditions authorised in Table J.

(Amended)(22/7/86)

Page 34

#### HUNTERSTON ORE/COAL HIGH LEVEL LOADING TERMINAL

Amend reference in second line to "Hunterston signal box" to read "Paisley (9/11/86)Signalling Centre".

#### KILWINNING TO LARGS

Page 35 Add:-

FAIRLIE HIGH/ADMIRALTY SIDINGS GROUND FRAMES The permission of the signalman at Paisley SC must be obtained before a train, which has not 'shut-in' at either of the ground frames, proceeds from the (15/11/86) siding towards Hunterston.

Add:-

#### LARGS

Friction buffer stops - Drivers of trains, and persons in charge of shunting movements working into Nos.1 and 2 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 A.C.E to have the buffers reset.

(26/9/86)

Page 35

#### MISK TO STEVENSTON NO.1 (GOODS LINE)

Amend heading and sub-heading to read:-

#### MISK TO STEVENSTON (GOODS LINE) BETWEEN MISK AND STEVENSTON

(8/11/86)

Page 35 and 36

Delete: HOLM JN TO ARDROSSAN HARBOUR and relative instructions.

(3/8/86)

Page 48

#### BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)

ASCENDING

Amend sixth paragraph after tabular information to read:-When trains are assisted in front, the train must be brought to a stand at signal C30 or C31 for the leading loco to be uncoupled. (28/6/86)

#### Page 54 AIRDRIE STATION - Add:-

Shunting movements - Drivers of shunting movements proceeding from the Carriage sidings to the Down main line are authorised to drive from the cab nearest the buffer stop provided the provisions of clause 1 of the instructions "Light locomotives, push-pull and multiple-unit trains - driving from the leading cab", appearing at page 2.2 of the General Appendix, are observed. Clause 2(a) of the General Appendix instructions is modified accordingly. (4/10/86)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

### Page 56 BRIDGETON CENTRAL - Add:-

Shunting movements at Bridgeton CSD - Drivers of shunting movements proceeding from Bridgeton CSD past the signal box towards Bridgeton Central tunnel are authorised to drive from the cab nearest the buffer stop provided the provisions of clause 1 of the instructions "Light locomotives, push-pull and multiple-unit trains - driving from the leading cab" appearing at page 2.2 of the General Appendix are observed. Clause 2(a) of the General Appendix instructions is modified accordingly. (4/10/86)

#### Page 57

Add:-

#### CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)

Propelling of trains is prohibited EXCEPT as follows:-

- Between Old Kilpatrick and Dalmuir Riverside Freight trains less than 340ft in length provided a brake van (in which the guard or shunter will ride) is formed as the leading vehicle.
- Between Chivas Regal Sidings and Dalmuir Riverside ~ Fully fitted freight trains less than 170ft in length. (30/8/86)

Page 72

Add :-

#### MILLERHILL ELECTRIFICATION DEPOT

Before allowing a train to proceed towards the Electrification Depot the signalman will obtain the permission of the person in charge of the Depot. Such permission must not be given unless the person in charge is satisfied it is safe to do so and no conflicting movement has been permitted.

(17/9/86)

#### INVERNESS

Page 90

Delete: Working in the wrong direction from Welsh's Bridge to Locomotive signal
box on Up line and relative instruction. (28/9/86)

Page 91

Propelling passenger trains Delete: Final paragraph.

(28/9/86)

Millburn Yard ground frame -

Amend heading and relative instructions to read:-

Millburn Yard - When Millburn yard is unstaffed, the guard of a train terminating there, on arrival via the Up Aviemore line or Up Independent line, must ensure that all points within the yard are properly set for a movement in to an empty siding.

When Millburn yard is unstaffed, the guard of a train departing from the yard must ensure that all points are properly set for a movement from the yard to the main line and then advise the signalman at Millburn Jn that the train is ready to depart. The guard must not signal the driver to start the train until the yard exit signal has been cleared.

(27/8/86)

The Rule Book, Section H, clause 8.1(d)

Amend Instruction to read:-

ECS being propelled on the Forres single line from Millburn signal box must carry a red light on the leading vehicle. (28/9/86)

#### MISCELLANEOUS INSTRUCTIONS

#### ROLLER LOADER

The vehicles are flat salmon wagons equipped with permanently mounted Atlas/Hiab telexopic jib cranes which are capable of traversing the length of the vehicles.

The maximum permitted speed of the vehicles is 45m.p.h. and they must be marshalled in  $n_{\rm col}$ , train formation.

The cranes are within gauge when in the stowed position.

The cranes must be kept in the stowed position unles the line or siding in which they are working is in the Absolute Possession of the Engineer.

The cranes must not be worked on, or adjacent to lines electrified by Overhead Line Equipment unless a Permit to Work has been issued.

When work may foul adjacent/opposite line (o) the line (o) concerned must be protected jy:
1 in accordance with the Rule Book, Section T, Part III or Part IV.

The cranes are fitted with a stop device which limits the jibs to working on one side only. When the cranes are in use the stop device must be padlocked in the required position and the keys held by the crane operator. (25/10/86)

#### POLMADIE CSMD

<u>UNTIL FURTHER NOTICE</u> Departure Road No.4 has been secured out of use. To facilitate reconstruction work, mechanical equipment is in use.

Trainmen and other staff must exercise care when working in this area.

(13/10/86)

): ·

351

## HAMILTON CENTRAL STATION

The 3 car stop marker on the Down platform has been temporarily repositioned 82 yards nearer the Newton end of the platform.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (18/10/86)

### SHIELDS TO TERMINUS JN (UP THROUGH TERMINUS)

UNTIL FURTHER NOTICE - The line between Shields and Terminus Jn has been secured out of use. (27/10/86)

## AYRSHIRE ELECTRIFICATION

UNTIL WEDNESDAY 19 NOVEMBER - Electric locomotives are prohibited from working over the Ayrshire lines and the Up and Down Largs lines.

Amended (19/11/86)

Refer PON 28D, Miscellaneous Instructions, page 51.

#### AYRSHIRE LINES

Delete: - Between Kilwining and Bogside - Up Ayr.

(9/11/86)

#### WON-D31

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANEOUS INSTRUCTIONS - continued

# WESTERTON

The Down platform has been permanently shortened at the Singer end by 9 yards and lengthened at the Anniesland end by 9 yards. The 3 and 6 car stop markers have been repositioned accordingly.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (MR/NOT3A)(26/10/86)

#### DUNFERMLINE STATION

The Down platform at the Townhill end, previously temporarily shortened, has now been reinstated to its former length.

#### INVERNESS STATION

UNTIL FURTHER NOTICE - Platform 6 has been temporarily shortened by 80 yards at the Rose St end.

Trainmen must exercise care when bringing their trains to a stand at this platform.

(MR/NOT3A)(15/11/86)

## TEMPORARY SPEED RESTRICTIONS - SPEED SIGNS

Experimental speed signs with black "20" figures on a yellow background, are in use in the Warning Board and Speed Indicators for the following temporary speed restrictions:-

	Lines	A		leage betwe	en	Restri- ction	_	
Location	affected	<u> </u>	Yd	M	Υd	mph	Remarks	
Crosshill	Inner	1	340	0	1500			
Dundee Central Jn and Tay Bridge South	Up	57	220	56	910			

Drivers and Traction Inspectors who travel over these speed restrictions are requested to submit their comments on the sighting comparison between the experimental yellow/black signs and conventional blue/white signs to:-

Regional Operations Manager (Ref. MR/TSR/1) Room 359 ScotRail House Glasgow

Amended (MR/TSR/1) (1/11/86)

#### TEMPORARY SPEED RESTRICTIONS - EXPERIMENTAL INDICATOR

For a trial period, a black and white diagonally striped board with 2 vertical high powered flashing lights will be located adjacent to the portable AWS magnet at one of the Temporary Speed Restrictions published in the Weekly Operating Notice on each of the following routes:-

Edinburgh Waverley to Glasgow Queen St (via Falkirk High) Bridge Street Jn to Stranraer

The purpose of the experiment is to evaluate the effectiveness of the board.

Drivers and Traction Inspectors are requested to submit any comments they may have on the sighting of the board to:-

ROM (Ref MR/RB/U) Room 359 ScotRail House

Glasgow (MR/RB/U) (8/11/86)

#### WON-D32

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANEOUS INSTRUCTIONS - continued

PON No.28D Page 38

#### PERMANENT SPEED RESTRICTIONS ADVANCE WARNING BOARDS

Amend second sentence to read:-The sign, shaped like an inverted triangle, has black numerals on a white background with a yellow border.

#### PERMANENTLY COUPLED 2 x 45 TONNE VANS

The DB (West German Railways) are in the process of manufacturing 200 x 45 tonne 2-axle vans which will be permanently coupled in pairs. These wagons will be operated in Europe and this country conveying general merchandise traffic.

Each pair of wagons will be identified by a single number in the following series:-

2380 2794000-2 to 2380 2794099-4

? With these wagons only one in each pair is fitted with a distributor, in the event of a coupling breaking the brakes would only be applied on the wagon fitted with the distributor as the air supply to the "slave wagon" would be lost when the intermediate pipes parted.

Please note that these wagons must not be included in a fully fitted block train of this type of wagon nor must they be included in the rearmost three positions of a conventional Speedlink train.

(MPF/491/CA) (10.11.86)

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

QUEEN STREET TRA

Page Q2 - Bowling Esso

Amend Time Staffed to read 08 00 - 16 00 Mon - Thu. 08 30 to 15 30 Fri.

Amend Dumbarton Entry to read as follows:-

Dumbarton - South - Central - Leven Shipyard/unmanned/ - /

WMP6 B3/2 to B3/7 applies/Telephone adjacent to Dumbarton Signalbox (Ext.3192).

(MPF/T/A37)(17.11.86)

#### PROVISION OF BRAKEVANS

PON 28D, page 44, refers The item under this heading no longer applies.

(MR/NOT3)(15/11/86)

# MISCELLANEOUS INSTRUCTIONS - continued

# WORKING INSTRUCTIONS FOR THE PERMAQUIP HIGH CAPACITY TROLLEY

The instructions in the General Appendix Section 4, "Instructions Regarding the Running and Working of Engineer's Self - Propelled "On-Track" machines" pages 4.2 to 4.7, clauses 1 to 16 (inclusive) apply also to this machine.

The following additional instructions also apply:-

#### 1. General Instructions

- 1.1 The maximum permitted forward speed of this machine is 40mph and the maximum reverse speed is 5 mph.
- 1.2 The machine is within gauge in the fully stowed condition.
- 1.3 The machine must not be driven from the work platform, whether in the lowered or raised position, nor must any personel mount on, or travel on, the work platform unless an isolation has been obtained and a "Permit to Work' issued.
- 1.4 In the running condition, the "Emergency Lower" valve must be in the open position, and the Raise Isolator key must be in the possession of the nominated RCE or RM&EE supervisor, and must not be handed to the operator until a "Permit to Work" has been issued.
- 1.5 The machine must work only on lines under Absolute Possession or on sidings protected in accordance with Section T, Part III A of the Rule Book.
- 1.6 The machine must not work on a line electrified by an overhead system unless an isolation has been obtained and the RCE or RM&EE supervisor in charge of the machine is in possession of a Permit to Work.
- 1.7 Movements of the machine, and of the cantilever platform, must be made only on the instruction of a nominated RCE or RM&EE supervisor.
- 1.8 When left by the lineside care must be taken to ensure that the machine and all ancillary equipment is secured to prevent removal of any part which could endanger the safety of trains, if removed by unauthorised persons.

#### 2. On-Tracking

- 2.1 Before the machine is moved from its stillage to an adjacent line on which it will work, the line concerned must be under Absolute Possession and the permission of the person in charge of the Possession must have been obtained.
- 2.2 If a line next to that on which the machine will work is open to traffic it must be protected in accordance with Section T, Part II of the Rule Book before the machine is moved from the stillage. This protection must be maintained until the machine is rail mounted and the on-tracking bars have been removed.
- 2.3 If the line next to that on which the machine will work is also under Absolute Possession and is being used by engineers' trains or on-track machines, the person in charge of the Possession must not given permission for the machine to be put on the line on which it will work until he receives an assurance from the RCE or RM&EE supervisor that one or more handsignalmen have been provided to stop trains on the adjacent line until the machine is rail mounted and the on-tracking bars have been removed.

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANEOUS INSTRUCTIONS - continued WORKING INSTRUCTIONS FOR THE PERMAQUIP HIGH CAPACITY TROLLEY - continued

#### 3. Cross-Tracking

- 3.1 If it is required to move the machine over a line which is open to traffic to obtain access to another line, the intermediate line must be protected in accordance with Section T. Part II of the Rule Book.
- 3.2 The provisions of Instruction 2.1 must be applied in respect of the line to which the machine is being moved.
- 3.3 The provisions of Instructions 2.2 or 2.3, as appropriate, must be applied to any line beyond the one to which th machine is being moved

#### 4. Off-Tracking

- 4.1 If the line next to that from which the machine is to be removed is open to traffic it must be protected in accordance with Section T, Part II of the Rule Book before the machine is raised from the running line. This protection must be maintained until the machine is on its stillage and the on-tracking bars are removed from the line.
  - 4.2 If the line next to that from which the machine is to be removed is also under Absolute Possession and is being used by engineers' trains or on-track machines, one or more handsignalmen must be appointed to stop trains on the line concerned until the machine in on its stillage and the on-tracking bars are removed from the line.
  - 4.3 The machine must not be parked on its stillage with the cab facing a running line.
  - 4.4 The person in charge of the Possession must be advised when the machine is on its stillage and all ancillary equipment has been removed from the line.

#### 5. Use of Cantilever Platform

- 5.1 The operating handle must be locked out of use and the key retained by the nominated RCE or RM&EE supervisor until the platform is required to be used.
- 5.2 If it is required to extend the cantilever platform over a line which is open to traffic, the line concerned must be protected in accordance with Section T, Part IV of the Rule Book.
- If it is required to extend the platform over a line which is also under Absolute Possession and is being used by engineers' trains or on-track machines, the permission of the person in charge of the possession must be obtained and one or more handsignalmen must be appointed to stop trains on the line concerned.

  (MR/NOT3A)(15/11/86)

The attention of Drivers and Guards is drawn to the need to comply fully with the provisions of the Rule Book, Section H, clauses 5.7 and 5.9 where a train has stopped out of course at a station platform. Failure to do so may have fatal consequences, either to a colleague or a member of the public.

(MR/NOT/3) (8/11/86)

Drivers are reminded that passengers should not be conveyed in driving cabs and, so far as staff in the course of their duty are concerned, the provisions of the Rule Book, Section B, clause 5.12 must be strictly applied.

(MR/NOT3) (8/11/86)



No.35

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 22 NOVEMBER
to

FRIDAY 28 NOVEMBER 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 3666.



# WARNING



# A.C. ELECTRIFICATION

#### ENERGISATION OF OVERHEAD LINE EQUIPMENT

Additional equipment as detailed below, has been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

#### Overhead line equipment

Location	Lines affected	At or between
Dubbs Jn and	Up and Down	Existing live equipment
Ardrossan South	Largs	at structure Nos.LB/02/01
Beach		and LB/02/02 to LB/08/13
		(Up and Down Largs single) and
		LB/08/14 (Up Freight Single)
Ardrossan South	Up and Down	Structure Nos.LB/08/13
Beach and 30 miles	Largs Single	and LB/08/25
1740yds (between		
Ardrossan South		
Beach and		
West Kilbride)		
Ardrossan South	Single	
Beach and Ardrossan		
Harbour		
Ardrossan South Beach	Down Siding	

#### LINESIDE BUILDINGS

All concerned to note that the bare wires from the roof of the undernoted Feeder Station to the adjacent overhead line equipment and the Electricity Board incoming supply cable are energised at 25,000 volts and must be considered ALIVE at all times.

South Beach Feeder Station - located on the North side of the Up Freight single line, 50 yards on the Largs side of Ardrossan South Beach Station.

IT IS EMPHASISED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE.

(MR/EL/14/E/3/86)

#### SECTION A

## TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified)

Warning Boards and indicators provided unless otherwise shown.

f Indicates that the Warning Boards and Indicators will be moved as the work progresses.

Where two speeds are shown for restriction eg  $\frac{20}{40}$  The Rule Book, Section U, Clause 1.2 applies.

Location			_			eage		Restri-	
		Lines affected		-		betwe M		ction mph	Remarks
					Yd		14	mptt	Nond t ro
CAK.	LISLE TO GLASGOW CEN	TRAL							
1	Kirtlebridge GF and Cove LC	-	Up	14	440	13	930	$\frac{20}{40}$	Trackwork. (86/35)  Begins 01 30 Sun 23 Nov.
2	Cove LC and Kirtlebridge GF	Down	-	15	800	15	1400	20	Trackwork. (86/35) Begins 01 30 Sun 23 Nov.
3	Abington	Down	-	58	820	58	940	<del>20</del> 40	Trackwork. (86/33) Finishes 01 30 Sun 23 No
4	Symington GF and Abington	-	Up	58	1240	58	820	$\frac{20}{40}$	Trackwork. (86/33) Finishes 01 30 Sun 23 No
5	Abington and Symington GF	Down	Up	58	820	58	<b>12</b> 40	<del>20</del> 40	Trackwork. (86/35) Begins 01 30 Sun 23 Nov.
6	Law Jn	-	Up	84	486	84	376	20	Condition of track. (86/33)
7	Uddingston Jn	Down	-	93	000	93	1087	<del>20</del> 40	Trackwork. (86/32) Finishes 10 00 Sun 23 No
8	Uddingston Jn	Down	-	93	1087	93	1220	40	Condition of track. (86/24)
9	Rutherglen East Jn and Cumbuslang	-	υp	98	150	97	1650	20	Trackwork. (86/35) Begins 08 00 Sun 23 Nov.
10	Polmadie and Larkfield Jn	Down Clyde sdale		100	1500	101	44	20	Condition of track. (86/20)
MID	CALDER JN TO HOLYTON	N JN							
11	Hartwood and Bellside GF	Down	-	6	980	6	985	40	Condition of track. (86/4)
LAW	JN TO UDDINGSTON J	<u> 1</u>						•	
12	Law Jn	Down	-	84	200	84	486	20	Condition of track. (86/33)
13	Holytown Jn and Ravenscraig No.2	-	Up	88	1340	88	1260	40	Condition of track. (86/23)

					Mil	eage		Restri-		
Loc	ation	Line affec		M M	At or Yd	betwo M	en Yd	ction mph	Remarks	
LAR	KFIELD JN TO SHIELDS	JN	· <u>-</u>							
14	Terminus Jn and Shields Jn	Down	-	101	1140	101	1320	20	Condition of track. (86/63)	
GRE	TNA JN TO EGLINTON S	TREET	JN (V	IA KI	LMARNO	CK)				
15	Dumfries South	Down	-	92	1100	92	920	20 40	Condition of track. (85/50)	
16	Dumfries South	-	Up	92	920	92	1100	40	Condition of track. (85/43)	
17	Dumfries Station	Down	-	92	60	91	1320	20	Trackwork. (86/29)	
18	Kay Park GF and Hurlford	-	Up	35	440	35	1000	20	Trackwork. (86/34)	
MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)										
19	Crosshill	Inner	-	1	340	0	1500	20	Trackwork. (86/30) See Section 'D'.	
BRI	DGE STREET JN TO STR	ANRAER	:							
20	Shields Jn	Down	-	1	88	1	220	20	Condition of track. (86/33)	
21	Lochwinnoch and Johnstone	-	Uр	12	740	11	1600	75	Condition of track. (86/34)	
22	Lochwinnoch and Johnstone	-	Up	12	1620	12	740	20	Trackwork. (86/34) Begins 10 00 Sun 23 Nov.	
23	Glengarnock and Lochwinnoch	~	Up	16	1150	16	200	20	Trackwork. (86/30) Finishes 10 00 Sun 23 Nov.	
24	Glengarnock and Brownhill	Down	-	20	500	20	1380	20	Trackwork. (86/32)	
SHI	ELDS JN TO CORKERHIL	L CSMD	(G00	DS LI	NE)					
25	Shields Jn	-	Up	1	440	1	110	20	Condition of track. (86/33)	
PAI	SLEY TO GOUROCK									
26	Bishopton and Langbank	Down	-	114	635	114	1500	20	Trackwork. (86/33)	
27	Newton Street Tunnel	-	Up	124	880	124	320	20	Trackwork. (86/33)	
WEM	YSS BAY JN TO WEMYSS	BAY								
28	Wemyss Bay Jn and Containerbase	Down	-	0	120	0	640	20	Trackwork. (86/25)	

		Line	q		mii At or	eage	en	Restri- ction	•	
Loc	ation	affec		M	Yd	M	Yd.	mph	Remarks	
KIL	WINNING JN TO LARGS									
29	Stevenston LC and Salcoats	Down	-	29	192	29	601	20	Trackwork.	(86/29)
29A	West Kilbride and Ardrossan South Beach	-	Up Freig		1100	33	440	20	Trackwork.	(86/26)
30	West Kilbride and Ardrossan South Beach	-	Up Freig		1200	35	220	20	Trackwork. Begins 10 00 9	(86/35) Sun 23 Nov
MOT	HERWELL TO PERTH									
31	Greenfoot LC and Cumbernauld	Down	-	99	30	99	1120	<del>20</del> 40	Trackwork. Finishes 16 0	(86/32) 3 Sun 23 No
32	Plean Jn and Polmaise	Down	Up	116	500	116	520	$\frac{20}{40}$	Condition of (	rack. (86/31)
33	Dunblane and Greenloaning	Down	-	124	1020	124	1180	20	Condition of I	JB No.6. (86/33)
WHI	FFLET NORTH JN TO RU	THERGL	EN EAS	T JN						
34	Langloan Jn and Carmyle Jn	Down	-	2	1300	2	1230	20	Condition of	rack. (86/10)
EDI	NBURGH WAVERLEY TO G	LASGOW	QUEEN	STRI	EET (V	IA F	LKIRK	( HIGH)		
35	Haymarket Station	Down North	-	1	470	1	570	20	Trackwork.	(86/32)
36	Haymarket Station	-	Up South		1720	46	000 530	) 20	Trackwork.	(86/32)
				l Ove		l milea		) 100yd		
37	Haymarket East Jn and Haymarket Central Jn	Down South	-	45	1496	45	836	20	Trackwork. Begins 15 00 S	(86/35) Sun 23 Nov.
38	Greenhill Upper Jn and Falkirk High	-	Up	18	236	18	1116	30 60	Trackwork. Finishes 18 00	(86/32) Sun 23 No
39	Greenhill Upper Jn and Falkirk High	-	Ир	17	1196	18	316	<u>20</u> 40	Trackwork. Begins 18 00 S	(86/35) Sun 23 Nov.
A I RI	DRIE TO HELENSBURGH									
40	Bellgrove	Down	Uр	1	000	0	1600	20	Trackwork. Finishes 07 30	(86/33) ) Sun 23 No
41	Bellgrove	Down	Up	1	000	0	1600	40	Trackwork. Begins 07 30 S	(86/35) Sun 23 Nov.
CRIA	ANLARICH TO OBAN									
42	Loch Awe and Taynuilt	Sing	le	51	1408	51	1496	10	Bridgework (UE	(86/35)

		Line			Mil At or	eage		Restri-	
Loc	ation	affec		м		M	Yd	mph	Remarks
TWE	EDMOUTH TO EDINBURGE	I WAVER	LEY						
43	Berwick-Upon-Tweed and Reston GSP	Down	-	54	704	54	220	$\frac{20}{40}$	Trackwork. (86/35) Begins 09 00 Thu 27 Nov.
44	Reston GSP and Grantshouse	Down	-	43	1320	42	650	20	Trackwork.  Applies 01 40 to 06 50  Tue 25 to Thu 27 Nov.
45	Prestonpans	-	Up Loop	9	980	9	1680	20	Trackwork. (86/33)
46	Monktonhall Jn and Prestonpans	-	Up	8	00	8	704	20	Trackwork. (86/34)
47	Prestonpans and Monktonhall Jn	Down	-	8	704	8	00	20	Trackwork. Applies 04 00 to 16 30 Sun 23 Nov.
MILLERHILL TO PORTOBELLO (GOODS LINE)									
48	Millerhill and Niddrie South Jn	Down	Up	4	1280	4	1100	20	Condition of track. (85/22)
NID	DRIE SOUTH JN TO HAY	MARKET	WEST	JN					
49	Niddrie South Jn and Craiglockhart Jn	Down	-	4	1440	4	570	20	Trackwork. (86/32)
HAY	MARKET WEST JN TO AB	ERDEEN	<u>!</u>						
50	Thornton North and Sinclairtown	-	Up	30	880	30	396	20	Trackwork. (86/34)
51	Dundee Central Jn and Tay Bridge South	-	Uр	57	220	56	910	20	Trackwork. (86/28) See Section 'D'.
52	Tay Bridge South and Dundee Central Jn	Down	-	56	910	57	220	30	Trackwork. Applies 23 30 Sat 22 to 16 15 Sun 23 Nov.
53	Arbroath LC and Inverkeilor	Down	Up	21	880	22	00	70	Condition of track. (86/29)
54	Carmont LC and Stonehaven	-	Up	221	880	220	1660	40	Trackwork. Applies 23 30 Sat 22 to 08 00 Sun 23 Nov.
LAD	YBANK JN TO HILTON J	N							
55	Ladybank Jn and Clatchard Craig South GF	Sing	le	5	1680	6	00	20	Bridgework (UB No.13) (86/8)
PER	TH TO INVERNESS								
56	Stanley Jn and Murthly LC	Sing	le	7	180	7	1130	$\frac{20}{40}$	Trackwork. (86/34)

		<u>-</u>		Mil	eage		Restri-	
		Lines	Α	t or	betw	een	ction	
Loc	ation	affected	M	Υd	M	Yd	mph_	Remarks
ABE	RDEEN TO INVERNESS							
57	Rosarie LC and Elgin	Single	27	198	26	1078	30 50	Condition of track. (85/33
58	Allanfearn LC (AOCL) and Raigmore LC	Single	140	550	140	1290	$\frac{20}{40}$	Trackwork. (86/32)
INV	VERNESS TO WICK							
59	Scotscalder and Halkirk LC (AOCL)	Single	145	740	145	900	20	Trackwork. Applies 08 00 Sun 23 to
DIN	GWALL TO KYLE OF LOC	CHALSH						
60	Achterneed and and Garve	Single	8	1640	9	880	20	Trackwork. (86/35) Begins 08 00 Sun 23 Nov

# TEMPORARY ENGINEERING WORKS

At	or between	Lines affected	Remarks			
	LISLE TO GLASGOW IL FURTHER NOTICE					
61	Shieldmuir Jn and Motherwell	A11	00 00 to 05 00 daily. Signalling work.			
62	Glasgow Central	All	00 00 to 06 00 daily. Signalling work.			
SAT	URDAY 22 NOVEMBER					
63	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 50 to 05 10. Overhead line work.  Trains diverted via Wishaw Central. Isolation of electrical sections MCI(f) and MC2(a).			
64	Glasgow Central	Line No.4 BLOCKED	00 30 to 05 30. Track renewal at points No.346B.			
SAT	SATURDAY 22 and SUNDAY 23 NOVEMBER					
65	Glasgow Central	Nos.4 and 5 Carriage Sidings BLOCKED	00 00 Sat to 15 30 Sun. In connection with engineering work at Glasgow Central.			
SUN	DAY 23 NOVEMBER					
66	Carlisle South Jn	A11	07 30 to 16 00. Signalling work. Points and signals disconnected.			
67	Carlisle North Jn	All	07 30 to 16 00. Signalling work. Points and signals disconnected.			
68	Caldew Jn and Gretna Jn	A11	06 00 to 15 00. Signalling work. Points and signals disconnected.			
69	•	Down and Up BLOCKED (to electric trains) Down and Up BLOCKED				
70	Kirltebridge GF and Lockerbie	Down and Up BLOCKED	06 30 to 16 45. Earthwork. <u>Isolation of electrical sections EMI and 2.</u>			
71	Lockerbie	A11	08 00 to 17 00. Signalling work.			
72	Beattock North and Summit	Down and Up Main and Up Loop BLOCKED	07 30 to 16 30. Erecting radio mast. <u>Isolation of electrical sections LM1, 2, 3 and 4.</u>			
73	Summit and Abington	Down and Up BLOCKED	07 00 to 16 30. Earthwork and overhead line work.  Isolation of electrical sections LCl and 2 and  LMl and 2.			

DECITOR D THE COUNTY DESCRIPTION OF CONTENTS	SECTION B -	TEMPORARY	ENGINEERING	WORKS	-	continued
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		TION B <u>- TEMPORAR</u> or between	Y ENGINEERING WORKS - Lines affected	Remarks
		LISLE TO GLASGOW DAY 23 NOVEMBER -	CENTRAL - continued	
	74	Abington and Symington GF	Down and Up BLOCKED	02 15 to 16 30. Bridgework (UB No.352), overhead linework, track renewal and track maintenance. <u>Isolation of electrical sections</u> LC1, 2, 3 and 4.
	75	Symington GF and Lanark Jn	Down and Up BLOCKED	07 00 to 16 15. Overhead line work. <u>Isolation of electrical sections LCl to 4.</u>
	76	Carstairs	A11	08 00 to 17 00. Signalling work.
•	77	Law Jn and Lanark Jn	Down and Up BLOCKED (to electric trains) Up BLOCKED Down BLOCKED	00 00 to 02 40 ) Unloading rails, track ) renewal, track maintenance and 02 40 to 16 00 ) signalling work (Lanark Jn). 02 40 to 18 00 ) Isolation of electrical sections ) MC3 and 4, 00 00 to 16 00.
•	78	Shieldmuir Jn and Law Jn	Up BLOCKED	02 45 to 07 45. Track maintenance.
	79	Motherwell and Shieldmuir Jn	Up BLOCKED Down BLOCKED	00 30 to 16 00 ) Loading material. <u>Isolation of</u> 03 00 to 16 00 ) <u>electrical sections MC1 and 2.</u>
	80	Motherwell and (jn with Coatbridge and Hamilton lines)	All BLOCKED (to electric trains)	00 30 to 08 00. Station work (Motherwell) and overhead line work. <u>Isolation of electrical sections MN1 and 2 and ML1 and 2.</u>
	81	Uddingston Jn and Newton East Jn	Down and Up BLOCKED	00 15 to 08 30. Drainage. Trains diverted via R & C lines. Isolation of electrical sections MN1 and 2.
	82	Newton West Jn and Rutherglen East Jn	Down BLOCKED Up BLOCKED Down Passenger Loop BLOCKED Down Between Trains BLOCKED (to electric trains) Down BLOCKED	00 45 to 04 45 ) Overhead line work, track 00 45 to 08 00 ) renewal and unloading rails. 00 45 to 08 00 ) Single line working over Down 1 ine (for 1807) 04 45 to 05 15. 04 45 to 05 15 ) Down trains diverted via R & C 1 ines. Isolation of electrical 2 sections EN1 and 2.
	83	Polmadie and Larkfield Jn	Down and Up Clydesdale and Down Holding Sidings BLOCKED Down Fast BLOCKED (to electric trains)	08 00 to 18 00. Overhead line work.  Isolation of electrical sections EN2(b to h),  EB1(j) and EB2(a).
	84	Larkfield Jn and Glasgow Central	Down and Up Slow, and No.1 Down and Up lines BLOCKED Nos.3 and 4 lines BLOCKED (to electric trains)	00 00 to 08 00. Overhead line work  Isolation of electrical sections EG1,2,3 and 4, EN3(a and b) and EN4(d).
	85	Glasgow Central	A11	08 00 to 17 00. Signalling work.

		RY ENGINEERING WORKS -	
A.C.	or between	Lines affected	Remarks
	RLISLE TO GLASGOW NDAY 23 NOVEMBER -	CENTRAL - continued continued	
86	Glasgow Central	Nos.3,4 and X lines Nos.4 and 5 Carriage Sidings and platforms Nos.3 and 4 BLOCKED No.1 Down and Up W line, Nos.2, 3, and 6 Carriage Sidings and Platforms Nos.1 and 2 and Nos.5 to 9 BLOCKED (to electric trains)	00 00 to 15 30. Track renewal. Isolation of electrical sections EGI and 2, EG3(a,b,c,d,e,f and g) and EG4 (d and e).
	A Glasgow Central DAY 24 NOVEMBER	No.7 Up BLOCKED	08 00 to 18 00. Track renewal at points No.351A
87	Newton West Jn and Rutherglen West Jn	Down and Up Main/ Fast and Down Slow BLOCKED Up Slow BLOCKED (to electric trains)	00 05 to 05 05. Overhead line work. Electric hauled trains diverted via Cathcart Circle (Queens Park). Isolation of electrical sections EN1, 2, 3 and 4, MN1 (a), MN2 (i) and MN5 (d).
88	Rutherglen West Jn and Polmadie	Down and Up Fast and Down Slow BLOCKED Up Slow BLOCKED (to electric trains)	OO 05 to 05 00. Overhead line work.  Possession of Up Slow to be given up for passage of 1N57 03 25 Glasgow Cen to Stirling.  Isolation of electrical sections EN1,2,3, and 4
MON	DAY 24 and TUESDA	Y 25 NOVEMBER	
89	Kirtlebridge GF and Lockerbie	Down BLOCKED	06 15 to 09 15 daily. Track maintenance.
MON	DAY 24 to WEDNESD	AY 26 NOVEMBER	
90	Abington and Symington GF	Down BLOCKED	07 25 to 10 15 daily. Track maintenance.
TUE	SDAY 25 NOVEMBER		
91	Quintinshill and Gretna Jn	Up BLOCKED	03 05 to 06 00. Track maintenance
92	Quintinshill	Down Loop BLOCKED	10 00 to 12 00. Track maintenance.
93	Polmadie and Larkfield Jn	Down Slow Between Trains Up Slow BLOCKED	00 00 to 01 30 ) Track maintenance. ) 02 00 to 03 30 )
94	Bridge Street	No.3 Line BLOCKED	04 00 to 05 30. Track maintenance.

No.324A.

00 30 to 05 30 daily. Track renewal at points

Jn and Glasgow Central

TUESDAY 25 and WEDNESDAY 26 NOVEMBER

95 Glasgow Central No.7 Down Line BLOCKED

			WON-B4
SEC	TION B - TEMPORAR	Y ENGINEERING WORKS -	continued
At	or between	Lines affected	Remarks
	LISLE TO GLASGOW SDAY 25 to THURSD	CENTRAL ~ continued AY 27 NOVEMBER	
96	Symington GF and Abington	Up BLOCKED	02 20 to 05 15 daily. Track maintenance.
97	Uddingston Jn and Logans Road LC	Up BLOCKED Down Between Trains BLOCKED (to electric trains)	00 30 to 05 30 daily. Loading material. Trains diverted via Wishaw and Bellshill. Isolation of electrical sections MN1(d) and MN2(e). Crane and mechanical equipment in use.
TUE	SDAY 25 to FRIDAY	28 NOVEMBER	
98	Symington GF and Carstairs	Down BLOCKED (to electric trains)	06 45 to 10 30 daily. Overhead line work. Isolation of electrical sections LC4.
99	Abington and Summit	Up BLOCKED Down BLOCKED	02 25 to 05 25 ) daily. Track renewal. 07 15 to 10 00 )
100	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 50 to 05 10 daily. Overhead line work. Trains diverted via Wishaw Central. Isolation of electrical sections MCl(f) and MC2(a).
WED	NESDAY 26 NOVEMBE	R	
101	Gretna Jn and Kirtlebridge GF	Down BLOCKED	06 15 to 09 10. Track maintenance.
102	Quintinshill	Up Loop BLOCKED	10 00 to 12 00. Track maintenance.
WED	NESDAY 26 and THU	IRSDAY 27 NOVEMBER	
103	Kirtlebridge GF and Quintinshill		03 05 to 06 00 daily. Track maintenance.
THU	RSDAY 27 and FRID	AY 28 NOVEMBER	
104	Glasgow Central	No.7 Up line BLOCKED	00 30 to 05 30 daily. Track renewal at Points No.324B. Possession to be given up for passage of 1804.

104 Glasgow Central	No.7 Up line	00 30 to	05 30 daily. Track renewal at Points
	BLOCKED	No.324B.	Possession to be given up for passage
		of 1804.	

# LANARK TO LANARK JN SUNDAY 23 NOVEMBER

105 Lanark	Single	08 00 to 17 00.	Signalling work.
	0		

# SUNDAY 23 and MONDAY 24 NOVEMBER

106 Lanark and	Single	18 00 Sun to 05 30 Mon. Overhead line work.
Lanark Jn	BLOCKED	Isolation of electrical section MC4 (e).

# CARSTAIRS SOUTH JN TO HAYMARKET EAST JN UNTIL FURTHER NOTICE

107 Slateford Jn and Haymarket East Jn	Down Between Trains	07 00 to 16 00 daily. Construction work. Mechanical equipment in use.

# SUNDAY 23 NOVEMBER

108 Auchengray LC	Down and Up BL	OCKED 08 00	to 16 00. Drainage	٠.
<b>a</b> nd				
Midcalder Jn				

109 Curriehill GSP	Up BLOCKED	00 00 to 09 00. Track renewal and signalling
and Midcalder	Down Between Trains	work.

GROWLON B. TEMPORAT	NY ENGINEERING MARVE	WON-B5
At or between	RY ENGINEERING WORKS - Lines affected	Remarks
CARSTAIRS SOUTH JN T SUNDAY 23 NOVEMBER -	O HAYMARKET EAST JN -	- continued
110 Kirknewton LC	Down and Up	09 00 to 16 30. Signalling work.
lll Curriehill GSP and Slateford	Down and Up BLOCKED	12 00 to 16 00. Bridgework (UB No.131AA).
ll2 Slateford and Haymarket East Jn	Down BLOCKED	14 00 to 16 00. Track maintenance.
TUESDAY 25 NOVEMBER		
113 Auchengray LC and Carstairs East Jn	Up BLOCKED	00 30 to 01 30. Track maintenance.
FRIDAY 28 NOVEMBER		
114 Curriehill GSP and Slateford	Down Between Trains	00 00 to 06 00. Track maintenance between $95m950yd$ and $98m1650yd$ .
MIDCALDER JN TO HOLY SUNDAY 23 NOVEMBER	TTOWN JN	
115 West Calder and Benhar Jn	Down and Up BLOCKED	00 00 to 08 15. Track maintenance and track renewal between 18m440yd and 11m1220yd.
LAW JN TO UDDINGSTON UNTIL FURTHER NOTICE		,
ll6 Wishaw Central and Wishaw Central Jn	A11	00 00 to 05 00 daily. Signalling work.
TUESDAY 25 and WEDNE	SDAY 26 NOVEMBER	
ll7 Holytown Jn and Mossend East Jn	Down and Up Between Trains	00 00 to 06 00 daily. Track maintenance.
THURSDAY 27 and FRID	DAY 28 NOVEMBER	
118 Ravenscraig No.2 and Holytown Jn	Down and Up Between Trains	00 00 to 06 00 daily. Track maintenance.
WISHAW CENTRAL JN TO	SHIELDMUIR JN	

# WISHAW CENTRAL JN TO SHIELDMUIR JN UNTIL FURTHER NOTICE

,	Signalling v	OFK.

# SUNDAY 23 NOVEMBER

120 Wishaw Central	Single BLOCKED	00 00 to 06 30. Loading material. Isolation of
Jn and	•	electrical sections MCl and ML2.
Shieldmuir Jn		

	•	WON-B6
SECTION B - TEMPORAR	RY ENGINEERING WORKS -	continued
At or between	Lines affected	Remarks
	EAST JN (VIA HAMILTO	<u>(NO</u>
SUNDAY 23 NOVEMBER 121 Motherwell and Hamilton West	Down and Up BLOCKED	00 45 to 08 00. Tunnel work (Barncluith) and undertrack excavation (SSEB). Possession to be given up for the passage of 1807, 21 00 Euston to Inverness over Up line. Isolation of electrical section MH1.
122 Hamilton Central and Earnock Sidings	Down and Up	08 00 to 17 00. Signalling work.
NEWTON WEST JN TO CA	ATHCART WEST JN	
	Down and Up BLOCKED	00 00 to 08 00. Loading material.
RUTHERGLEN CENTRAL 3	IN TO FINNIESTON	
SUNDAY 23 NOVEMBER 123 Rutherglen North Jn and Finnieston	Down and Up BLOCKED	00 00 to 08 00. Track renewal.
TUESDAY 25 and WEDNE		
124 Rutherglen North Jn and Finnieston	Down and Up BLOCKED	00 00 to 05 30 daily. Tunnel work (Anderston).  Isolation of electrical sections PR1 and 2.
LARKFIELD JN TO SHIE	ELDS JN	
SUNDAY 23 NOVEMBER 125 Larkfield Jn and Shields Jn	Down and Up BLOCKED	08 00 to 18 00 ) Overhead line work. <u>Isolation</u> ) of electrical sections EB1 (j),  EB2 (a) and EN2 (e and f).
TUESDAY 25 to FRIDAY 125A Larkfield Jn and Shields Jn	<del></del>	00 30 to 05 30 daily. Track renewal.
	N STREET JN (VIA KIL	MARNOCK)
SUNDAY 23 NOVEMBER 126 Dumfries Station	Down BLOCKED Up BLOCKED Up Between Trains Up BLOCKED	06 30 to 14 <b>00</b> ) Loading material. Crane and 06 30 to 10 15 ) mechanical equipment in use. 10 15 to 11 25 ) 11 25 to 14 00 )
126A Dumfries and Annan	Down Between Trains	07 00 to 16 00. Track renewal.
127 Bank Jn and Mauchline	Down BLOCKED Up Between Trains	07 30 to 14 00. Loading rails. Crane and mechanical equipment in use.
128 Kilmarnock	Down Platforms BLOCKED	07 00 to 16 00. Track renewal.
129 Busby Jn and Muirhouse South Jn	Down and Up Between Trains	07 00 to 17 00. Slip treatment.
TUESDAY 25 NOVEMBER 130 Auchinleck and Mauchline	Down BLOCKED Up BLOCKED	00 00 to 01 00 ) Track maintenance. 01 30 to 02 30 )

131 Muirhouse

South Jn and

Down and Up BLOCKED

Down and Up

Eglinton Street Between Trains

SECTION B - TEMPORAR	Y ENGINEER ING WORKS -	continued	
At or between	Lines affected	Remarks	 

GRETNA	JN	TO	<b>EGLINTON</b>	STREET	JN	(VIA	KILMARNOCK)	-	continued
DEDNEC	DA V	26	NOUEMBED						

WEDNESDAT 20 NOVEMB	<u>iek</u>	
132 Muirhouse	Down and Up	00 30 to 05 00 ) Track maintenance, tra
South Jn and	BLOCKED	) renewal and drainage.

Eglinton Street Down and Up 05 00 to 06 00 )

Jn Between Trains )

# THURSDAY 27 and FRIDAY 28 NOVEMBER

EAST KILBRIDE TO BUSBY JN SUNDAY 23 NOVEMBER

134 East Kilbride Single BLOCKED 07 00 to 17 00. Drainage. and Busby

KILMARNOCK TO BARASSIE UNTIL FURTHER NOTICE

135 Kilmarnock and Single 08 00 to 18 00 daily. Bridgework (OB No.4B). Gatehead LC

SUNDAY 23 NOVEMBER

Jn (via Maxwell Park)

Jn (via Queens Park)

136 Kilmarnock and Single BLOCKED 07 00 to 24 00. Loading rails and bridgework Barassie (OB No.4B).

MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE) SUNDAY 23 NOVEMBER

137 Muirhouse Inner and Outer 00 00 to 08 00. Track renewal.

Central Jn and Cathcart North

138 Cathcart North
Jn and
BLOCKED

Muirhouse North

Inner and Outer
Jo 00 00 to 08 00. Drainage and track maintenance.

Isolation of electrical sections EW1 and 2.

TUESDAY 25 to FRIDAY 29 NOVEMBER

139 Cathcart North
Jn and
Muirhouse North
Jn (via Queens
Park)

Inner and Outer
BLOCKED

00 00 to 05 30 daily. Drainage and track renewal
Isolation of electrical sections EW1 and 2.

SECTION	В	_	TEMPORARY	ENGINEERING	WORKS	-	continued
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At or between	Lines affected	Remarks
BRIDGE STREET JN TO UNTIL FURTHER NOTICE		
140 Bridge Street Jn	Branches Nos.1 and 2	08 00 to 16 00 daily. Work on lineside wall.
141 Bridge Street Jn and Cardonald	A11 I	00 00 to 06 00 daily. Signalling work.
142 Glengarnock	Down and Up	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
143 Glengarnock and Kilwinning Jn	Down and Up	08 00 to 18 00 daily. Bridgework (OB No.49) and Station work (Dalry and Kilwinning).
144 Bogside and Irvine	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (UB No.21). Crane and mechanical equipment in use.
145 Irvine	Down and Up Between Trains	08 00 to 17 00 daily. Platform work and bridgework (UB No.21).
146 Prestwick	Down and Up Between Trains	08 00 to 18 00 daily. Station work.
147 Ayr	All Between Trains	08 00 to 16 00 daily. Platform work.
SATURDAY 22 NOVEMBER	<u>R</u>	
148 Elderslie and Glengarnock	Down and Up Between Trains BLOCKED (to electric trains)	Ol 00 to 05 00. Overhead line construction work.  Isolation of electrical sections ELl and 2 and SL3 and 4.
SUNDAY 23 NOVEMBER		•
149 Shields Jn	All BLOCKED Down Main BLOCKED Down and Up Branch Between Trains	00 30 to 07 00 ) Track maintenance (switches and 07 00 to 16 00 ) crossings. Single line working ) over Up line 07 00 to 16 00.
150 Paisley and Johnstone	Down and Up BLOCKED	00 00 to 09 45. Drainage. Isolation of electrical sections EL1 and 2, SL3 and 4 and SA1 to 4, 01 00 to 08 00.
151 Johnstone and Lochwinnoch	Down and Up BLOCKED	00 00 to 09 45. Station work (Johnstone), drainage, slip treatment, track renewal and track maintenance. <u>Isolation of electrical</u> sections EL1 and 2, 01 00 to 08 00.
152 Glengarnock and Kilwinning Jn	Down and Up BLOCKED	00 15 to 09 45. Drainage, track renewal and track maintenance. Isolation of electrical sections SL3 and 4, 01 $\overline{00}$ to 08 $\overline{00}$ .
153 Barassie and Newton Jn	Down and Up BLOCKED	00 30 to 09 30. Earthwork. <u>Isolation of</u> electrical sections SA3 and 4, 01 00 to 08 00.
154 Dalrymple Jn and Kilkerran LC	Single BLOCKED	06 30 to 16 15. Drainage.

SECTION B - TEMPORAR	Y ENGINEERING WORKS -	WON-B9 · continued
At or between	Lines affected	Remarks
BRIDGE STREET JN TO	STRANRAER - continued	
SUNDAY 23 NOVEMBER -		
155 Kilkerran LC and Girvan	Single BLOCKED	05 00 to 08 00. Track maintenance.
156 Girvan and Pinwherry	Single BLOCKED	00 30 to 16 30. Bridgework (OB No.14) and track maintenance.
TUESDAY 25 NOVEMBER 157 Arkleston Jn and Cardonald	Up BLOCKED	00 30 to 05 10. Track renewal.
157A Dalrymple Jn and Maybole	Single Between Trains	00 00 to 06 00. Track renewal.
TUESDAY 25 and WEDNE	SDAY 26 NOVEMBER	
158 Newton Jn and Ayr	Down BLOCKED	00 30 to 05 30 daily. Track renewal.
TUESDAY 25 to FRIDAY 158A Glengarnock and Kilwinning Jn	28 NOVEMBER Down and Up BLOCKED	00 00 to 05 45 daily. Track renewal and unloading material.
WEDNESDAY 26 NOVEMBE	R	
159 Johnstone and Paisley Gilmour Street	Up BLOCKED .	00 00 to 05 45. Track renewal.
159A Dalrymple Jn and Maybole	Single BLOCKED	00 00 to 03 30. Track renewal.
THURSDAY 27 NOVEMBER 160 Glengarnock and Lochwinnoch	UP BLOCKED	00 00 to 05 45. Track renewal.
160A Dalrymple Jn and Maybole	Single Between Trains	00 00 to 06 00. Track renewal.
PAISLEY TO GOUROCK		
SATURDAY 22 NOVEMBER		
161 Wemyss Bay Jn	A11	00 00 to 07 00. Signalling work.
162 Gourock	Down and Up BLOCKED	00 30 to 05 30. Station work. No EMUs on Platform No.2.
SUNDAY 23 NOVEMBER 163 Bishopton and Langbank	Down and Up BLOCKED	00 45 to 07 00. Earthwork and track maintenance. Isolation of electrical sections GB3 and 4.
164 Wemyss Bay Jn and Greenock Central	A11	08 00 to 17 00. Signalling work.
165 Bogston and Greenock Central	Up BLOCKED	07 30 to 24 00. In connection with engineering work between Greenock Central and Gourock. Single line working over Down line.
SUNDAY 23 and MONDAY 166 Greenock	24 NOVEMBER Down and Up BLOCKED	01 00 Sun to 05 30 Mon. Tunnel work (Newton St),

Central and Gourock

track renewal, track maintenance and signalling work. Glasgow Central/Gourock/Glasgow Central

services terminate/start Greenock Central.

Isolation of electrical sections GG1 (a, b and c) and GG2 (c and d).

SECTION B - TEMPORAL	RY ENGINEERING WORKS -	WON-BlO  continued
At or between	Lines affected	Remarks
PAISLEY TO GOUROCK - MONDAY 24 NOVEMBER	- continued	
167 Wemyss Bay Jn and Greenock Central	Down and Up BLOCKED	00 00 to 05 30. In connection with engineering work between Greenock Central and Gourock.
TUESDAY 25 and WEDNE	SDAY 26 NOVEMBER	
168 Gourock	Down and Up BLOCKED	00 30 to 05 30 daily. Station work. No EMU's on Platform No.2.
TUESDAY 25 to FRIDAY	Y 28 NOVEMBER	
169 Bishopton and Wemyss Bay Jn	Down and Up BLOCKED	00 30 to 05 30 daily. Track maintenance and overhead line work. <u>Isolation of electrical sections GB3 and 4.</u>
170 Greenock Central and Gourock	Down and Up BLOCKED	00 30 to 05 30 daily. Station work. Track renewa and station work. No EMU's on platform No.2 Thursday 27 and Friday 28 November.
WEMYSS BAY JN TO WEI		
171 Wemyss Bay Jn	A11	00 00 to 07 00. Signalling work.
SUNDAY 23 NOVEMBER		
172 Wemyss Bay Jn and Wemyss Bay	Single BLOCKED	00 15 to 08 00. Bridgework (OB No.8). <u>Isolation of electrical section GW1</u> .
173 Wemyss Bay Jn and Wemyss Bay	Single	08 00 to 17 00. Signalling work.
CONTAINERBASE JN TO MONDAY 24 NOVEMBER	GREENOCK CPA TERMINAL	(GOODS LINE)
174 Containerbase Jn and Containerbase Gate	Single BLOCKED	09 00 to 17 00. Tunnel work.
KILWINNING JN TO LAI UNTIL FURTHER NOTICE		
175 05 1		08 00 to 18 00 daily Bridgework (OR's Nos 78 8

175 Stevenston and South Beach	Down and Up/Single and Up Freight	08 00 to 18 00 daily. Bridgework (OB's Nos.7B, 8 and 12) and Station work (Saltcoats).
176 South Beach and Hunterston	Single and Up Freight	07 30 to 18 00 daily. Bridgework (OB No.18 and FB No.1) and platform work (West Kilbride).

SATURDAY 22 NOVEM	RED

SATURDAY 22 NOVEMBER	<u> </u>	
177 Saltcoats and Hunterston	Single and Up Freight BLOCKED	00 30 to 05 45. Engineering work.
178 Hunterston and Largs	Single BLOCKED	00 45 to 05 45. Engineering work.

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		WON-B11
SECTION B - TEMPORA At or between	RY ENGINEERING WORKS - Lines affected	continued
At or between	Lines affected	Kematko
KILWINNING JN TO LA SUNDAY 23 NOVEMBER	RGS - continued	
179 Kilwinning Jn and Saltcoats	Down and Up BLOCKED	00 30 to 09 30. Engineering work.
180 Saltcoats and Hunterston	Up Freight BLOCKED Single BLOCKED	00 30 to 20 00 ) Engineering work. 00 30 to 09 15 )
181 Hunterston and Largs	Single BLOCKED	00 50 to 09 00. Engineering work. No DMU's on platform No.1.
MONDAY 24 to FRIDAY	28 NOVEMBER	
182 Largs	No.1 Platform BLOCKED	09 00 to 16 00 daily. Engineering work. No DMU's on platform No.1
TUESDAY 25 to FRIDA	Y 28 NOVEMBER	
183 Saltcoats and Hunterston	Single and Up Freight BLOCKED	00 30 to 05 45 daily. Engineering work.
184 Hunterston and Largs	Single BLOCKED	00 45 to 05 45 daily. Engineering work.
MOTHERWELL TO PERTH SATURDAY 22 to FRID		
185 Dunblane and Greenloaning	Down and Up Between Trains	08 00 to 17 00 daily. Bridgework (UB No.6) and earthwork at 126m594yd. Mechanical equipment in use.
186 Auchterarder and Hilton Jn	Down and Up Between Trains	08 00 to 16 00 daily. Earthwork at 147m858yd. Mechanical equipment in use.
SUNDAY 23 NOVEMBER		
187 Mossend South Jn and Motherwell	Up Main and Down Braidhurst Loop BLOCKED Down Main BLOCKED (to electric trains)	00 30 to 08 00. Station work (Motherwell). Work on lineside building and track maintenance.  Isolation of electrical section ML2.
188 Mossend South Jn and Burnhouse	Down and Up BLOCKED	08 00 to 18 00. Track maintenance.
189 Cumbernauld and Greenhill Lower Jn	Down and Up  Between Trains  Down and Up BLOCKED	Ol 15 to 08 00 ) Loading material and tunnel ) work (Abronhill). Crane and 08 00 to 16 30 ) mechanical equipment in use.
100 - 1 1		

00 00 to 08 30. Track maintenance.

00 30 to 08 00. Track maintenance.

00 30 to 09 00. Track renewal.

190 Larbert Jn and

and Larbert Jn

Greenhill

192 Larbert North

and Polmaise

Lower Jn
191 Larbert North

Up BLOCKED

Up BLOCKED

Down and Up

Between Trains

Down Between Trains

Down Between Trains

## WON-R12

CECTION D _ TEMPODA	RY ENGINEERING WORKS -	WON-B12
At or between	Lines affected	Remarks
MOTHERWELL TO PERTH - continued SUNDAY 23 NOVEMBER - continued		
193 Stirling Middle and Stirling North	Down and Up Main BLOCKED	00 00 to 08 30. Station work (Stirling). Down trains to run over S and D lines. Possession to to be given up for the passage of 1878 21 35 Manchester Victoria to Aberdeen, 1825 22 00 Euston to Inverness and 1803 20 33 Euston to Inverness over Down line.
194 Perth	A11	07 30 to 17 00. Signalling work.
SUNDAY 23 to FRIDAY	28 NOVEMBER	
195 Hilton Jn and Perth	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.96).
WHIFFLET NORTH JN T SUNDAY 23 NOVEMBER	O RUTHERGLEN EAST JN	
196 Rutherglen East Jn and Whifflet North Jn	Up BLOCKED Down BLOCKED Down Between Trains Down BLOCKED	00 00 to 18 00 ) Bridgework (UB No.23). 00 00 to 02 00 ) 02 00 to 03 15 ) 03 15 to 18 00 )
GARTSHERRIE SOUTH J SUNDAY 23 NOVEMBER	N TO SIGHTHILL JN	
197 Gartsherrie South Jn and Sighthill Jn	Down and Up BLOCKED	00 15 to 18 00. Track maintenance and loading material. Isolation of electrical sections ML1 (1 and m), ML2 (j to q) and PS1 and 2.
EDINBURGH WAVERLEY UNTIL FURTHER NOTIC	TO GLASGOW QUEEN STREE	ET (VIA FALKIRK HIGH)
198 Haymarket West Jn and Newbridge Jn	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.3A) and construction work. Mechanical equipment in use.
199 Newbridge Jn and Winchburgh Jn	Down and Up Between Trains	07 30 to 16 30. Retaining wall work.
200 Winchburgh Jn and Linlithgow	Down and Up Between Trains	07 30 to 16 30. Retaining wall work.
SUNDAY 23 NOVEMBER		
201 Princes St Gardens and Haymarket Station	Down and Up North BLOCKED	00 00 to 16 00. Drainage. North trains to run over South lines.
202 Haymarket East Jn and Haymarket Central Jn	Down and Up South BLOCKED	00 00 to 16 00. Loading material and track renewal between 45ml496yd and 45m836yd. Trains diverted via North lines and Dalmeny Jn. Crane in use.
203 Winchburgh Jn	Down and Up	07 30 to 16 30. Signalling work.

204 Bo'ness and Down and Up BLOCKED 00 30 to 07 00. Track renewal. Polmont Jn

At or between Lines affected Remarks

EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued SUNDAY 23 NOVEMBER - continued

205 Polmont Jn 08 00 to 16 00. Track renewal. Down and Up

Between Trains

206 Polmont Jn and 00 00 to 18 00. Track renewal, track maintenance Down and Up BLOCKED

Greenhill Upper and tunnel work (Falkirk High).

207 Cowlairs A11 00 00 to 18 00. Signalling work.

208 Cowlairs West Down and Up 00 15 to 07 30. Tunnel work (Queen Street HL).

Jn and Oueen Between Trains

Street HL

SUNDAY 23 and MONDAY 24 NOVEMBER

01 00 Sun to 01 00 Mon. Bridgework (UB No.4). 209 Haymarket East North Goods Loop

Jn and Outgoing Line and Havmarket Depot Rounding Road

Central Jn BLOCKED

MONDAY 24 NOVEMBER

00 00 to 06 00. Track maintenance between 210 Haymarket West Down Between Trains

Jn and 44m1610yd and 38m1300yd.

Newbridge Jn TUESDAY 25 NOVEMBER

00 00 to 06 00. Track renewal between 35ml380yd 211 Newbridge Jn Down Between Trains

and Winchburgh and 38m1370yd.

TUESDAY 25 and WEDNESDAY 26 NOVEMBER

212 Bo'ness Jn and 00 00 to 05 00 daily. Track maintenance. Down and Up

Polmont Jn Between Trains

TUESDAY 25 to FRIDAY 28 NOVEMBER

Down and Up BLOCKED 00 00 to 06 00 daily. Track renewal, track 213 Polmont Jn and maintenance and loading material.

Greenhill Upper Jn

WEDNESDAY 26 NOVEMBER

00 00 to 06 00. Track renewal between 40m500yd 214 Newbridge Jn Up Between Trains

West Jn

and 40m510yd. and Haymarket

THURSDAY 27 NOVEMBER

00 00 to 06 00. Track renewal between 45m1600yd Up South 215 Haymarket East Jn and Princes Between Trains and 45m1610yd.

St Gardens

FRIDAY 28 NOVEMBER

00 00 to 06 00. Track renewal between 45m1600yd 216 Haymarket East Up South

Between Trains and 45m1610yd. Jn

00 30 to 04 00. Tunnel work (Queen Street HL). 217 Queen Street HL Up BLOCKED

and Cowlairs

West Jn

		WON-B14
SECTION B - TEMPORAR At or between	Y ENGINEERING WORKS - Lines affected	Continued Remarks
POLMONT JN TO LARBER SUNDAY 23 NOVEMBER	T JN	
218 Polmont Jn and Grangemouth Jn	Down and Up BLOCKED	00 00 to 08 00. Retaining wall work and drainage.
219 Grangemouth Jn and Swing Bridge East LC	Down and Up BLOCKED	00 30 to 08 00. Bridgework (OB No.10).
COWLAIRS TO BELLGROV SUNDAY 23 NOVEMBER	E	
220 Sighthill Jn and Bellgrove	Down and Up BLOCKED	08 00 to 18 00. Overhead line work.  Isolation of electrical sections PS1 and 2.
TUESDAY 25 to FRIDAY	28 NOVEMBER	
221 Sighthill Jn and Bellgrove	Down and Up BLOCKED	00 00 to 05 00 daily. Overhead line work.  Possession to be given up for the passage of  T71. Isolation of electrical sections PS1 and 2.
AIRDRIE TO HELENSBUR SATURDAY 22 NOVEMBER		
222 Airdrie and Sunnyside Jn	Down and Up BLOCKED	00 10 to 04 40. Overhead line work. <u>Isolation of electrical sections PA3 and 4.</u>
223 Sunnyside Jn and Shettleston	Down and Up BLOCKED	00 10 to 05 00. Overhead line work. <u>Isolation</u> of electrical sections PAl and 2.
224 Hyndland East Jn	All BLOCKED	00 00 to 05 15. Overhead line work.  Isolation of electrical sections DF3, 4, 5,  6, 7 and 8.
225 Westerton	Down and Up BLOCKED	00 15 to 05 30. Station work.
226 Helensburgh Central	Platform No.3 BLOCKED	00 20 to 05 45. Station work.  Isolation of electrical sections DH1 and 2.
SUNDAY 23 NOVEMBER		
227 Parkhead North and High Street Jn	Down and Up BLOCKED	00 15 to 07 30. Track renewal and track maintenance. Isolation of electrical sections PF1 and 2, PB1 and 2 and PS1 and 2.
228 Bridgeton Central Jn and Finnieston GF	Down and Up BLOCKED	00 30 to 07 30. Stationwork (Charing Cross). Isolation of electrical sections PF1 and 2, PS1 and 2 and PB1 and 2.
229 Finnieston GF and Hyndland Jn	Down and Up BLOCKED	00 15 to 07 30. Bridgework (UB No.130).

Down and Up BLOCKED 00 15 to 07 30. Stationwork (Westerton),

Down and Up BLOCKED 00 15 to 08 00. Track renewal.

retaining wall work and slip treatment. Isolation of electrical sections DF3 and 4 and DM1 and 2.

230 Knightswood

231 Singer and

Westerton

South Jn and

Dalmuir Park

		WON-B15
	RY ENGINEERING WORKS -	
At or between	Lines affected	Remarks
AIRDRIE TO HELENSBUR SUNDAY 23 NOVEMBER -		
232 Dalmuir Park	All BLOCKED	00 15 to 08 00. Track maintenance. (switches and crossings).
233 Dalmuir Park and Bowling LC	Down and Up BLOCKED	00 15 to 07 30. Stationwork (Old Kilpatrick), track renewal and bridgework (FB Bowling). Isolation of electrical sections DF1 and 2.
MONDAY 24 to FRIDAY	28 NOVEMBER	
234 Helensburgh Central	Platform No.3 BLOCKED	00 20 to 05 45 daily. Station work. <u>Isolation of electrical sections DH1 and 2.</u>
TUESDAY 25 and WEDNE	SDAY 26 NOVEMBER	
235 Finnieston East Jn and Finnieston West Jn	Down and Up BLOCKED	00 30 to 05 00 daily. Track maintenance (switches and crossings). Possession to be given up for the passage of T71.
TUESDAY 25 to FRIDAY	28 NOVEMBER	
236 Airdrie and Sunnyside Jn	Down and Up BLOCKED	00 15 to 04 40 daily. Overhead line work. Isolation of electrical sections PA3 and 4.
237 Sunnyside Jn and Shettleston	Down and Up BLOCKED	00 15 to 05 00 daily. Overhead line work. Isolation of electrical sections PA1 and 2.
238 Shettleston and Bridgeton Central Jn	Down and Up BLOCKED	OO 30 to 05 15 daily. Overhead line work and Station work (Bellgrove). Possession to be given up for the passage of T71. Isolation of electrical sections PF1(c and d) and PS1 and 2 and PF2.
239 Knightswood North Jn and Westerton	Down and Up BLOCKED	00 15 to 05 30 daily. Station work (Westerton).
WESTERION TO MILNGAVIE SUNDAY 23 NOVEMBER		
240 Westerton and Milngavie	Down and Up BLOCKED	08 00 to 18 00. Track maintenance.

# DALREOCH JN TO BALLOCH TUESDAY 25 to FRIDAY 28 NOVEMBER

241 Dalreoch Jn Single BLOCKED 00 00 to 06 00 daily. Bridgework (OB No.81A).

Isolation of electrical sections DB1.

# HIGH STREET JN TO SHIELDS JN SUNDAY 23 NOVEMBER

242 Shields Jn and Up 08 00 to 17 00. Signalling work. High Street Jn

At or between

Lines affected

Remarks

# HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)

#### SATURDAY 22 NOVEMBER

Dalmoir Park

243 Hyndland West Jn and

Nown and Up BLOCKED 00 15 to 05 30. Bridgework (OB No.7) and

overhead line construction work.

Isolation of electrical sections DF5 and 6.

## SUNDAY 23 NOVEMBER

244 Hyndland West Jn and Dalmuir

Park

Down and Up BLOCKED 00 15 to 07 30. Overhead line construction

work and bridgework (OB No.7).

Isolation of electrical sections DF5 and 6.

# TUESDAY 25 to FRIDAY 28 NOVEMBER

245 Hyndland West Jn and

Dalmuir Park

Down and Up BLOCKED 00 15 to 05 30 daily. Bridgework (OB No.7) and

overhead line construction work.

Isolation of electrical sections DF5 and 6.

## THURSDAY 27 and FRIDAY 28 NOVEMBER

246 Clydebank Dock Jn

Down and Up BLOCKED 00 00 to 05 45 daily. Track maintenance

(switches and crossings).

# COWLAIRS WEST JN TO KNIGHTSWOOD NORTH JN SUNDAY 23 NOVEMBER

247 Cowlairs North

Down and Up BLOCKED 08 30 to 16 30. Retaining wall work.

.In and

Knightswood North Jn

# CRAIGENDORAN JN TO FORT WILLIAM

SATURDAY 22 and SUNDAY 23 NOVEMBER

248 Tyndrum Upper and Bridge of Orchy

Single BLOCKED

21 00 Sat to 17 15 Sun. Retaining wall

work.

#### SUNDAY 23 NOVEMBER

249 Craigendoran Jn and

Single BLOCKED

06 00 to 18 00. Bridgework (OB No.21C).

250 Glen Douglas

Garelochhead

Single BLOCKED

08 00 to 16 00. Overhead cable repairs (SSEB).

and Arrochar & Tarbet

Single BLOCKED

08 00 to 16 00. Bridgework (UB No.70) and

track renewal.

251 Arrochar & Tarbet and Ardlui

# CRIANLARICH TO OBAN SATURDAY 22 and SUNDAY 23 NOVEMBER

252 Dalmally and Taynuilt

Single BLOCKED

21 15 Sat to 18 00 Sun. Track renewal and

bridgework (UB No.213).

	between

Lines affected

Remarks

TWEEDMOUTH	то	EDINBURGH	WAVERLEY
UNTIL FURTH	ER	NOTICE	

253	Beal	and
	Tweed	mouth

A11

08 00 to 16 00 daily. Signalling work between 58m1140yd and 65m1720yd.

254 Reston GSP and Grantshouse

Down and Up Between Trains 08 00 to 18 00 daily. Bridgework (OB No.128).

255 Innerwick GSP and Oxwellmains

Down and Up Between Trains

07 00 to 18 00 daily. Earthwork and track maintenance between 33ml10yd and 33mp.

256 Oxwellmains and Dunbar

Down and Up Between Trains 08 00 to 18 00 daily. Bridgework (OB Nos.89 and 91). Crane and mechanical equipment in use.

257 Longniddry and Prestonpans

Down and Up Between Trains

08 00 to 18 00 daily. Earthwork and bridgework (OB No.40AA).

258 Waverley (East End) and Waverley (West End)

North Loop Siding and North Loop Between Trains

08 00 to 17 00 daily. Construction work.

# SATURDAY 22 and SUNDAY 23 NOVEMBER

259 Berwick-Upon-Tweed and Reston GSP

Down BLOCKED Up BLOCKED

22 45 Sat to 09 30 Sun ) Formation treatment 00 45 to 09 30 Sun ) and drainage between 54m704yd and 54m220yd. Possession to be given up for the passage of 1870 20 12 (SO) Kings Cross to Aberdeen 1877 22 35 (SO) Kings Cross to Edinburgh and 1838 23 25 (SO) Kings Cross to Edinburgh over Down line.

260 Reston GSP and Grantshouse Down BLOCKED Up BLOCKED

23 30 Sat to 11 30 Sun ) Bridgework (OB No.128) 00 40 to 09 45 Sun ) and track maintenance. Possession to be given up for the passage of 1570 20 12 (SO) Kings Cross to Aberdeen 1577 22 35 (SO) Kings Cross to Edinburgh and 1838 23 25 (SO) Kings Cross to Edinburgh over Down line.

#### SUNDAY 23 NOVEMBER

Innerwick GSP

261 Grantshouse and Down and Up BLOCKED

00 30 to 09 30. Bridgework (OB No.111). Possession to be given up for the passage of 1870 20 12 (SO) Kings Cross to Aberdeen 1877 22 35 (SO) Kings Cross to Edinburgh and 1838 23 25 (SO) Kings Cross to Edinburgh over Down line.

262 Oxwellmains and Down and Up BLOCKED Dunbar

00 15 to 09 30. Bridgework (OB's Nos.89 and 91). Possession to be given up for the passage of 1870 20 12 (SO) Kings Cross to Aberdeen 1877 22 35 (SO) Kings Cross to Edinburgh and 1838 23 25 (SO) Kings Cross to Edinburgh over Down line.

263 Stenton GSP and Drem

Down and Up BLOCKED

00 30 to 09 30. Track renewal between 24m880yd and 18m880yd. Possession to be given up for the passage of 1870 20 12 (SO) Kings Cross to Aberdeen 1877 22 35 (SO) Kings Cross to Edinburgh and 1838 23 25 (SO) Kings Cross to Edinburgh over Down line.

Lines affected Remarks At or between

#### TWEEDMOUTH TO EDINBURGH WAVERLEY - continued SUNDAY 23 NOVEMBER - continued

264 Drem and	Down and Up BLOCKED	00 05 to 09 30. Slip treatment and drainage.
St Germains LC		Possession to be given up for the passage of
		1870 20 12 (SO) Kings Cross to Aberdeen 1877
		22 35 (SO) Kings Cross to Edinburgh and 1838
		23 25 (SO) Kings Cross to Edinburgh over Down

line.

265 St Germains LC Down and Up BLOCKED 00 00 to 09 30. Bridgework (OB No.40AA). and Prestonpans

Possession to be given up for the passage of 1870 20 12 (SO) Kings Cross to Aberdeen 1877 22 35 (SO) Kings Cross to Edinburgh and 1838 23 25 (SO) Kings Cross to Edinburgh over Down

line.

266 Portobello and Prestonpans

Up BLOCKED Down Between Trains

00 15 to 16 30. Track renewal and track maintenance between 3m730yd and 9m880yd. Single line working over Down line 09 30 to 16 00. Crane in use.

267 Craigentinny and Abbeyhill .In

Down and Up BLOCKED

00 00 to 08 00. Drainage work. Trains to be diverted via Lochend Jn.

268 Abbeyhill Jn and Waverley (East End)

North Line BLOCKED South Lines Between Trains 00 00 to 09 00 ) Track renewal and ) signalling work.

09 00 to 16 00 ) (Calton North and ) South Tunnels).

North trains to run over South lines.

#### SUNDAY 23 and MONDAY 24 NOVEMBER

269 Prestonpans

Up Loop BLOCKED

23 00 Sun to 06 00 Mon. Track maintenance.

# MONDAY 24 and TUESDAY 25 NOVEMBER

270 Prestonpans and Down BLOCKED Monktonhall Jn

23 35 Mon to 01 45 Tue. Track maintenance between 9m880yd and 5m1720yd.

#### TUESDAY 25 NOVEMBER

271 Drem and Prestonoans All Between Trains

09 00 to 15 00. Signalling work.

` 272 Prestonpans and Monktonhall Jn

All Between Trains

09 00 to 15 00. Signalling work.

273 Monktonhall Jn and Prestonpans

Up BLOCKED

01 00 to 04 15. Track maintenance between 5m1720yd and 9m880yd. Possession to be given up for the passage of 8X99 23 25 (Mon) Grangemouth BP to Haverton Hill.

# TUESDAY 25 to THURSDAY 27 NOVEMBER

274 Grantshouse and Reston GSP Up BLOCKED

01 40 to 06 50. Track maintenance between 41m310yd and 47m310yd. Single line working over Down line.

# WEDNESDAY 26 and THURSDAY 27 NOVEMBER

275 Monktonhall Jn and Portobello

Down BLOCKED

23 40 Wed to 01 45 Thu. Track maintenance between 5m1720yd and 3m730yd.

SECTION B - TEMPORA	<u>RY ENGINEERING WORKS -</u>	- continued	
At or between	Lines affected	Remarks	

# TWEEDMOUTH TO EDINBURGH WAVERLEY - continued

# THURSDAY 27 NOVEMBER

276 Portobello and Up BLOCKED
Monktonhall Jn

00 55 to 04 15. Track maintenance between 3m730yd and 5m1720yd.

# FRIDAY 28 NOVEMBER

277 Reston GSP and Grantshouse

Down BLOCKED

01 40 to 06 55. Trackwork between 47m310yd and 41m310yd. Single line working over Up line.

# PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE) UNTIL FURTHER NOTICE

#### UNTIL FURTHER NOTICE

278 Portobello and Leith South Single <u>Betw</u>een Tra<u>i</u>ns 05 00 to 19 00 daily. Construction work. Mechanical equipment in use.

# SATURDAY 22 NOVEMBER

279 Portobello and Leith South Single BLOCKED

12 00 to 18 00. Earthwork.

# SUNDAY 23 NOVEMBER

280 Portobello and Leith South Single BLOCKED

08 00 to 16 00. Earthwork.

# MONKTONHALL JN TO MILLERHILL SOUTH JN (GOODS LINE)

# MONDAY 24 to THURSDAY 27 NOVEMBER

281 Millerhill Yard All Between Trains

22 00 Mon to Wed to 06 00 Tue to Thu.

# TUESDAY 25 NOVEMBER

282 Monktonhall Jn and Millerhill South Jn All Between Trains

09 00 to 15 00. Signalling work.

# HAYMARKET WEST JN TO ABERDEEN

# UNTIL FURTHER NOTICE

283 Dalmeny and South Gyle Up Between Trains

08 00 to 16 00 daily. Lineside excavation.

284 Tay Bridge South and Dundee Central Jn Down and Up Between Trains 00 00 to 17 00 daily. Bridgework (Tay Bridge) and signalling work. Crane and mechanical equipment in use.

285 Dundee Central Jn and Camperdown Jn All Between Trains

00 00 to 24 00 daily. Tunnel work (Dock Street), work at lineside and signalling work. Crane and mechanical equipment in use.

286 Dundee Central Jn and Camperdown Jn Down Through/ Down Platform and Down Main Between Trains 07 00 to 19 00 daily. Bridgework (OB No.188J). Crane and mechanical equipment in use.

287 Newtonhill and Ferryhill Jn Down and Up Between Trains 00 00 to 24 00 daily. Earthwork, rock blasting and work at lineside between 230ml300yd and 239m640yd. Crane and mechanical equipment in use.

At or between Lines affected Remarks

HAYMARKET WEST JN TO ABERDEEN - continued SATURDAY 22 and SUNDAY 23 NOVEMBER

288 Dundee Central

Jn and Tay Bridge South Up BLOCKED

Down Between Trains

23 30 Sat to 16 15 Sun. Track renewal and track maintenance between 57m220yd and 56m910yd. Single line working over Down line 08 00 to 16 00. Crane and mechanical equipment in use.

289 Camperdown Jn and Broughty Ferry LC Down and Up Between Trains 23 00 Sat to 18 00 Sun. Track maintenance, overhead cable work and work at lineside between 0m462yd and 3m990yd. Mechanical equipment in use.

290 Carmont LC and Stonehaven Down Between Trains
Down BLOCKED
Up Between Trains

22 00 to 23 30 Sat ) Track renewal and track 23 30 Sat to 08 00 Sun ) maintenance between 22 00 Sat to 08 00 Sun ) 220m660yd and 221m880yd. Single line working over Up line 02 30 to 08 00.

291 Newtonhill and Ferryhill Jn

Down and Up Between Trains 22 30 Sat to 17 00 Sun. Work at lineside and track renewal between 230ml298yd and 240m858yd. Mechanical equipment in use.

SATURDAY 22 to FRIDAY 28 NOVEMBER

292 Craigo and Laurencekirk Down and Up Between Trains 08 00 to 17 00 daily. Work at lineside and bridgework (OB's Nos.281, 283, 284, 286 and 287) between 205ml76yd and 210ml320yd. Mechanical equipment in use.

SUNDAY 23 NOVEMBER

293 Haymarket West
Jn and Dalmeny

Down and Up Between Trains 00 00 to 06 30. Track renewal between 4m800yd and 4m900yd.

294 North
Queensferry
and Dalmeny

Up BLOCKED
Down Between Trains

07 30 to 17 00. Bridgework (Forth Bridge). Up trains to run over Down line.

295 Seafield Shunting Frame and Kirkcaldy Down and Up Between Trains 07 30 to 16 30. Loading material.

296 Thornton North
Jn and
Sinclairtown

Up BLOCKED Down Between Trains 00 30 to 16 45. Loading material, track renewal, track maintenance and unloading materials between 30ml360yd and 26ml610yd. 5T74, 05 15 (Sun) Craigentinny to Dundee diverted via Cowdenbeath. Single line working over Down Line 09 00 to 16 40.

297 Dundee

All

07 30 to 17 00. Signalling work.

298 Dundee Central Jn and Camperdown Jn Up Platform and Up Through Between Trains 00 00 to 16 00. Bridgework (OB No.189).

299 Usan and Montrose South Single Between Trains 08 00 to 17 00. Track renewal between 28m880yd and 30m914yd.

300 Montrose South

A11

07 30 to 17 00. Signalling work.

301 Newtonhill and Aberdeen

A11

07 30 to 17 00. Signalling work.

SECTION B -	TEMPORARY	ENGINEERING	WORKS	- continued
		· · · · · · · · · · · · · · · · · · ·		no

Remarks Lines affected At or between\_

## HAYMARKET WEST JN TO ABERDEEN - continued SUNDAY 23 to FRIDAY 28 NOVEMBER

08 00 to 17 00 daily. Work at lineside between 302 Carnoustie LC Down and Up 10m638yd and 16m1320yd. Mechanical equipment in Between Trains and Arbroath LC

# MONDAY 24 NOVEMBER

00 00 to 06 00. Track maintenance between 303 Ladybank Down Between Trains 39m220yd and 44m1100yd. and Cupar

00 00 to 05 45 ) Track renewal and track 304 Dundee Central Up BLOCKED 00 00 to 24 00 ) maintenance between 57m220yd Jn and Tay Down Between Trains 05 45 to 24 00 ) and 56m910yd. Up Between Trains Bridge South

#### TUESDAY 25 and WEDNESDAY 26 NOVEMBER 305 Thornton North Up BLOCKED

Jn and Sinclairtown 00 01 to 06 00 daily. Track maintenance between 30ml360yd and 27m90yd. Up trains diverted via Cowdenbeath.

## MONDAY 24 to FRIDAY 28 NOVEMBER 306 Camperdown Jn

and Broughty Ferry LC

Down and Up Between Trains

08 00 to 17 00 daily. Work at lineside and overhead cablework between 0m462yd and 3m990yd.

307 Newtonhill and Ferryhill

Down and Up Between Trains 08 00 to 16 00 daily. Work at lineside between 230ml298yd and 240m858yd. Mechanical equipment in use.

## TUESDAY 25 to FRIDAY 28 NOVEMBER

308 Tay Bridge South and

Dundee Central

Down and Up Between Trains 00 00 to 24 00 daily. Track renewal and track maintenance between 56m910yd and 57m220yd.

# THORNTON NORTH JN AND METHIL WEST (GOODS LINE) SUNDAY 23 NOVEMBER

309 Thornton North Jn and East

Single BLOCKED

07 30 to 16 30. Track maintenance between Om880yd and 3mp.

# LADYBANK JN TO HILTON JN

Fife Central Jn

SUNDAY 23 NOVEMBER

310 Ladybank Jn and Hilton Jn Single BLOCKED

00 00 to 12 00. Track maintenance between Om70yd and 45m1360yd.

#### PERTH TO INVERNESS UNTIL FURTHER NOTICE

311 Dunkeld and Pitlochry

Single Between Trains

08 00 to 18 00 daily. Work at lineside, tunnel work (Inver) and bridgework (UB No.47) between 16m188yd and 24m700yd. Crane and mechanical equipment in use.

312 Blair Atholl LC Down and Up and Dalwhinnie Between trains

08 00 to 20 00 daily. Bridgework (UB's Nos.86J and 126 and 99). Work at lineside between 35ml32yd and 58ml188yd. Crane and mechanical equipment in use.

313 Culloden Moor A11 and Inverness

07 30 to 17 00 daily. Signalling work.

	SECTION E	- TEMPORAS	Y ENGINEERING WORKS -	WON-B22 - continued
	At or bet	ween	Lines affected	Remarks
		INVERNESS -	- continued DAY 23 NOVEMBER	
	314 Perth	Station	Platform No.4 Between Trains	23 00 Sat to 17 00 Sun. Track renewal.
•	315 Stanl and D	ey Jn Junkeld	Single BLOCKED	22 00 Sat to 18 00 Sun. Track renewal and track maintenance and work at lineside between 7m176yd and 15m264yd. Possession to be given up for the passage of 0225, 20 55 (Sat) Inverness to Perth, 1245, 01 34 (SO) Perth to Inverness, 1803, 20 33 (Sat) Euston to Inverness and 1807, 21 00 (Sat) Euston to Inverness. Crane and mechanical equipment in use.
	316 Dunke Pitlo		Single Between Trains	22 00 Sat to 17 00 Sun. Bridgework (FB No.65) and track maintenance between 15m264yd and 28m638yd.
•		ourn Jn and Street	Down Aviemore line Between Trains	22 00 Sat to 24 00 Sun. Track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.
	SATURDAY	22 to FRIDA	Y 28 NOVEMBER	
	318 Kingu and K Loop	ssie LC Lincraig	Single Between Trains	08 00 to 17 00 daily. Work at lineside between 71m1056yd and 77m880yd. Mechanical equipment in use.
	SUNDAY 23	NOVEMBER		
	319 Perth Stanl	and ey Jn	A11	07 30 to 17 00. Signalling work.
	320 Pitlo Blair	ochry and Atholl LC	Single Between Trains	08 00 to 17 00. Track renewal, track maintenance and work at lineside between 28m638yd and 35m132yd. Mechanical equipment in use.
		Atholl LC	Down and Up Between Trains	$08\ 00\ to\ 17\ 00$ . Track renewal between $35ml32yd$ and $58ml188yd$ and signalling work.
	322 Sloch and Tomat	d Loop in Loop	Single Between Trains	07 30 to 17 00. Work at lineside and unloading material between 95m310yd and 98m1716yd and signalling work.
	323 Tomat and M	in Loop loy Loop	A11	07 30 to 17 30. Signalling work.
	324 Cullo and M	den Moor Willburn Jn	Down and Up Between Trains	08 00 to 17 00. Track renewal between 111m660yd and 117m440yd and signalling work.
	325 Millb and L	urn Jn ocomotive	A11	07 30 to 17 00. Signalling work.
	MONDAY 24	to FRIDAY	28 NOVEMBER	
	326 Ctom1	1-	Cinala	00 00 to 2/ 00 doils Touch served touch

00 00 to 24 00 daily. Track renewal, track

Murthly LC between 7m180yd and 15m260yd. Crane and mechanical equipment in use.

00 00 to 24 00 daily. Work at lineside, track renewal and track maintenance between 28m638yd and 35ml32yd. Mechanical equipment in use.

maintenance and work at lineside and

326 Stanley Jn

and Dunkeld

Single

327 Pitlochry and Single
Blair Atholl LC Between Trains

Between Trains

At or between Lines affected Remarks

PERTH TO INVERNESS - continued

MONDAY 24 to FRIDAY 28 NOVEMBER - continued

328 Millburn Jn and Inverness Station

All Between Trains

00 00 to 24 00 daily. Track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.

WEDNESDAY 26 to FRIDAY 28 NOVEMBER

329 Blair Atholl LC Down and Up and Dalwhinnie Between Trains 22 00 Wed and Thu to 07 00 Thu and Fri. Track maintenance between 35ml32yd and 58ml188yd.

PERTH TO DUNDEE CENTRAL JN UNTIL FURTHER NOTICE

330 Perth and Barnhill

Single Between Trains 08 00 to 16 00. Bridgework (UB No.35). Work at lineside between 20ml100yd and 20ml300yd. Mechanical equipment in use.

331 Longforgan LC and Dundee Central Jn

All Between trains

07 30 to 21 00 daily. Bridgework (OB No.5/1) and work at lineside between 3m550yd and 3mp and signalling work. Crane and mechanical equipment in use.

SUNDAY 23 NOVEMBER

332 Perth

All

07 30 to 17 00. Signalling work.

333 Perth and Barnhill

Single

A11

Between Trains

08 00 to 17 00. Bridgework (OB No.25).

334 Barnhill and Errol LC

Down and Up Between Trains 08 00 to 16 30. Work at lineside between

19m1518yd and 10m990yd.

335 Errol LC and Longforgan LC

Down and Up Between Trains 07 00 to 17 00. Work at lineside and track maintenance between 10m990yd and 5m1210yd and

signalling work at Inchture LC.

336 Dundee

Central Jn

07 30 to 17 00. Signalling work.

TUESDAY 25 to FRIDAY 28 NOVEMBER

337 Errol LC and Longforgan LC

Down and Up Between Trains 22 30 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 10m990yd and 5m1210yd.

ABERDEEN TO INVERNESS UNTIL FURTHER NOTICE

338 Huntly and Keith

Single Between Trains

07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45m1100yd. Mechanical equipment in use.

339 Forres and Nairn

Single Between Trains 00 00 to 24 00 daily. Work at lineside between 128ml200yd and 128ml400yd. Mechanical equipment

in use.

340 Nairn and Inverness A11

07 30 to 17 00 daily. Signalling work.

		WON-B24
	RY ENGINEERING WORKS	- continued
At or between	Lines affected	Remarks
ABERDEEN TO INVERNES SATURDAY 22 and SUNI		
341 Nairn and Millburn Jn	Single BLOCKED	22 00 Sat to 18 00 Sun. Work at lineside, work at Lochdhu LC, track renewal and track maintenance between 128ml584yd and 143m440yd. Possesssion to be given up for the passage of 1H37, 20 50 Aberdeen to Inverness, 1H55, 13 10 Aberdeen to Inverness, 1H57, 15 40 Aberdeen to Inverness, 1E17, 10 05 Inverness to Kings Cross and 1A86, 15 35 Inverness to Aberdeen. Crane and mechanical equipment in use.
342 Millburn Jn and Inverness Station	Platforms Nos.1 and 2 and Forres Line BLOCKED All <u>Between Trains</u>	22 00 Sat to 09 00 Sun ) Track renewal, track ) maintenance, earthwork ) and work at lineside.  09 00 to 24 00 Sun ) Crane and mechanical equipment in use.
SATURDAY 22 to FRIDA	<del></del>	
343 Dyce Jn and Inverurie	Single Between Trains	08 00 to 17 00 daily. Bridgework (OB No.51) and work at lineside between 6m242yd and 16m1738yd. Crane and mechanical equipment in use.
344 Inverurie and Insch LC	Single Between Trains	$08\ 00$ to $17\ 00$ daily. Work at lineside between $16m1738yd$ and $27m1034yd$ . Mechanical equipment in use.
SUNDAY 23 NOVEMBER 345 Aberdeen and Dyce Jn	A11	07 30 to 17 00. Signalling work.
346 Keith Jn and Elgin	Single Between Trains	08 00 to 16 00. Bridgework (OB's Nos.23 and 24).
MONDAY 24 to FRIDAY	28 NOVEMBER	•
347 Nairn and Millburn Jn	Single Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 140m550yd and 140m1290yd.
348 Millburn Jn and Inverness	All Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.
INVERNESS TO WICK UNTIL FURTHER NOTICE	<u> </u>	
349 Inverness and Lentran	A11	07 30 to 17 00 daily. Signalling work.
350 Dingwall and Invergordon	Single Between Trains	00 00 to 24 00 daily. Bridgework (OB No.69/1) and platform work at Alness. Crane and mechanical equipment in use.

Invergordon	Between Trains	and platform work at Alness. Crane and mechanical equipment in use.
351 Invergordon	Down and Up	08 00 to 17 00 daily. Platform work. Crane and

Station	Between Trains	mechanical equipment in use.
352 Fearn Station	Single Between Trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.

	between Irains	mechanical equipment in use.
353 Tain Station	Down and Up Between Trains	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.

354 Dunrobin	Single	08 00 to 17 00 daily. Platform work, Crane and
		•
Station	<u>Between Trains</u>	mechanical equipment in use.

SECTION B ~	TEMPORARY ENGINEERING	WORKS -	continued	
At or between	I lines affect	ed	Remarks	

SECTION B - TEMPORARY ENGINEERING WORKS - continued						
At or between	Lines affected	Remarks				
INVERNESS TO WICK - SATURDAY 22 and SUNI						
355 Tain and Ardgay	Single Between Trains	21 30 Sat to 17 00 Sun. Track maintenance between 44m506yd and 57m1540yd.				
SATURDAY 22 to FRIDA	AY 28 NOVEMBER					
356 Inverness Station	All <u>Between Trains</u>	08 00 to 20 00 daily. Platform work, track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.				
357 Welsh's Bridge and Rose Street	All Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.				
SUNDAY 23 NOVEMBER						
358 Dingwall Station	Down and Up Between Trains	08 00 to 17 00. Bridgework (OB No.46).				
359 Muir of Ord and Dingwall	Single Between Trains	07 30 to 17 30. Track renewal between $13m88yd$ and $18m1280yd$ .				
360 Dingwall and Invergordon	Single Between Trains	08 00 to 17 00. Track renewal between $18m1280yd$ and $31m638yd$ .				
361 Forsinard and Georgemas Jn	Single Between Trains	$08\ 00\ to\ 17\ 00$ . Track renewal between $145m740yd$ and $145m900yd$ . Mechanical equipment in use.				
SUNDAY 23 to FRIDAY	28 NOVEMBER					
362 Dingwall and Invergordon	Single Between Trains	21 00 Sun to Thu to 06 00 Mon to Fri. Track maintenance between 18ml280yd and 31m638yd.				
TUESDAY 25 to FRIDAY	f 28 NOVEMBER					
363 Lairg and Rogart	Single Between Trains	21 30 Tue to Thu to 07 00 Wed to Fri. Track maintenance between 66m1716yd and 77m220yd.				
DINGWALL TO KYLE OF UNTIL FURTHER NOTICE						
364 Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.				
365 Achnasheen and Strathcarron LC	A11	07 30 to 18 00 daily. Signalling work.				
SUNDAY 23 NOVEMBER						
366 Dingwall and Garve	Single BLOCKED	08 00 to 18 00. Track renewal and track maintenance between 8ml640yd and 9m880yd.  Possession to be given up for passage of 2H86, 14 00 Kyle of Lochalsh to Inverness.				

# MONDAY 24 to FRIDAY 28 NOVEMBER

367 Dingwall and	Single	08 00 to 16 00 daily. Track renewal and track
Garve	Between Trains	maintenance between 8ml640yd and 9m880yd.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

INVERNESS LOCOMOTIVE - A new connection, facing to Up direction trains on the Up and Down Forres line, approximately 240 yards from the box has been installed and secured out of use. (37)

## DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 23 NOVEMBER - STEVENSTON LC - The level crossing will be converted to a CCTV (Closed-Circuit Television) installation monitored from Paisley SC. (38)

#### DETAILS OF WORK ALREADY CARRIED OUT

LANARK - Lanark East and West ground frames, together with the associated notice boards, have been removed and the connections controlled therefrom secured out of use pending removal.

The one way stencil indicator, applying to the sidings, associated with Signal M582, position light aspect, has been removed.

SHIELDS JN - The indications associated with ground mounted position light signal G515 have been altered to apply as follows:-

Indication 'C' - To Down Corkerhill
" 'UX' - Along Up Main

\*\* 'T' - To Up Through Terminus

The indications associated with ground mounted position light signal G546 have been altered to apply as follows:-

Indication 'T' - To Up Through Terminus 'U' - To Up Main (36)

BETWEEN BRIDGE ST JN AND AYR - The maximum permissible speed on the Up and Down lines has been altered as follows :-

BETWEEN BRIDGE ST JN AND 10m630yd 75 AT JOHNSTONE

BETWEEN 7MP AT PAISLEY AND 10m630yd -80 FOR EMUS ONLY

AT JOHNSTONE

1

BETWEEN ELDERSLIE AND KILWINNING ON REVERSIBLE SIGNALLED LINES IN 40 REVERSE DIRECTION

BETWEEN 10m630yd AT JOHNSTONE 90 AND 39m20yd AT FALKLAND

BETWEEN KILWINNING AND BOGSIDE - 40 UP LINE IN THE DOWN DIRECTION

See Section D of this Notice. (The above alterations will be effective from 10 00 hours). (37)

HUNTERSTON - The signal box has been closed as a block post and the area controlled therefrom is now controlled from Paisley Signalling Centre. All signals previously prefixed 'H' are now prefixed 'PH'. (36)

<sup>\* \*</sup>BETWEEN POLMAISE AND STIRLING - St Ninians level crossing has been closed to vehicular \* traffic but is retained for pedestrian usage. (35)

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

\* \*GLENCRAIG GF - The existing 4 lever ground frame has been altered to be 5 lever \* incorporating a Train Staff (Annetts Key).

See Section D of this Notice.

(35)

\* \*ELBOWEND JN GF - The existing 4 lever ground frame has been altered to be 5 lever \* incorporating a Train Staff (Annetts Key).

See Section D of this Notice.

(35)

\* \*BETWEEN PERTH AND STANLEY JN - The following colour light signals have been removed:

Down main line - P223, DAR, DA (Auto), SJ61R, SJ61 (semi-auto). Up main line - SJ64R, SJ64 (semi-auto), SJ65 (semi-auto).

A new Semaphore stop signal has been provided on the Up main line on the right of drivers, 293 yards from Stanley Jn box, arm 14 feet above rail level, with application Up main line to Down single line. A sign has been provided.

Down main signal P213 has been altered to be capable of exhibiting a red, yellow or green aspect only, and the associated position light signal removed. Down main signal P221 has been altered to be capable of exhibiting a red or green aspect only, and the associated position light signal removed. Existing Up main line 2 aspect colour light distant signal P226 has been renumbered P224R.

AWS track equipment associated with the following signals has been provided:-

Stanley Jn - Up distant
Down distant
Down home

Perth - Up direction - P224R, P224, P218, P212 Down direction - P213, P221

AWS gap signs, as described on page 12.3 of the General Appendix, have been provided as follows:-

# Gap commencement indicators:-

Up direction - approaching signal P188

Down direction - at the south end of No.3 platform

- at the south end of No.4 platform

- on the Down Fast line, immediately on the box side of the connection to No.6 platform line.

## Gap termination indicators:-

Up direction - at the south end of No.3 platform, immediately on the box side of signal P98.

- on the connection between No.4 platform line and the Down Dundee Loop line, on the box side of signal P96.

- on the Up Fast line, on the box side of signals P86 and P88, at the connection from No.4 platform line.

- on the Down Fast line, on the box side of ground position light signal P82.

Down direction - approaching signal P213.

(35)

INVERNESS ROSE ST - The former ground frame operated connection in platform 5, previously secured out of use, has been removed and a new connection, facing to trains proceeding towards the box, installed and secured out of use. (36)

7

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#### 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 INSTRUCTIONS FOR A.C. ELECTRIFIED LINES - BR.29987

From 1 December 1986, a new book will take effect which will replace the current edition dated 3 May 1975 and the amendments thereto.

The book will be in loose leaf form. A5 size, with a flexible cover and its format has been designed so that part of the book can be separately issued in place of the existing "Extracts from the Working Instructions" book BR.29988, which will be discontinued from the same date.

- \* The new book is divided into three main sections viz:Section A (BR.29987) Definitions, Description of System and General Instructions. This
  will be issued to every employee working on or in the vicinity of lines electrified on
  the A.C. overhead line system.
  - Section B (BR.29987/14) Isolation and Earthing of Overhead Line Equipment.

Section C (BR.29987/15) - Protection of Staff Servicing/Maintaining Locomotives or Trains in Sidings/Depots equipped for electic traction.

Note: Sections B and C will be issued only to staff involved with the instructions contained therein.

The new book is currently being distributed and the appropriate section(s), together with a copy of the explanatory leaflet, BR.29987/16, must be made available to staff immediately upon receipt.

Any member of the staff who is in possession of the current issue of the A.C. Working Instructions, or Extracts thereto, who has not received a copy of the appropriate section(s) of the new book must promptly advise his Supervisor. (25/10/86)

# WORKING MANUAL FOR RAIL STAFF PART 6 (WHITE PAGES)

- Page H102 4M54 GLASGOW to Garston Delete entry.
- Page H107 6D79 GRANGEMOUTH to Paisley Delete entry.
- Page H107 6M34 GRANGEMOUTH to Mossend (for Dalston)

  Amend line of entry to read as follows:
  RA.10 CT.1100 20 = 355, 26 = 417, 27 = 450
  37 = 655, 45 = 868, 47 = 869

  # 1310

  Max load for 2 locos of same class in multiple.

(MPF/491/CA) (27.10.86)

#### WON-D2

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued WORKING MANUAL FOR RAIL STAFF - PART 6 (WHITE PAGES) - continued

Page	H108	-	6544	HAVERTO	ON HILL	to	Leith	South
					Headcod			

Page H108 - 6S40 IMMINGHAM to Leith South Amend Train Headcode to read 6S44.

Page H109 - LEITH SOUTH to Haverton Hill Delete Train Headcode 6E73.

Page H109 - 6E39 LEITH SOUTH to Immingham
Amend Train Headcode to read 6E73.

Page H110 - 6V39 MOSSEND to Severn Tunnel Jn

Add 6V75 in Train Headcode column.

Add as follows:
Special load for 2 x 87, 2 x 86 (not 86/2),
1 x 87 + 1 x 86 (not 86/2) = 1460 tonnes.

(MPF/491/CA) (17/11/86)

Page H113 - PAISLEY to Grangemouth
Delete Train Headcode 7N47.

(MPF/491/CA) (29/9/86)

# SECTIONAL APPENDIX SECTION 1 TABLE A

#### Page 2 INDEX

outered ou to letimined ou (of linears).	Page 38
(Goods Line)	

to read :-

Shields Jn to Terminus Jn (Up Through Terminus) 38

(8/11/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

L .			1			t Speed Restrictions	
	Lines and ling System	Location	Mileage M Yd		t Up oh	At or between	Remarks
Page 14	CARLISLE T	O GLASGOW CENTRAL  I rlisle South Jn (CE) and ead:-				ot between	Remarks
S S S S S S S S S S S S S S S S S S S	Ü	Carlisle South Jn (CE)	68 1610				AWS inductors not provided at Carlisle Station platform signals.
Platform the	Platform 3P	<u>Carlisle</u>	69 200				
2 0 1	2 7 7	Carlisle North Jn	0 420		<u>20</u>	All lines and connections  Output  Out	
	1 1	Caldew Jn	0 1170 (2 220 Goods line)	<u>30</u>	<u>60</u>	Otmp and Oml280yd  Main to Goods line	Amended (6/9/86)
Pages 1	9 and 20						
	Between Cl Amend to r	eghorn LC (AHB) and Garr ead:-	iongill (inc	1) [			
		Cleghorn LC (AHB)	76 530	90 95 100 90	90	77m260yd and 78m620yd 78m620yd and 79m290yd 79m290yd and 814mp	
		<u>Carluke</u>	81 1650	<u>90</u> <u>80</u>	95 90	812mp and 84mp 81m510yd and 78m620yd 84mp and 84m570yd 84mp and 81m510yd	CW Up 84m70yd

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

1	i	25 - Contino		anen	t Speed Restrictions		
Running Lines and		Mileage	Dow	ı Up			
Signalling System	Location	M Yd		oh	At or between	Remarks	
Pages 19 and 20 - Ame	Law Jn (see page 31)	84 150	<u>15</u>	<u>40</u> 80	Over DPL Entering over and leaving UPL Through jn to Holytown line 84m570yd and 84mp	UPL 2290f (695m)	DPL 1915f (580m)
	Garriongill Jn (see page 27)	84 1300	<u>70</u> <u>60</u>	70 60	84m570yd and 84m970yd 84m970yd and 84m1430yd		(27/9/86)
	UTH JN TO HAYMARKET EA ps LC and relevant info				,		(23/8/86) WORL
	TO HOLYTOWN JN				·		34
Amend: - to read: -	ewell and Fauldhouse N	orth	<u>50</u> <u>60</u>	60 60	13½mp and 11½mp. 13½mp and 11m1220yd		(23/8/86)
Delete:	ar Jn and Carfin		60	50 50	9mp and 7½mp. Over curves 2½mp and 1½mp.		(18/8/86)
Page 31  LAW JN TO UD  Between Law .  Delete:	DINGSTON JN In and Wishaw Central		70	70	Through jn to $84\frac{1}{4}$ (for multiple unit trains)		
Amend:			<u>50</u>	<u>50</u>	Through jn to 84½ (for other than multiple unit trains)		
to read:			50	<u>50</u>	Through jn to 844mp		(27/9/86)

DEGITOR	D - GEWEKAT II	NSTRUCTIONS AND NOTICES	- continu			<del></del>	
						t Speed Restrictions	
Running	Lines and	<b>T</b>	Mileage	Down	• •		<b> </b>
Signalii	ng System	Location	M Yd	<u>os þ</u>	h	At or between	Remarks
		NTRAL JN TO FINNIESTON rglen and Rutherglen No Rutherglen Footpath	rth Jn 0 510				
Page 37		LC (RG)					Amended (1/11/86)
) <del></del>	RUTHERGLEN WE	ST JN TO RUTHERGLEN NOR	TH JN (WES	т сия	VE)		
	Add: -	Rutherglen Footpath LC (RG)	0 470				Amended (1/11/86)
Page 40			ļ			<b> </b>	
)		EGLINTON STREET JN (VIA		K)		,	
	Between Dumfr	ies South (DS) and Holy		_		·	
	Amend to read		i	İ	1		}
	, ,	1	1		ĺ		
		Dumfries South (DS)	92 1010	<u>45</u>	60 45	92m700yd and 93mll20yd. Over curve, 92m700yd and 92mp	
	A B A B	Dumfries Stn. (D) (See page 44)	91 1300	<u>30</u>	30	Through stn. on main lines  92mp to 912mp	
	+ +	Holywood LC	88 680				(3/8/86)
İ	GRETNA JN TO	EGLINTON ST JN (VIA KIL	MARNOCK)	ı			
Page 41		line and Hurlford					
	Amend:-			40	65 40 65	35m1630yd and 36½mp 36½mp and 36m1080yd 36m1080yd and 37m1540yd.	
	to read:-			65 40 65	65 40 65	35ml630yd and 36½mp 36½mp and 36ml080yd 36ml080yd and 37ml540yd	(21/9/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D - GENERAL INSTRUCTIONS AND NOTIC	ES - continu			t Conned Doctoriotics	<del></del>
	Mileage			t Speed Restrictions	
Running Lines and Signalling System Location	M Yd	Down	-	At or between	Remarks
Signatifing System Location	1 10		Ϊ	ne or between	Remarks
Page 46					
KILMARNOCK TO BARASSIE Amend:-		<u>50</u>	<u>50</u>	2½mp and 2½mp	
to read:-		<u>50</u>	<u>50</u>	$\frac{2\frac{1}{4}mp}{and}$ and $\frac{3m}{5}$ 50yd.	
<u>Delete</u> :-		40	40	2 mg and 3mg	
		<u>50</u>	<u>50</u>	3mp and 3m550yd.	Amended (25/10/86)
Page 50  BRIDGE STREET JN TO STRANRAER Amend first five MAXIMUM PERMISSIB	LE SPEED ent	ries	to r	ead: ~	
BETWEEN BRIDGE ST JN AND 10M630YD AT JOHNSTONE		75	75	MAXIMUM PERMISSIBLE SPEED	
BETWEEN 7MP AT PAISLEY AND 10M630YD AT JOHNSTONE		80	80	MAXIMUM PERMISSIBLE SPEED FOR EMU'S ONLY	
BETWEEN ELDERSLIE AND KILWINNING		40	40	MAXIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALLED LINES IN REVERSE DIRECTION.	
BETWEEN 10M630YD AT JOHNSTONE AND 39M20YD AT FALKLAND		90	90	MAXIMUM PERMISSIBLE SPEED	
BETWEEN KILWINNING AND BOGSIDE			40	MAXIMUM PERMISSIBLE SPEED OVER UP LINE IN DOWN DIRECTION	Amended (19/11/86)
		1	1		

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECT	TON D	- GENERAL I	NSTRUCTIONS AND NOTICES	- continu		_	<del></del>	
1							t Speed Restrictions	
		ines and	1	Mileage	Down		1.	
Sign	allin	g System	Location	M Yd	mp	h	At or between	Remarks
Page	s 51 ·	- 54 - Amend	- continued		•			
		•	Glengarnock	19 1390	40	<u>40</u>	Through Main line trailing crossover.	UGL 865f (260m) (bi-directional
	!			20 1390	<u>40</u>	<u>40</u>	Through Main line facing crossover.	,
					40	<u>40</u>	Entering over and leaving Down Passenger Loop.	(bi-directional) DPL 2290f (695m
			CE Siding GF (S)	21 150				
			Brownhill	21 620				
			Swinlees (Roche)	21 840	40	40	Entering over and leaving Up Passenger Loop.	UPL2290f (695m) (bi-directional
				21 1630	40	40	Through Main line trailing crossover.	
			Dalry	22 920				
	1		Kilwinning Jn (See page 61)	25 1560	40	<u>25</u>	Through jn to Ardrossan. Entering over and leaving Up Goods Loop.	UGL 1365f (415m) DRS 1054f (320m).
	<del> </del>		Kilwinning	26 0	40		Through trailing crossover.	
	+		Byrehill Jn (See page 63)	26 1540		<u>25</u>	Through jn to Dubbs Jn.	
	+		Bogside (see page 64)	27 1560	40	10	To Snodgrass branch. Through Main line trailing crossover.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D - GENERAL	INSTRUCTIONS AND NOTICE	5 - continu					
					Speed Restrictions		
Running Lines and		Mileage	Down				
Signalling System	Location	M Aq	mp	h	At or between	Remarks	
Pages 51 - 54 - Ame	nd - continued						
	<u>Irvine</u>	29 620					
	Gailes LC (AHB-X)	31 370	<u>x40</u>	<u>x40</u>	Approaching level crossing in wrong direction.		
			40	40	Over Main line trailing crossover.	•	
			<u>60</u>	<u>75</u>	32m1610yd and 0m370yd.		
	Barassie	33 0 33 180					
}		0 0	<u>30</u>		Over connection, DPL to Kilmarnock single line		
<b> </b>	Barassie Jn (See Page 47)	0 20	<u>40</u>	1	Entering, over and leaving DPL Through Main line facing	DPL 118	80f (355m)
					crossover.		
	Up main signal PB286	0 1630	75	75	Entering, over and leaving UGL Om370yd and Om950yd	UGL 1305f(395m)	
			75 60 75	75	Over curves, 0m950yd and 1m570yd 1m570yd and 35m200yd (total distance 1610yd)		
	Troon	1 350			(total distance 1010yd)		
		2 330 35 110		1			
	Monkton Siding GF (S)	36 620			·		
	Prestwick	37 750					
1 † †	Falkland	38 1610	50	50	39m20yd and 40m290yd	DGL 761	Of (230m)
		ļ		-			
		İ					
<u> </u>	_		1	1			

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Newton Jn (See page 64)   39 880   10   Through jn to Ayr Harbour Jn.	SECTION D - GENERAL	INSTRUCTIONS AND NOTICE	S - continu			<del></del>	
Signalling System   Location   M Yd   mph   At or between   Remarks			i,				
Newton Jn (See page 64)   39 880   20   Through jn to Ayr Harbour Jn.		*			•		Paraulta.
Newton Jn (See page 64)   39 880   10   Through jn to Ayr Harbour Jn.	Signalling System	Location	M Ya	<b>-</b>	on T	At or between	Remarks
Newton Jn (See page 64)   39 880   39 900   20   40   40   40   40   40   40	Pages 51-54 - Amend	- continued					
Case page 64   Ohns   39 900   20   Through jn to Killoch branch   Amended (2/11/86)	1 t 1	Newton-on-Ayr	39 730				
Down Ayr Signal PA340  Ayr  40 1080  40 1080  Ayr  40 1080  40 1360 41 990 41 170  Belmont LC (CCTV)  Dalrymple Jn (See page 65)  43 1170  20  Amended  Comparison to Killoch branch  40 1080  Amended (***III**/86)  Amended (***III**/86)  Amended (***III**/86)			39 880		<u>10</u>	Through jn to Ayr Harbour Jn.	
Down Ayr Signal PA340  Ayr  40 1080  Ayr  40 1080  Ayr  40 1080  Ayr  40 1080  Ayr  40 1080  Ayr  40 1080  Ayr  40 1080  Ayr  Belmont LC (CCTV)  Dalrymple Jn (See page 65)  43 1170  20  Between Girvan and Pinwherry Amend:  to read:  Through crossover.  Through in to Benbane branch  Amended (**III/86)  Bridge No.9, lm680yd and  Amended (**III/86)  Bridge No.9, lm680yd and  Bridge No.9, lm680yd and  Bridge No.9, lm680yd and		OHNS	39 900	20		Through in to Killoch branch	,
Ayr  40 1080  40 1360 41 990 41 990 43 1170  Page 55  Between Girvan and Pinwherry  Amend:  to read:-  40 1080  40 1360 41 990 42			39 970	1	40		
Belmont LC (CCTV)  Belmont LC (CCTV)  Dalrymple Jn (See page 65)  Between Girvan and Pinwherry  Amend:  to read:-  Through crossover.  Through crossover.  Through crossover.  Through crossover.  Through crossover.  Through crossover.  Through crossover.  Through crossover.  Through crossover.  Through crossover.  Controlled from Paisley S.C.  Bridge No.9, lm680yd and lm730yd.  45 45 Bridge No.9, lm680yd and			40 1080	40 50	25 50	40m680yd and 40m920yd 40m920yd and 40m1740yd	on the Up and Down lines
Page 55  Between Girvan and Pinwherry Amend:-  to read:-  (See page 65)  20  Through in to Benbane branch  Amended (2/11/86)  Bridge No.9, lm680yd and lm730yd.  45  45  Bridge No.9, lm680yd and		Belmont LC (CCTV)	40 1360 41 990	30	30 45	Through crossover. Through crossover.	passenger train connection purposes.
Between Girvan and Pinwherry   20   20   Bridge No.9, 1m680yd and 1m730yd.	1 1 1		43 1170	20		Through jn to Benbane branch	Amended (2/11/86)
	Between Girv	an and Pinwherry				m730yd.  Bridge No.9, lm680yd and	(1/9/86)

Mark   Goods Loop.   Goods Loop.   25ml560yd and 26ml50yd	SECTION D - C	GENERAL	INSTRUCTIONS AND NOTICES	S - contin	ued			
N Yd   mph   At or between   Remarks			1				t Speed Restrictions	
Pages 61 and 62  Amend:- KILWINNING JN TO LARCS table to read:    Kilwinning Jn (See Page 53)			1		•	•		Bononka
Amend:= KILWINNING JN TO LARGS   table to read:   60   60   MAXIMUM PERMISSIBLE SPEED     Through in.   Entering over and leaving Up Goods Loop.   25m1560yd and 26m150yd   Through facing crossover.     Through facing crossover.     Through facing crossover.     Through trailing crossover.     Through trailing crossover.     Dubbs Jn (See Page 63)   28   550     Through trailing crossover.     Entering Down Goods loop.   DGL 1515f (46   Maximum Permissible SPEED     Through in.   Entering over and leaving Up Goods Loop.   25m1560yd and 26m150yd   Through facing crossover.     Through facing crossover.   Entering Down Goods loop.   DGL 1515f (46   Maximum Permissible SPEED   Through in.   Entering Down Conditions over and leaving Up Goods Loop.   Through facing crossover.   DGL 1515f (46   Maximum Permissible SPEED     Through facing crossover.   DGL 1515f (46   Maximum Permissible SPEED   Through in to Byrehill Jn.   DGL 1515f (46   Maximum Permissible SPEED   Through in to Byrehill Jn.   DGL 1515f (46   Maximum Permissible SPEED   Through facing over and leaving Up Largs are controlled from Paisley SC.   DGL 1515f (46   Maximum Permissible SPEED   Through in to Byrehill Jn.   DGL 1515f (46   Maximum Permissible SPEED   Through facing over and leaving Up Largs are controlled from Paisley SC.   DGL 1515f (46   Maximum Permissible SPEED   Through facing over and leaving Up Coods Loop.   DGL 1515f (46   Maximum Permissible SPEED   Through facing over and leaving Up Coods Loop.   DGL 1515f (46   Maximum Permissible SPEED   Through facing over and leaving Up Coods Loop.   DGL 1515f (46   Maximum Permissible SPEED   Through facing over and leaving Up Coods Loop.   DGL 1515f (46   Maximum Permissible SPEED   Through facing over and leaving Up Coods Loop.   DGL 1515f (46   Maximum Permissible SPEED   Through facing over and leaving Up Coods Loop.   DGL 1515f (46   Maximum Permissible SPEED   DGCL 1515f (46   Maximum Permissible SPEED   Through facing over and leaving Up Coods Loop.   DGL 1515f (46   Maximum Permissibl	Signalling Sy	stem	Location	M Yd	m	ph	At or between	Kemarks
Kilwinning Jn (See Page 53)   25 1540   40   40   25   Entering over and leaving Up Goods Loop.   25ml560yd and 26ml50yd   Through facing crossover.   Through facing crossover.   Through facing crossover.   Dubbs Jn (See Page 63)   26 1500   25   Entering Down Goods loop.   25ml560yd and 31mp.   Through jn to Ardrossan Harbour.   Through jn to Ardrossan Harbour.   30ml060yd and 31mp.   Over connection Single line   Over connection Single	Pages 61 and	62						
See Page 53)   25   25   25   25   25   25   25   2	Amend	i:- KILW	INNING JN TO LARGS table	e to read:		<u>60</u>	MAXIMUM PERMISSIBLE SPEED	
Note	<u> </u>	Ī		25 1540	,	40 25	Entering over and leaving Up	The lines between Kilwinning Jn and Largs are controlled from Paisley SC.
Dubbs Jn (See Page 63)   26 1500   25   Through Jn to Byrehill Jn.					40	<u>40</u>	25m1560yd and 26m150yd	
Stevenston (See Page 62)   28 550   50   50   29 1210   50   20 1210   50   20 1210   50   20 1210   50   20 1210   50   20 1210   50   20 1210   50   20 1210   50   20 1210   50   20		<b>†</b>	Kilwinning	26 0		<u>40</u>	Through facing crossover.	
Stevenston (See Page 62)   28 680   50   29 1210   50   29m730yd and 29m1690yd   29 1210   50   29m730yd and 29m1690yd   29 1210   50   29m730yd and 29m1690yd   29m730yd		+		26 1500		<u>25</u>	Through Jn to Byrehill Jn.	
Stevenston LC (CCTV)   28 680   50   50   29 1210     30 160   50     50					40 40	<u>40</u>	Through trailing crossover. Entering Down Goods loop.	DGL 1515f (460m)
Saltcoats   29   1210   50   29m730yd and 29m1690yd   29m730yd and 29				28 550				
Saltcoats   29 1210   30 160 50   Through connection to Up Largs.   Through jn to Ardrossan Harbour.   30 ml060yd and 3lmp.   Saltcoats   30 840 25 50 50   50 ml060yd and 3lmp.   Saltcoats   30 840 25 50 50   50 ml060yd and 3lmp.   Saltcoats   30 840 25 50   50 ml060yd and 3lmp.   Saltcoats   30 840 25 50   50 ml060yd and 3lmp.   Saltcoats   30 840 25 50   50 ml060yd and 3lmp.   Saltcoats   30 840 25 50   50 ml060yd and 3lmp.   Saltcoats   30 840 25 50   50 ml060yd and 3lmp.   Saltcoats   30 840 25 30 ml060yd			Stevenston LC (CCTV)	28 680	50	50	29m730yd and 29m1690yd	1
Ardrossan Sth Beach (See Page 63)  West Kilbride Hunterston  Ardrossan Sth Beach (See Page 63)  West Kilbride (See Page 63)  West Kilbride (See Page 63)  West Kilbride (See Page 63)  West Kilbride (See Page 63)  West Kilbride (See Page 63)  West Kilbride (See Page 63)  West Kilbride (See Page 63)  West Kilbride (See Page 63)  West Kilbride (See Page 63)  West Kilbride (See Page 63)  West Kilbride (See Page 63)  West Kilbride (See Page 63)  West Kilbride (See Page 63)  West Kilbride (See Page 63)  West Kilbride (See Page 63)  West Kilbride (See Page 63)  West Kilbride (See Page 63)  Ardrossan Sth Beach (See Page 63)  West Kilbride (See Page 63)  West Kilbride (See Page 63)  Ardrossan Sth Beach (See Page 63)  West Kilbride (See Page 63)		<b>\</b>	<u>Saltcoats</u>			_		
Ardrossan Sth Beach (See Page 63)  West Kilbride Hunterston (See Page 63)  West Kilbride (See Page 63)  West Kilbride Hunterston (See Page 63)  Mest Kilbride Hunterston (See Page 63)  Mest Kilbride Hunterston (See Page 63)  Mest Kilbride Hunterston (See Page 63)	†	ts		30 160	<u>50</u>		Through connection to Up Largs.	
West Kilbride Hunterston (See Page 63)  West Kilbride 135 220 36 1140 25  Over connection Single line to Up Freight.	# A	WN LAR			<u>25</u> <u>50</u>	<u>50</u>		
	# ·	חף אינו אי	Hunterston			<u>25</u>		
Fairlie High Sdg 38 1650 GF (S)				38 1650				

SECTION D - GENERAL	INSTRUCTIONS AND NOTICE	S - continu				
		W. 1			nt Speed Restrictions	
Running Lines and	Location	Mileage M Yd		ı Up oh	At or between	Remarks
Signalling System	Location	H 10	1 111	1	At or between	Remarks
Pages 61 and 62 - A	mend - continued					
	Fairlie High	39 20		1		
	Fairlie Tunnel	39 260				
	(990 yards)	to		<b>I</b>		
		39 1250	İ			
	Admiralty Sdg GF (S)	39 1300				
		Į.	50 40	50 40	40m660yd and 40m1540yd	
			<u>40</u>	40	41m660yd and Largs Stn.	
1 .	Largs	42 150				(Amended 23 /11/86)
Page 62		I	1			
Amend MISK	to <sup>l</sup> stevenston no.1 (Good	S LINE) tal	le t	o rea	ad:-	<u> </u>
MISK TO STE	VENSTON (GOODS LINE)	1	1	ſ		
!	1		5	5	MAXIMUM PERMISSIBLE SPEED	Controlled from Paisley SC.
!	Misk	0 1250	1			
Ĭ	Stevenston	0 0				
	(See Page 61)	" "		•		(14/9/86)
	,		Į.			
			1	ŀ		
Page 63	<u> </u>	<u> </u>				
<u>Delete</u> - HO	LM JN TO ARDROSSAN HARBO	DUR table.		1		
Add:-	1	1	1			
ARDROSSAN S	OUTH BEACH TO ARDROSSAN	HARBOUR		1		
á manasam.	1	1	25	25	MAXIMUM PERMISSIBLE SPEED	
<u>Э</u> лт	Ardrossan Sth Beach	30 840	-	$I^-$		Controlled from Paisley SC.
ا 'في ا	(See Page 61)			1		
9.		30 1030		1		No Train Staff.
		1,,,,,,		1		Grandline for Andrew Why 10
\$ 1,0   T	Princes St LC (CCTV)	31 150	1	1	1	Controlled from Ardrossan Hbr LC
See Ganeral	Ardrossan Hbr LC	31 620		1		
	1	157 020		1		
] au 년 T	Ardrossan Hbr	31 840	1	1		(14/9/86)
''			1			
<u> </u>	<u> </u>	l		l	J	

SECTION D - GENERAL	INSTRUCTIONS AND NOTICE	S - continu				·	_
L					nt Speed Restrictions		1
Running Lines and	Y	Mileage	Dowt			Powersky.	ı
Signalling System	Location	M Yd	100	n	At or between	Remarks	4
Page 63 - continued							
BYREHILL JN Add: -	TO DUBBS JN						
	OHNS	0 925				(8/11/86)	
Page 69							
MOTHERWELL T	TO PERTH St Ninians LC	117 460				(30/10/86 <b>)</b>	1
Page 78		(					CIO-NO
	AVERLEY TO GLASGOW QUEEN	ST (VIA FA	LKIR	( H10	GH)		
Bo'ness Add: - DPL 9	70f (295m) to remarks co	lumn.				(6/9/86)	
Page 79	AVERLEY TO GLASGOW QUEEN	ST (VIA P	TVID	, 111	(m)		
Amend : Cado	der (East end) to Cadder	(West end)	to i	ead	;- 		
	Cadder (East end) (CR)	5 880	15		Entering Down slow line.		
7018			30		Over and leaving Down slow line.		
West State							
	Cadder (West end)	4 1010		<u>30</u>	Entering, over and leaving Up slow line	All lines between Cadder (West end) (incl.) and Queen St are controlled from Cowlairs. (23/8/86)	
						Cowlairs. (23/8/86)	
Ĺ		<u> </u>	<u> </u>				Į

•

SECTION	D - GENERAL	INSTRUCTIONS AND NOTICE	S - continu				
				Per	manen	t Speed Restrictions	
	Lines and		Mileage	Dow	n Up		
	ing System	Location	M Yd	m	ph	At or between	Remarks
Page 81			i		i		
	POLMONT JN T	O LARBERT JN		i			
	Amend: -		ĺ	50	50	MAXIMUM PERMISSIBLE SPEED	
ł	to read:-	BETWEEN POLMONT JN		<u>50</u>	60	MAXIMUM PERMISSIBLE SPEED	
	10 1011	AND 24M1120YD			}		
J		IIID LAILLEGED		l			
Į.		BETWEEN 24M1120YD AND		<u>50</u>	50	MAXIMUM PERMISSIBLE SPEED	
1		LARBERT JN			==	Tadizioni i Etalizoolibez ol ess	
1	Add:-	LARDERI JN		50	50	21-660-44 214	
	Delete:-			50 40	40	21m440yd and 21½mp.	
1	belete			===	40	Over curves 22 up and 23m220yd.	
1		'				0	
ı	<u>Add</u> : -		ĺ	<u>55</u>	55	Over curves 22m530yd and	
ľ					l	22m1210yd.	( 4- 4- 4- 4- 4- 4- 4- 4- 4- 4- 4- 4- 4
1				<u>50</u>	<u>50</u>	23m1340yd and 23m1600yd.	(23/8/86)
L				!		1	
Page 85				1		<u> </u>	
1	AIRDRIE TO H		<u> </u>	•	١.		
		d 5th MAXIMUM PERMISSIB					
	BETWEEN KNIG	HTSWOOD NORTH JN AND 22	m1140yd	60	60	MAXIMUM PERMISSIBLE SPEED	
i			1	j		ľ	
	BETWEEN 22ml	140yd AND HELENSBURGH		<u>40</u>	40	MAXIMUM PERMISSIBLE SPEED	(5/10/86)
1					1	1	
Page 93			I	į .	ļ		
		T JN TO DALMUIR PARK (V	IA CLYDEBAN	<u>1K)</u>	1		}
1	Clydebank Do	ck Jn	ı		1		(14/6/86)
	<u>Add</u> : -	1		<u>30</u>	l	Through east end main line	
1				_	l	trailing crossover.	
				ĺ	30	Through west end main line	
J				!	[ —	facing crossover.	(14/9/86)
Page 94				j	I	<u> </u>	
		ANK CENTRAL JN TO OLD K	ILPATRICK (	GOOD	S LIN	E)	
	To read:-					1	
	CLYDEBANK CE	NTRAL JN TO OLD KILPATR	ICK (GOODS	LINE	<u>)</u>	1	
1			 I	<u>, 5</u>	<u> </u>	MAXIMUM PERMISSIBLE SPEED	
1	,	Clydebank Central Jn	0 0		_		Controlled from Clydebank Dock Jn
1	i	(See page 93)	•			J	
	Ť		0 90				Only one train may be allowed on the line
	<u> </u>		109 110		1		at a time (30/8/86)
1	;					1	
	i	Old Kilpatrick	111 570	1	1	1	
1		<b></b>			1	1	1
<b></b>						<u> </u>	<del></del>

WON-D14

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

						t Speed Restrictions	
	Lines and		Mileage		n Up		
Signalli	ng System	Location	M Yd		ph	At or between	Remarks
1	CRAIGENDORAN Delete:-	JN TO FORT WILLIAM		25	<u>35</u>	OmllOyd and Otmp	(5/10/86)
	MALLAIG JN T		36 1230				
		e in remarks column	30 1230				(21/9/86)
	TWEEDMOUTH T Between Twee	O EDINBURGH WAVERLEY dmouth and Berwick-upon	-Tweed				
	Tweedmouth (	e	65 1720				(13/9/86)
	<u>Add:-</u> mileag	<del></del>	67 00				

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D - GENERAL	INSTRUCTIONS AND NOTICES	- continu				T
		W:1			t Speed Restrictions	
Running Lines and Signalling System	Location	Mileage M Yd	Down	-	At or between	Remarks
Page 112 Amend: - LOCH	LEND JN TO BONNINGTON SOU	TH (GOODS	LINE)	tab	<u>le</u>	
to read:- LOCHEND JN T	O LEITH WALK (GOODS LINE	( <u>:</u>				
BETWEEN LOCH	END JN AND EASTER ROAD J	ın	<u>15</u>	<u>15</u>	MAXIMUM PERMISSIBLE SPEED	
BETWEEN EAST	TER ROAD JN AND LEITH WAI	LK	10	<u>10</u>	MAXIMUM PERMISSIBLE SPEED	
	Lochend Jn (See Page 111)	0 0		25	Through jn to Abbeyhill line	The line between Lochend Jn and Leith Walk is controlled from Edinburgh.
	Easter Road Jn (See below)	0 880	10	10	Over connections to and from Leith Walk.	
1	Leith Walk	1 1320				(15/11/86)
	TO CROMBIE RNAD (GOODS I	LINE)				
to read:-						Train Staff is kept in Elbowend Jn GF. (2/11/86)
	TO BOWHILL (GOODS LINE	<u>)</u>				
to read:-	note in Remarks column					Train Staff is kept in Glencraig GF. (2/11/86)
Page 129 PERTH TO IN	JEDNESS					
	n Remarks column					The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued								
1	I				t Speed Restrictions		Ĩ	
Running Lines and	j	Mileage	Dow	ı Up	1		1	
Signalling System	Location	M Yd	m	oh 💮	At or between	Remarks	1	
Pages 134 and 135				ĺ				
Amend Betwee	n Culloden Moor and Inve	erness to r	ead:					
1 1	Culloden Moor	111 660		<u>40</u>	Up line to single line			
	<u>/T/</u>	114 880	<u>55</u>	<u>55</u>	Over curves, 116ml120yd and			
A B J A B	Millburn Jn	117 //0	40 15	40 15	117m310yd 117m310yd and 117m380yd 117m380yd and 118m70yd			
A A B B A A A A A A A A A A A A A A A A	(see page 141)	117 440						
To St. V.	Welsh's Bridge (see pages 141 and 143)	117 1230					WON-D17	
	Locomotive Inverness	117 1470 118 70	İ			(28/9/86)	7	
Page 140	21170211035	70				(20/9/00)		
ABERDEEN TO	INVERNESS					1	1	
Amend:- to read:-	Kinloss LC (AHB) Kinloss LC (AHB)	3 220 2 1650				·		
Amend:- to read:-	Forres LC	0 330 0 352				(2/8/86)		
Between Loche	thu LC (RG) and Dalcros	s LC (AHB)	20 60	20 60	131m1210yd and 132ml10yd.			
to read:-			20 60	20 60	131m1210yd and 132m110yd.	(9/8/86)	ŀ	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued							
	1				Speed Restrictions		
Running Lines and	Y	Mileage		Up	At ay hatuan	P. m. andr. a	
Signalling System	Location	M Aq	mp	<u> </u>	At or between	Remarks	
Page 141							
	n Allanfearn LC (AOCL)	and Inverse	ss to	rea	d:		
				- 1			
	Allanfearn LC (AOCL)	140 1210	25 40	35 55	Approaching LC		
			40	55			
ET		i	,,	15	143m170yd and 143m440yd		
1 - 1	Raigmore LC	143 200	<u>15</u>	15	145m176yd and 145m446yd		
		2.00					
• • • •	Millburn Jn	143 440 117 440	10	10	Over single connecting line		
P B A B A B	(see page 134)	117 440		ı İ	between Forres and Aviemore lines		
P B A B ZA B						Ì	
P B A B A B B A B A B A B A B A B A B A			15	15	117amp and 118m70yd		
	1	ļ	<u>15</u>	브	1172mp and 118m70yd		
	Welsh's Bridge	117 1230	1				
	(see pages 135	Ì					
To U	and 143)						
		117 1/70					
	Locomotive	117 1470					
(4)			[				
%( l	Inverness	118 70		`		(28/9/86)	
1		l					
D 162		Į					
Page 143 INVERNESS TO	WT CK						
Between Welsi	<u>wick</u> h's Bridge and Clachnah	arrv		1			
Amend	,	1	20	20	117m1230yd and 0m900yd		
	Ī		-		(total distance 1010yd)		
			1	[			
to read:			15	15	117m1230yd and 0m500yd		
		1	1		(total distance 610yd)		
1			20	20	0m500yd and 0m900yd	(28/9/86)	
		1	<del>=</del>	==	Daysoya and omrooya	(28/3/80)	
					}		
	<u> </u>	<del>↓</del>	ı	i .		<u></u>	

,

L			Per	maner	t Speed Restrictions	
Running Lines and		Mileage		m Up		
Signalling System	Location	M Yd	150	ph	At or between	Remarks
Page 144  Delny LC (AO	CL)		30 55	30	Approaching L.C.	
to read:			30 55	30 55	Approaching L.C.	(30/8/86)
Page 145  Between Brore Amend:-	L.C. (AOCL) and Brora Brora LC (AOCL)	90 680	10 15	· 0 15		
to read:-	Brora LC (AOCL) Brora	90 1060 90 680 90 1060	15 10 15	15 10 15		(30/8/86)
HAYMARKET WES Page 157 Amend:- to read:-	Fortlethan Portlethen					(30/8/86)
Page 159 PERTH TO INVENTE Amend note in to read:-	ERNESS n Remarks column					The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

		AND NOTICE	<u> </u>	Per	maner	nt Speed Restrictions	1	Т
	g Lines and ling System	Location	Mileage M Yd		n Up ph	At or between	Remarks	
Page 16		Culloden Moor and Inv	verness to		Ī			
,	A B A B	Culloden Moor	111 660	65 40	<u>40</u> <u>65</u> <u>40</u>	Up line to single line  Over curves, 116mll20yd and  117m310yd  117m310yd and 117m380yd		
A EP B	S A B	Millburn Jn (see page 141)	117 440	15	15			MOM
\$ .	Aviemon Aviemon Aviemon	Welsh's Bridge (see pages 141 and 143)	117 1230					MON-DZO
	2(	Locomotive	117 1470					
	Str. limits	Inverness	118 70				(28/9/86)	

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - continued

SECTION 2

TABLE B - SPECIAL WORKIN	G ARRANGEMENTS
--------------------------	----------------

Authorities Restrictions Lines

Page 2

Delete:-

Stevenston No.2/Stevenston No.1 entry

(10/8/86)

Amend Misk to Stevenston No.1 (Goods Line) and relative entry to read:~

Misk to Stevenston (Goods Line)

Stevenston Misk

Single F Freight trains BV

(8/11/86)

Page 4

Delete:-

Clydebank Central Jn to Old Kilpartick (Goods Line) and relative entries

(30/8/86)

Page 6

Perth to Inverness

Delete: - last four entries

Add:-

Millburn Jn/Locomotive box Single Locomotive box/Millburn Jn Single

Aberdeen to Inverness

Delete: - last two entries

Add:-

Millburn Jn/Locomotive box Single F Trains for goods yard

Page 7

Inverness to Wick

Amend:~

Welsh's Bridge/Rose Street F 30 freight vehicles BV Down

or 6 fitted freight

vehicles.

To read:-

Welsh's Bridge/Rose Street F Down 30 freight vehicles BV

or 6 fitted freight vehicles ECS (28/9/86)

EC S

ECS

TABLE C - WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOP

Page 8

LONDON ROAD JN TO BONNINGTON SOUTH (GOODS LINE)

to read: - LONDON ROAD JN TO LEITH WALK

(15/11/86)

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

Signal Box Signal Remarks

Page 9

Perth to Inverness

Amend entry under this heading to read:-

Inverness Locomotive

Down home

For backing movements from Millburn Jn to passenger (28/9/86)

station.

#### WON-D22

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 2 - continued

		AR OF TRAIN - RULE BO	on, buorron	n, oznoba stro
From	To	Train	Conditions	Remarks
Page 11				
Add:-	•			
Kilwinning Jn to Stevenston	Largs Largs	Engineer's Trains	R	See Local
		(Unfitted)		Instructions Page 32
Largs	Stevenston	Engineer's Trains (Unfitted)	R	See Local Instructions Page 32
This reinstates	the item published in	Weekly Operating Not	ice No.16	Amended (27/9/86)
Page 12				
Add:-				
Haymarket West J Dundee Central J		F	<del></del>	_
	item published in WO			Amended (25/10/86)
Add :- Perth to Inverne	c.o			
Locomotive box	Millburn Jn	ECS	RD	-
Millburn Jn	Locomotive box	ECS	RD	_
	2000012.70 507.	200		
Add :-				
Aberdeen to Inve		<b>7</b> 00		
Millburn Jn	Welsh's Bridge	ECS	RD	
Welsh's Bridge	Millburn Jn	ECS	RD	-
*				
Inverness to Wic	<u>K</u>			
Wel <del>sh'</del> s Bridge	Rose Street	ECS	RD	-
Rose Street	Welsh's Bridge	ECS	RD	-
				(28/9/86)
SECTION 3				
	CEM	EDAT INCUDICATIONS		
Page (i) - INDEX Add:-		ERAL INSTRUCTIONS		
	18 Flactric Multiple	Units-Emergency Coupli	inos	Page 56
Page (ii)	to discerte muterple	onles buelgency couping	···6"	(1/9/86)
Add:-				
Instruc		Trains under the Strat	hclyde	84
Manning	Arrangement.			(8/11/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

#### SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

#### LINES WORKED BY THE TRACK CIRCUIT BLOCK SYSTEM

#### Page 5

2. General Appendix

2.1 Single lines worked by the Track Circuit Block System - Instructions to Trainmen.

Clause 6

Delete:- Usan - Montrose South

Add:-

3. Relay rooms equipped with local signal panels

The relay rooms at Kilwinning, Barassie, Ayr and Hunterston are provided with signal panels which can, if necessary, during certain failure conditions be brought into use, functioning as block posts independent of Paisley SC.

For the duration of the failure, all signal post etc telephones within the area of control of the relay room concerned will give communication with the appropriate relay room, not Paisley SC. (15/11/86)

STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

Signal Box Area/Location Line Remarks

Page 8

Amend: - 4th Perth entry, reference in Remarks column to signal P223

to read :- signal P221 (2/11/86)

# SINGLE LINES WORKED BY THE SCOTTISH REGION TOKENLESS BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

#### Page 11 ~ 8. Shunting keys

Add:-

Montrose South

(23/8/86)

Millburn Jn

Locomotive box

(28/9/86)

Delete:~

Hunterston Large

(8/11/86)

#### Page 12

#### SECTION OF LINE

Add: - Usan to Montrose South

(23/8/86)

# SINGLE LINES WORKED BY THE ELECTRONIC TOKEN BLOCK SYSTEM INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

#### Page 13

Types of Electronic Token
Amend paragraph (b) to read:-

(b) Long section - unidirectional token applicable from a stop board or section signal at one token exchange point to a stop board, or the first stop signal, at the second token exchange point ahead.

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

#### Page 15

- Transference of Tokens
  Amend clauses 3.2.5, 3.2.6 and 3.2.7 to read:-
- 3.2.5 In the case of a "Long section" token, the Signalman will, when giving permission to proceed, specify to the Driver that he is authorised to pass the stop board at the intermediate token exchange point, referring to it by name. This does not excempt the Driver from stopping at any level crossing where this is necessary.
- 3.2.6 When a train is in possession of a "Long section" token, the "loop clear" procedure must be carried out at the intermediate token exchange point.
- 3.2.7 In exceptional circumstances, should it be necessary to stop a train to which a "Long section" token has been issued at the intermediate token exchange point, the Driver must when the train has come to a stand return the "Long section" token in the usual way. The signalman will inform the driver that he no longer has authority to proceed and the driver must conform that this is understood. When the train is to be allowed to proceed, a new token to permit the train to depart from the token exchange point concerned will be issued.

#### Page 18

- 5 Admission of a Train to an Obstructed Section
- 5.1 Train failed on single line
  Amend: Clause 5.1.4 to read: -
- 5.1.4 When the disabled train is in possession of a "Long section" token, the assisting train will require to proceed from one of the token exchange points between which the disabled train was authorised to proceed in accordance with clause 5.1.3. In these circumstances, the Driver must be careful to establish between which two token exchange points the disabled train is located. If the assisting train has to travel through one of the single line block sections before entering the section in which the disabled train is located, the Driver of the assisting train must stop at the stop board at the intermediate token exchange point and not proceed past the stop board without the specific permission of the Signalman. When authorising the Driver of the assisting train to pass the last stop board before reaching the disabled train, the Signalman will remind the Driver in accordance with clause 5.1.3. (9/11/86)

#### Page 21 SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFF

Add:- Ardrossan South Beach to Ardrossan Harbour Carmondean Jn to Bathgate Station

(14/9/86)

Amend:- Easter Road to Bonnington South to read:- Easter Road to Leith Walk

(15/11/86)

#### WON-D25

#### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

#### Page 26

#### SNOW CLEARANCE ARRANGEMENTS

#### Independent Snow Ploughs and Snow Plough Tenders

Paragraph four: -

Amend table to read

Class 40

2000 HP English Electric

45

2500 HP BR

Paragraph six:-

Amend instruction to read:-

Drivers are responsible for seeing that the air brake, where provided, is coupled and operative on the plough.

#### Page 27

Paragraph four:-Amend table to read:-

Depot Fort William	Type 1-Independent Snow Plough	Number ADB 965217
Fort William	1-Independent Snow Plough	ADB 965220
Inverness	1-Independent Snow Plough	ADB 965223
Inverness	1-Independent Snow Plough	ADB 965234
Perth	l-Independent Snow Plough	ADB 965231
Perth	1-Independent Snow Plough	ADB 965219

#### Page 53

#### Removal of Obstructions from Overhead Line by Area Manager's Staff using Insulated Poles.

Amend: - date of Standing Order No.RMEE/EDO/22

to read: - May 1986 (6/9/86)

#### Page 53 - Isolation Procedure

Amend instruction to read:-

Instructions 44(ii) and 55(ii) in BR.29987 - "Working Instructions for AC Electrified Lines, dated 3rd May 1975" are authorised and apply to all lines controlled from Glasgow Central, Motherwell and Paisley signalling centres. (10/9/86)

#### WON-D26

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

#### Page 55 - Operation of Thyristor Controlled Traction Units

Amend instruction to read:-

The undernoted Thyristor controlled electric locomotive must not be allowed to run between Shields Jn (exclusive) and Gourock/Wemyss Bay:-

Class 87/1 No.87.101

(30/8/86)

7

#### Page 56

Amend heading "Route Availability of Class 303/311 and 314 multiple unit trains to read: Route Availability of Electric Multiple Units. (6/9/86)

#### Page 56

<u>Add: ~</u>

Class 318 Electric Multiple Units - Emergency couplings
Emergency couplings for use with Class 318 Electric Multiple Units are kept at
Shields ETD, Ayr TMD and Motherwell TMD. (1/9/86)

	CONTIN	UOUS BRAKE TRAIN O		
From	То	Line		ximum Unfitted ad (tonnes)
Engineer's trai	ins		•	
1. Assisting in	n rear			
Page 81:- Add:-				
Airdrie to Hele Parkhead North		Up	11	5 (16/11/86) <sub>,</sub>

Page 83	CONTINU	OUS BRAKE TRAIN OPERATIO	Applicable	to trains
From	То	Line	exceeding	
Airdrie to Helensbu	ırgh			
<u>Delete</u> :- Parkhead North Jn	Sunnyside Jn	Up	115	(16/11/86)
<u>Haymarket West Jn</u>	Aberdeen			
Delete:- Dundee Central Jn	Camperdown Jn		60	
(This amends the it	tem published in WO	N No.30)	Amended	(25/10/86)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

Page 84 Add :-

#### INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDE MANNING ARRANGEMENT

These instructions apply to the running of radio equipped electric multiple units on the following lines of route:-

Between Glasgow Central and Ayr via Bridge St Jn

Between Glasgow Central and Gourock/Wemyss Bay via Bridge St Jn

Between Glasgow Central and Shields ETD/Corkerhill CSMD via Bridge St Jn (including all lines in the Shields Jn area)

- 1. Correct headcodes and train descriptions must be used at all times.
- 2. With the exception of a platform line, drivers must only carry out the set-up procedure when the train is at a stand at a signal capable of displaying a main red aspect and prefixed "G", "P", "PE", "PG", "PK", "PB", or "PA", or any of the position light signals, not associated with a main aspect, specified below. The set-up procedure must not be carried out at Up Ayr line signal P5A between Arkleston Jn and Hillington West, or at Down Gourock line signal P62A between Langbank and Woodhall. The set-up procedure need only be carried out at the position light signals listed below if the train will commence a journey from the signal concerned.

Position light signals, not associated with a main aspect, where the set-up procedure is permitted (all near Shields Jn area) :-

Signal No.	Line		
G532	No.1 Headshunt	(Shields	ETD)
G508	Up City Union		

During the set-up procedure, drivers must ensure that the headcode displayed is correct.

- 3. Drivers must not carry out the set-up procedure in a platform line if another train is occupying the platform line ahead up to the exit signal, including No.9 platform at Glasgow Central. When carrying out the set-up procedure in a platform line, the signal number of the first stop signal ahead of the train must be entered. A list of platform signals at terminal stations is shown at the end of these instructions.
- 4. Signalmen must not cancel the description of a terminating train from the train describer apparatus until the train has arrived in a platform or passed clear of all track circuits into a depot and, where the route has not been set automatically, the signal button controlling the route to the platform or depot concerned has been normalised. The same train description must not be used for two trains at the same time.
- 5. These instructions and use of the radio equipment are exempt during all shunting operations including those being carried out on any line between Glasgow Central station platforms and Bridge St Jn.
- Drivers must ensure that radio channel changes take place at the marked locations.

#### WON-D28

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

Page 84 - Add - INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDE

MANNING ARRANGEMENT - continued

 In the event of a train failing and assistance is required, a competent person will be provided to couple the assisting and failed trains.

## LIST OF PLATFORM SIGNALS AT TERMINAL STATIONS

Platform No	Mid Signal*	Exit Signal	Platform No	<u>Exit Signal</u>
Glasgow Central				_
			<u>Ayr</u>	
1	G <b>2</b>	G38	1	PA344
2	G4	G39	2	PA346
3	-	G6	3	PA348
4	~	G8	4	PA352
5	-	Gll		
6	=	G13		
7	<del>-</del>	G15	Gourock	
8	-	G18	<del></del>	P113
9	G21 & G43	C44	2	P115
10	G35	G4 5	3	P117
11	G37 & G46	G54		
11A	-	G72	Wemyss Bay	
12	-	G63	1	P139
13	-	G67	2	P138

<sup>\*</sup> First signal quoted is nearest buffer stop.

(28/9/86)

#### Page 101

#### STABLING OF VEHICLES ON RUNNING LINES AND LOOP LINES

Delete: Cadder Down Goods line from table.

(3/8/86)

#### SECTION 4

#### LOCAL INSTRUCTIONS

#### INDEX

Page (iv)	Page	
Page (iv) Add :- Largs entry	35	(27/9/86)
Page (v)  Add :- Millerhill Electrification Depot	72	(27/9/86)

#### Page 23

## DUMFRIES

# Reception and departure sidings between Dumfries South and Dumfries Station Signal Boxes. Amend 2nd paragraph to read:-

The Down reception and departure siding between these Signal Boxes must only be worked in the Down direction except in the following circumstances:-

- A Locomotive may set back from the Down main line to the Down departure siding for the purpose of attaching to a train.
- 2) A train from the Maxwelltown branch may proceed onto the Down departure via the Down main line.

In both circumstances the train must be brought immediately to a stand inside Signal D88 and await a handsignal from the guard or shunter. (10/8/86)

#### **₩**∩N−D29

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

#### Page 32

#### BETWEEN HUNTERSTON AND LARGS

Add:-

All unfitted Engineer's trains requiring to work between Hunterston and Largs must have a locomotive in rear in accordance with the conditions authorised in Table J.

(Amended)(22/7/86)

#### Page 34

#### HUNTERSTON ORE/COAL HIGH LEVEL LOADING TERMINAL

Paragraph 1.12

Amend reference in second line to "Hunterston signal box" to read "Paisley Signalling Centre". (9/11/86)

#### KILWINNING TO LARGS

#### Page 35 Add:-

FAIRLIE HIGH/ADMIRALTY SIDINGS GROUND FRAMES

The permission of the signalman at Paisley SC must be obtained before a train, which has not 'shut-in' at either of the ground frames, proceeds from the siding towards Hunterston.

(15/11/86)

Add:-

#### LARGS

Friction buffer stops - Drivers of trains, and persons in charge of shunting movements working into Nos.1 and 2 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 A.C.E to have the buffers reset.

(26/9/86)

#### Page 35

#### MISK TO STEVENSTON NO.1 (GOODS LINE)

Amend heading and sub-heading to read:-

# MISK TO STEVENSTON (GOODS LINE) BETWEEN MISK AND STEVENSTON

(8/11/86)

## Page 35 and 36

Delete: HOLM JN TO ARDROSSAN HARBOUR and relative instructions.

(3/8/86)

#### Page 39

#### STIRLING

Delete: Cape Insulation Works sdgs and relevant instructions.

(2**2**/11/86)

#### Page 48

#### BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)

#### ASCENDING

Amend sixth paragraph after tabular information to read:When trains are assisted in front, the train must be brought to a stand at signal C30 or
C31 for the leading loco to be uncoupled. (28/6/86)

#### Page 54 AIRDRIE STATION - Add:-

Shunting movements - Drivers of shunting movements proceeding from the Carriage sidings to the Down main line are authorised to drive from the cab nearest the buffer stop provided the provisions of clause 1 of the instructions "Light locomotives, push-pull and multiple-unit trains - driving from the leading cab", appearing at page 2.2 of the General Appendix, are observed. Clause 2(a) of the General Appendix instructions is modified accordingly. (4/10/86)

SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

#### Page 56 BRIDGETON CENTRAL - Add:-

Shunting movements at Bridgeton CSD - Drivers of shunting movements proceeding from Bridgeton CSD past the signal box towards Bridgeton Central tunnel are authorised to drive from the cab nearest the buffer stop provided the provisions of clause 1 of the instructions "Light locomotives, push-pull and multiple-unit trains - driving from the leading cab" appearing at page 2.2 of the General Appendix are observed. Clause 2(a) of the General Appendix instructions is modified accordingly. (4/10/86)

#### Page 57

Add:-

#### CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)

Propelling of trains is prohibited EXCEPT as follows:-

- Between Old Kilpatrick and Dalmuir Riverside Freight trains less than 340ft in length provided a brake van (in which the guard or shunter will ride) is formed as the leading vehicle.
- Between Chivas Regal Sidings and Dalmuir Riverside Fully fitted freight trains less than 170ft in length. (30/8/86)

Page 72

Add :-

#### MILLERHILL ELECTRIFICATION DEPOT

Before allowing a train to proceed towards the Electrification Depot the signalman will obtain the permission of the person in charge of the Depot. Such permission must not be given unless the person in charge is satisfied it is safe to do so and no conflicting movement has been permitted.

(17/9/86)

#### INVERNESS

Page 90

Delete: Working in the wrong direction from Welsh's Bridge to Locomotive signal box on Up line and relative instruction. (28/9/86)

#### Page 91

Propelling passenger trains Delete: Final paragraph.

(28/9/86)

Millburn Yard ground frame -

Amend heading and relative instructions to read:-

Millburn Yard - When Millburn yard is unstaffed, the guard of a train terminating there, on arrival via the Up Aviemore line or Up Independent line, must ensure that all points within the yard are properly set for a movement in to an empty siding.

When Millburn yard is unstaffed, the guard of a train departing from the yard must ensure that all points are properly set for a movement from the yard to the main line and then advise the signalman at Millburn Jn that the train is ready to depart. The guard must not signal the driver to start the train until the yard exit signal has been cleared. (27/8/86)

#### The Rule Book, Section H, clause 8.1(d)

Amend Instruction to read:-

ECS being propelled on the Forres single line from Millburn signal box must carry a red light on the leading vehicle. (28/9/86)

#### MISCELLANEOUS INSTRUCTIONS

#### ROLLER LOADER

The vehicles are flat salmon wagons equipped with permanently mounted Atlas/Hiab telescopic jib cranes which are capable of traversing the length of the vehicles.

The maximum permitted speed of the vehicles is 45m.p.h. and they must be marshalled in train formation.

The cranes are within gauge when in the stowed position.

The cranes must be kept in the stowed position unles the line or siding in which they are working is in the Absolute Possession of the Engineer.

The cranes must not be worked on, or adjacent to lines electrified by Overhead Line Equipment unless a Permit to Work has been issued.

When work may foul adjacent/opposite line(s) the line(s) concerned must be protected in accordance with the Rule Book, Section T, Part III or Part IV.

The cranes are fitted with a stop device which limits the jibs to working on one side only. When the cranes are in use the stop device must be padlocked in the required position and the keys held by the crane operator. (25/10/86)

#### POLMADIE CSMD

UNTIL FURTHER NOTICE Departure Road No.4 has been secured out of use. To facilitate reconstruction work, mechanical equipment is in use.

Trainmen and other staff must exercise care when working in this area. (13/

(13/10/86)

#### HAMILTON CENTRAL STATION

The 3 car stop marker on the Down platform has been temporarily repositioned 82 yards nearer the Newton end of the platform.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (18/10/86)

#### SHIELDS TO TERMINUS JN (UP THROUGH TERMINUS)

UNTIL FURTHER NOTICE - The line between Shields and Terminus Jn has been secured out of use. (27/10/86)

Refer PON 28D, Miscellaneous Instructions, page 51.

#### AYRSHIRE LINES

Delete: - Between Kilwining and Bogside - Up Ayr.

(9/11/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANEOUS INSTRUCTIONS - continued

#### WESTERTON

The Down platform has been permanently shortened at the Singer end by 9 yards and lengthened at the Anniesland end by 9 yards. The 3 and 6 car stop markers have been repositioned accordingly.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

(MR/NOT3A)(26/10/86)

#### DUNFERMLINE STATION

The Down platform at the Townhill end, previously temporarily shortened, has now been reinstated to its former length.

#### INVERNESS STATION

UNTIL FURTHER NOTICE - Platform 6 has been temporarily shortened by 80 yards at the Rose St end.

Trainmen must exercise care when bringing their trains to a stand at this platform.

(MR/NOT3A)(15/11/86)

#### TEMPORARY SPEED RESTRICTIONS - SPEED SIGNS

Experimental speed signs with black "20" figures on a yellow background, are in use in the Warning Board and Speed Indicators for the following temporary speed restrictions:-

	Lines	Mileage At or between				Restri ction	-	
Location	affected	М	Υd	<u>M</u>	Υd	mph	Remarks	
Crosshill	Inner	1	340	0	1500			
Dundee Central Jn and Tay Bridge South	Uр	57	220	56	910			

Drivers and Traction Inspectors who travel over these speed restrictions are requested to submit their comments on the sighting comparison between the experimental yellow/black signs and conventional blue/white signs to:-

Regional Operations Manager (Ref. MR/TSR/1) Room 359 ScotRail House Glasgow

Amended (MR/TSR/1) (1/11/86)

3

#### TEMPORARY SPEED RESTRICTIONS - EXPERIMENTAL INDICATOR

For a trial period, a black and white diagonally striped board with 2 vertical high powered flashing lights will be located adjacent to the portable AWS magnet at one of the Temporary Speed Restrictions published in the Weekly Operating Notice on each of the following routes:-

Edinburgh Waverley to Glasgow Queen St (via Falkirk High) Bridge Street Jn to Stranraer

The purpose of the experiment is to evaluate the effectiveness of the board.

Drivers and Traction Inspectors are requested to submit any comments they may have on the sighting of the board to:-

ROM (Ref MR/RB/U) Room 359 ScotRail House Glasgow

(MR/RB/U) (8/11/86)

#### WON-D33

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANEOUS INSTRUCTIONS - continued

PON No.28D Page 38

# PERMANENT SPEED RESTRICTIONS ADVANCE WARNING BOARDS

Amend second sentence to read:-

The sign, shaped like an inverted triangle, has black numerals on a white background with a yellow border.

#### PERMANENTLY COUPLED 2 x 45 TONNE VANS

The DB (West German Railways) are in the process of manufacturing  $200 \times 45$  tonne 2-axle vans which will be permanently coupled in pairs. These wagons will be operated in Europe and this country conveying general merchandise traffic.

Each pair of wagons will be identified by a single number in the following series:-

2380 2794000-2 to 2380 2794099-4

With these wagons only one in each pair is fitted with a distributor, in the event of a coupling breaking the brakes would only be applied on the wagon fitted with the distributor as the air supply to the "slave wagon" would be lost when the intermediate pipes parted.

Please note that these wagons must not be included in a fully fitted block train of this type of wagon nor must they be included in the rearmost three positions of a conventional Speedlink train.

(MPF/491/CA) (10.11.86)

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

#### QUEEN STREET TRA

Page Q2 - Bowling Esso

Amend Time Staffed to read 08 00 - 16 00 Mon - Thu. 08 30 to 15 30 Fri.

Amend Dumbarton Entry to read as follows:-

Dumbarton - South - Central - Leven Shipyard/unmanned/ - /

WMP6 B3/2 to B3/7 applies/Telephone adjacent to Dumbarton Signalbox (Ext.3192).

(MPF/T/A37)(17.11.86)

#### PROVISION OF BRAKEVANS

PON 28D, page 44, refers
The item under this heading no longer applies.

(MR/NOT3)(15/11/86)

## WORKING INSTRUCTIONS FOR THE PERMAQUIP HIGH CAPACITY TROLLEY

The instructions in the General Appendix Section 4, "Instructions Regarding the Running and Working of Engineer's Self - Propelled "On-Track" machines" pages 4.2 to 4.7, clauses 1 to 16 (inclusive) apply also to this machine.

The following additional instructions also apply:-

#### 1. General Instructions

- 1.1 The maximum permitted forward speed of this machine is 40mph and the maximum reverse speed is 5 mph.
- 1.2 The machine is within gauge in the fully stowed condition.
- 1.3 The machine must not be driven from the work platform, whether in the lowered or raised position, nor must any personel mount on, or travel on, the work platform unless an isolation has been obtained and a "Permit to Work' issued.
- In the running condition, the "Emergency Lower" valve must be in the open position, and the Raise Isolator key must be in the possession of the nominated RCE or RM&EE supervisor, and must not be handed to the operator until a "Permit to Work" has been issued.
- 1.5 The machine must work only on lines under Absolute Possession or on sidings protected in accordance with Section T, Part III A of the Rule Book.
- 1.6 The machine must not work on a line electrified by an overhead system unless an isolation has been obtained and the RCE or RM&EE supervisor in charge of the machine is in possession of a Permit to Work.
- 1.7 Movements of the machine, and of the cantilever platform, must be made only on the instruction of a nominated RCE or RM&EE supervisor.
- 1.8 When left by the lineside care must be taken to ensure that the machine and all ancillary equipment is secured to prevent removal of any part which could endanger the safety of trains, if removed by unauthorised persons.

#### 2. On-Tracking

- 2.1 Before the machine is moved from its stillage to an adjacent line on which it will work, the line concerned must be under Absolute Possession and the permission of the person in charge of the Possession must have been obtained.
- 2.2 If a line next to that on which the machine will work is open to traffic it must be protected in accordance with Section T, Part II of the Rule Book before the machine is moved from the stillage. This protection must be maintained until the machine is rail mounted and the on-tracking bars have been removed.
- 2.3 If the line next to that on which the machine will work is also under Absolute Possession and is being used by engineers' trains or on-track machines, the person in charge of the Possession must not given permission for the machine to be put on the line on which it will work until he receives an assurance from the RCE or RM&EE supervisor that one or more handsignalmen have been provided to stop trains on the adjacent line until the machine is rail mounted and the on-tracking bars have been removed.

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANEOUS INSTRUCTIONS - continued WORKING INSTRUCTIONS FOR THE PERMAQUIP HIGH CAPACITY TROLLEY - continued

#### 3. Cross-Tracking

- 3.1 If it is required to move the machine over a line which is open to traffic to obtain access to another line, the intermediate line must be protected in accordance with Section T, Part II of the Rule Book.
- 3.2 The provisions of Instruction 2.1 must be applied in respect of the line to which the machine is being moved.
- 3.3 The provisions of Instructions 2.2 or 2.3, as appropriate, must be applied to any line beyond the one to which the machine is being moved.

#### 4. Off-Tracking

- 4.1 If the line next to that from which the machine is to be removed is open to traffic it must be protected in accordance with Section T, Part II of the Rule Book before the machine is raised from the running line. This protection must be maintained until the machine is on its stillage and the on-tracking bars are removed from the line.
- 4.2 If the line next to that from which the machine is to be removed is also under Absolute Possession and is being used by engineers' trains or on-track machines, one or more handsignalmen must be appointed to stop trains on the line concerned until the machine in on its stillage and the on-tracking bars are removed from the line.
- 4.3 The machine must not be parked on its stillage with the cab facing a running line.
- 4.4 The person in charge of the Possession must be advised when the machine is on its stillage and all ancillary equipment has been removed from the line.

#### 5. Use of Cantilever Platform

1

- 5.1 The operating handle must be locked out of use and the key retained by the nominated RCE or RM&EE supervisor until the platform is required to be used.
- 5.2 If it is required to extend the cantilever platform over a line which is open to traffic, the line concerned must be protected in accordance with Section T, Part IV of the Rule Book.
- If it is required to extend the platform over a line which is also under Absolute Possession and is being used by engineers' trains or on-track machines, the permission of the person in charge of the possession must be obtained and one or more handsignalmen must be appointed to stop trains on the line concerned.

  (MR/NOT3A)(15/11/86)

The attention of Drivers and Guards is drawn to the need to comply fully with the provisions of the Rule Book, Section H, clauses 5.7 and 5.9 where a train has stopped out of course at a station platform. Failure to do so may have fatal consequences, either to a colleague or a member of the public.

(MR/NOT/3) (8/11/86)

Drivers are reminded that passengers should not be conveyed in driving cabs and, so far as staff in the course of their duty are concerned, the provisions of the Rule Book, Section B, clause 5.12 must be strictly applied.

(MR/NOT3) (8/11/86)



No.36

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 29 NOVEMBER to FRIDAY 5 DECEMBER 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

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# WARNING



# A.C. ELECTRIFICATION

#### ENERGISATION OF OVERHEAD LINE EQUIPMENT

Additional equipment as detailed below, has been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

#### Overhead line equipment

Location	Lines affected	At or between
Dubbs Jn and Ardrossan South Beach	Up and Down Largs	Existing live equipment at structure Nos.LB/02/01 and LB/02/02 to LB/08/13 (Up and Down Largs single) and LB/08/14 (Up Freight Single)
Ardrossan South Beach and 30 miles 1740yds (between Ardrossan South Beach and West Kilbride)	Up and Down Largs Single	Structure Nos.LB/08/13 and LB/08/25
Ardrossan South Beach and Ardrossan Harbour	Single	
Ardrossan South Beach	Down Siding	

#### LINESIDE BUILDINGS

All concerned to note that the bare wires from the roof of the undernoted Feeder Station to the adjacent overhead line equipment and the Electricity Board incoming supply cable are energised at 25,000 volts and must be considered ALIVE at all times.

South Beach Feeder Station - located on the North side of the Up Freight single line, 50 yards on the Largs side of Ardrossan South Beach Station.

IT IS EMPHASISED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE.

(MR/EL/14/E/3/86)

#### SECTION A

#### TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified)

Warning Boards and indicators provided unless otherwise shown.

/ Indicates that the Warning Boards and Indicators will be moved as the work progresses.

Where two speeds are shown for restriction eg  $\frac{20}{40}$  The Rule Book, Section U, Clause 1.2 applies.

						eage		Restri-		
		Line			At or			ction		
Loca	ation	affec	ted	<u> </u>	Yd	М	Υd	mph	Remarks	
CAR	LISLE TO GLASGOW CEN	TRAL								
1	Kirtlebridge GF and Cove LC	-	Up	14	440	13	930	$\frac{20}{40}$	Trackwork.	(86/35)
2	Cove LC and Kirtlebridge GF	Down	-	15	800	15	1400	20	Trackwork.	(86/35)
3	Abington and Symington GF	Down	Up	58	820	58	1240	$\frac{20}{40}$	Trackwork.	(86/35)
4	Law Jn	-	Up	84	486	84	376	20	Condition of	track. (86/33)
5	Uddingston Jn	Down	-	93	1087	93	1220	40	Condition of	track. (86/24)
6	Rutherglen East Jn and Cambuslang	-	Up	98	150	97	1650	20	Trackwork.	(86/35)
7	Polmadie and Larkfield Jn	Down Clyde sdale		100	1500	101	44	20	Condition of	track. (86/20)
MID	CALDER JN TO HOLYTOW	N JN								
8	Hartwood and Bellaide GF	Down	-	6	980	6	985	40	Condition of	track. (86/4)
LAW	JN TO UDDINGSTON JN									
9	Law Jn	Down	-	84	200	84	486	20	Condition of	track. (86/33)
10	Holytown Jn and Ravenscraig No.2	-	Up	88	1340	88	1260	40	Condition of	track. (86/23)
LARI	KFIELD JN TO SHIELDS	JN							1	
11	Terminus Jn and Shields Jn	Down	-	101	1140	101	1320	20	Condition of	track. (86/63)

		Line	-		Mil At or	eage		Restri- ction		
Loc	ation	affec		M		M	Yd	mph	Remarks	
GRE	TNA JN TO EGLINTON S	TREET	JN (V	IA KI	LMARNO	CK)				
12	Dumfries South	Down	-	92	1100	92	920	$\frac{20}{40}$	Condition of	track. (85/50)
13	Dumfries South	-	Up	92	920	92	1100	40	Condition of	track. (85/43)
14	Dumfries Station	Down	-	92	60	91	1320	20	Trackwork.	(86/29)
15	Kay Park GF and Hurlford	-	Up	35	440	35	1000	20	Trackwork.	(86/34)
MUI	RHOUSE CENTRAL JN TO	MUIRH	OUSE	NORTH	JN (V	IA C	ATHCAR!	r) (CATHC	ART CIRCLE)	
16	Crosshill	Inner	-	1	340	0	1500	20	Trackwork. See Section	(86/30)
BRI	DGE STREET JN TO STR	ANRAE R								
17	Shields Jn	Down	-	1	88	1	220	20	Condition of	track. (86/33)
18	Lochwinnoch and Johnstone	-	Uр	12	740	11	1600	75	Condition of	track. (86/34)
19	Glengarnock and Lochwinnoch	-	Up	16	1150	16	200	20	Trackwork.	(86/30)
20	Glengarnock and Brownhill	Down	-	20	500	20	1380	20	Trackwork.	(86/32)
21	Dalrymple Jn and Belmont LC	•	Up	41	1040	41	950	20	Trackwork. Begins 10 00	(86/36) Sun 30 Nov.
SHI	ELDS JN TO CORKERHIL	L CSMD	(G00	DS LI	NE)					
22	Shields Jn	-	Up	1	440	1	110	20	Condition of	track. (86/33)
PAI	SLEY TO GOUROCK									
23	Bishopton and Langbank	Down	-	114	635	114	1500	20	Trackwork.	(86/33)
24	Newton Street Tunnel	-	Up	124	880	124	320	20	Trackwork.	(86/33)
WEN	YSS BAY JN TO WEMYSS	BAY								
25	Wemyss Bay Jn and Containerbase	Down	-	0	120	0	640	20	Trackwork.	(86/25)

		-				eage		Restri-	<del>_</del>	-
Loc	ation	Line affec	-	M	At or Yd	betwo M	en Yd	ction mph	Remarks	
		urree						<u> </u>		
KII	WINNING JN TO LARGS									
26	West Kilbride and Ardrossan South Beach	-	Up Freig	_	1100	33	440	20	Trackwork. Finishes 12 0	(86/26) 0 Sun 30 Nov.
27	West Kilbride and Ardrossan South Beach	-	Up Freig		1200	35	220	20	Trackwork.	(86/35)
MOT	HERWELL TO PERTH									
28	Plean Jn and Polmaise	Down	Up	116	500	116	520	<del>20</del> 40	Condition of (	(86/31)
29	Kippenross Tunnel and Dunblane	Down	-	122	1450	122	1550	20 40	Trackwork. Begins 16 00	(86/36)
30	Dunblane and Greenloaning	Down	-	124	1020	124	1180	20	Condition of	UB No.6. (86/33)
WHI	FFLET NORTH JN TO RU	THERGL	EN EAS	T JN						
31	Langloan Jn and Carmyle Jn	Down	-	2	1300	2	1230	20	Condition of (	(86/10)
EDI	NBURGH WAVERLEY TO G	1.ASGOW	OHEEN	STRI	EET (V	TA FA	AT.K TRN	( нтсн)		
32	Haymarket Station	Down North	_		470	1	570	20	Trackwork.	(86/32)
33	Haymarket Station	-	Up South	45	1720	46	000 530	) 20	Trackwork.	(86/32)
					530 erall		470 ige =	) ) 100yd		1
34	Haymarket East Jn and Haymarket Central Jn	Down South		45	1496	45	836	20	Trackwork.	(86/35)
35	Greenhill Upper Jn and Falkirk High	-	Up	17	1196	18	316	<del>20</del> 40	Trackwork. Finishes 18 00	(86/35) ) Sun 30 Nov.
36	Greenhill Upper Jn and Falkirk High	-	Up	17	796	17	1676	<del>20</del> 40	Trackwork Begins 18 00 S	(86/36) Sun 30 Nov.
37	NOT USED									
CRI	ANLARICH TO OBAN									
38	Loch Awe and Taynuilt	Sing	le	51	1408	51	1496	10	Bridgework (UE	No.213). (86/35)

_						eage		Restri-	<u> </u>
Loc	ation	Line		M	At or Yd	betw M		ction mph	Remarks
		LUAUED	וו פע						
IWE	EDMOUTH TO EDINBURGE	H WAVER	CLEI						
39	Berwick-Upon-Tweed and Reston GSP	Down	-	54	704	54	220	20 40	Trackwork (86/35)
40	Reston GSP and Berwick-Upon-Tweed	-	Up	54	220	54	704	20	Trackwork.  Applies 03 00 to  16 00 Sun 30 Nov.
41	Innerwick GSP and Grantshouse	•	Up	39	1605	40	522	20	Track maintenance.  Applies 01 50 to 06 30 daily Tue 2 and Wed 3 Dec.
42	Innerwick GSP and Grantshouse	•	Up	38	1469	39	1605	20	Track maintenance.  Applies 01 50 to 06 30 daily Thu 4 and Fri 5 Dec.
43	Prestonpans	-	Up Loop	9	980	9	1680	20	Trackwork. (86/33)
44	Monktonhall Jn and Prestonpans	-	Up	8	00	8	704	20	Trackwork. (86/34) Finishes 15 00 Wed 3 Dec.
45	Prestonpans and Monktonhall Jn	Down	-	8	704	8	00	20	Trackwork. Applies 04 00 to 16 30 Sun 30 Nov.
MTI	LERHILL TO PORTOBELI	0 (600	יחב ז זא	E)					
	Millerhill and Niddrie South Jn	Down			1280	4	1100	20	Condition of track. (85/22)
NID	DRIE SOUTH JN TO HAY	MARKET	WEST	JN					
47	Niddrie South Jn and Craiglockhart Jn	Down	-	4	1440	4	570	20	Trackwork, (86/32)
HAY	MARKET WEST JN TO AE	BERDEEN	Ī						
48	Thornton North	-	Up	30	880	30	396	20	Trackwork. (86/34) Finishes 15 00 Wed 3 Dec.
49	Sinclairtown and Thornton North	Down	•	30	580	30	840	20	Trackwork (86/36) Begins 09 00 Thu 4 Dec.
50	Dundee Central Jn and Tay Bridge South	-	Up	57	220	56	910	20	Trackwork. (86/28) See Section 'D'.
51	Tay Bridge South and Dundee Central Jn	Down	-	56	910	57	220	30	Trackwork.  Applies 23 30 Sat 29 to 16 15 Sun 30 Nov.
52	Arbroath LC and Inverkeilor	Down	Up	21	880	22	00	70	Condition of track. (86/29)

					eage		Restri-		
1 00	ation	Lines affected	M M	t or Yd	betwe M	en Yd	ction mph	Remarks	
1,00		arrected	PI	10		10	шри	Remarks	
LAD	YBANK JN TO HILTON	JN							
53	Ladybank Jn and Clatchard Craig South GF	Single	5	1680	6	00	20	Bridgework (UI	8 No.13) (86/8)
PER	TH TO INVERNESS								
54	Stanley Jn and Murthly LC	Single	7	180	7	1130	$\frac{20}{40}$	Trackwork.	(86/34)
55	Culloden Moor and Millburn Jn	Down Up	116	790	116	1150	20	Trackwork. Begins 10 00 F	(86/36) Tri 5 Dec.
ABE	RDEEN TO INVERNESS								
56	Rosarie LC and Elgin	Single	27	198	26	1078	30 50	Condition of t	rack. (85/33)
57	Allanfearn LC (AOCL) and Raigmore LC	Single	140	550	140	1290	<del>20</del> <del>40</del>	Trackwork. Finishes 10 00	(86/32) Fri 5 Dec
INV	ERNESS TO WICK								
58	Tain and Ardgay	Single	44	890	44	1210	20	Trackwork. Begins 08 00 S	(86/36) Sun 30 Nov.
DIN	GWALL TO KYLE OF LO	OCHALSH_							
59	Achterneed and Garve	Single	8	1640	9	880	20	Trackwork.	(86/35)

J

#### SECTION B

## TEMPORARY ENGINEERING WORKS

Át	or between	Lines affected	Remarks
	LISLE TO GLASGOW		
60	Shieldmuir Jn and Motherwell	All	00 00 to 05 00 daily. Signalling work.
61	Glasgow Central	A11	00 00 to 06 00 daily. Signalling work.
SAT	URDAY 29 NOVEMBER	:	
62	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 50 to 05 10. Overhead line work.  Trains diverted via Wishaw Central. Isolation of electrical sections MCI(f) and MC2(a).
63	Glasgow Central	Line No.1 Up BLOCKED	00 30 to 05 30. Track renewal at points No.363.
SAT	URDAY 29 and SUND	AY 30 NOVEMBER	
64	Glasgow Central	Nos.4 and 5 Carriage Sidings BLOCKED	00 00 Sat to 15 30 Sun. In connection with engineering work at Glasgow Central.
SUN	DAY 30 NOVEMBER		
65	Carlisle South Jn	All BLOCKED All Between Trains	06 00 to 14 00 ) Track renewal and signalling 14 00 to 15 00 ) work. Possession to be given up for the passage of WTT services.
66	Kingmoor	A11	07 30 to 16 00. Signalling work. Points and signals disconnected.
67	Floriston LC and Gretna Jn	Down Main BLOCKED Up Main BLOCKED	05 45 to 14 30 ) Track renewal. 03 30 to 10 30 )
68	Upperby Jn and Kirtlebridge GF	All BLOCKED (to electric trains)	01 30 to 14 45. In connection with engineering work. <u>Isolation of electrical sections EU3 to EU8 (complete)</u> .
69	Quintinshill and Kirtlebridge GF	Down and Up BLOCKED (to electric trains) Down and Up BLOCKED	00 00 to 01 30 ) Bridgework (UB No.53), track ) renewal and track maintenance.  01 30 to 17 00 ) Isolation of electrical sections EU1 and 2.
70	Lockerbie	A11	08 00 to 17 00. Signalling work.
71	Summit and Beattock North	Up BLOCKED Down BLOCKED	02 00 to 16 15 ) Track maintenance and erecting 07 00 to 16 15 ) radio mast. <u>Isolation of electrical sections LMI, 2, 3 and 4.</u>
72	Summit and Symington GF	Down and Up BLOCKED (to electric trains) Down and Up BLOCKED	00 00 to 02 15 ) Track renewal, track ) maintenance, earthwork, loading 02 15 to 06 15 ) rails, bridgework (OB No.288) and overhead line work. Isolation of electrical sections LC1 and 2.

			WON-B2
SEC	TION B - TEMPORAR	Y ENGINEERING WORKS -	continued
At	or between	Lines affected	Remarks
CAR	LISLE TO GLASGOW	CENTRAL - continued	
SUN	DAY 30 NOVEMBER -	continued	
73	Carstairs Station Jn and Symington GF	Up BLOCKED Down BLOCKED	00 20 to 16 00 ) Track renewal and track 07 00 to 16 00 ) maintenance and overhead line work. Isolation of electrical sections LCl and 2, 07 00 to 16 00.
74	Carstairs	All	08 00 to 17 00. Signalling work.
75	Lanark Jn and Law Jn	Down and Up BLOCKED	02 40 to 16 00. Track renewal and track maintenance. Isolation of electrical sections MC3 and 4.
76	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 00 to 16 15. Loading material and track maintenance. Trains diverted via Wishaw Central. Isolation of electrical sections MCl, 2, 3 and 4.
77	Motherwell and (jn with Coatbridge and Hamilton lines)	All BLOCKED (to electric trains)	00 30 to 08 00. Overhead line work. <u>Isolation of electrical sections MN1 and 2 and ML1 and 2.</u>
<sub>.</sub> 78	Logans Road LC and Uddingston Jn	Down BLOCKED	08 00 to 13 00. Track maintenance.
79	Uddingston Jn and Newton East Jn	Down and Up BLOCKED	00 15 to 08 00. Drainage and track renewal.  Trains diverted via R & C lines. Isolation of electrical sections MNl and 2.
80	Newton West Jn and Ruthergien East Jn	Down BLOCKED Up BLOCKED Down Passenger Loop BLOCKED Down Between Trains BLOCKED (to electric trains) Down BLOCKED	00 45 to 05 15 ) Overhead line work, track 00 45 to 08 00 ) renewal and earthwork. Single 00 45 to 08 00 ) line working over Down line
81	Rutherglen East Jn and Rutherglen Central Jn	Down and Up Between Trains	07 30 to 17 00. Track renewal at points Nos. 977A and B.
82	Polmadie and Rutherglen East Jn	Up Main/Fast and Down Slow BLOCKED Down Fast and Up Slow BLOCKED (to electric trains)	00 45 to 08 00. Overhead line work. Isolation of electrical sections EN1 to 4.
••			

08 00 to 18 00. Overhead line work.

Isolation of electrical sections EN2(b to h), EB1(j) and EB2(a).

83 Polmadie and

Larkfield Jn

Down and Up

Clydesdale and Down Holding Sidings BLOCKED Down Fast BLOCKED (to electric trains)

SECTION	R	_	TEMPORARY	ENGINEERING	WORKS	_	continued
SECTION	ם		I CHE UNANI	PROTUPPLYING	MOVVO	_	Continued

SECTION B - TEMPORARY ENGINEERING WORKS - continued  At or between						
AL	or permeen	Lines affected	Remarks			
CARLISLE TO GLASGOW CENTRAL - continued SUNDAY 30 NOVEMBER - continued						
84	Larkfield Jn and Bridge Street Jn	Down and Up Slow, and No.1 Down and Up lines BLOCKED Nos.3 and 4 lines BLOCKED (to electric trains)	00 00 to 08 00. Overhead line work. Isolation of electrical sections EG1, 2, 3 and 4, EN3(a and b) and EN4(d).			
85	Bridge Street Jn and Glasgow Central	Nos.4 and 5 Carriage Sidings and Platforms Nos.3 and 4 BLOCKED No.1 Down and Up	00 00 to 15 30 ) Track renewal. <u>Isolation of</u> ) electrical sections EG1 and 2, EG3(a to g) and EG4(d and e). ) 00 00 to 15 30 )			
		W line, Nos.2, 3 and 6 Carriage Sidings and Platforms Nos.1 and 2 and Nos.5 to 9 BLOCKED (to electric trains)	) ) ) ) )			
		No.1 Down and Up	00 00 to 08 00 )			
		BLOCKED No.1 Down and Up BLOCKED (to electric trains)	08 00 to 15 30 )			
86	Glasgow Central	A11	08 00 to 17 00. Signalling work.			
SUN	DAY 30 NOVEMBER A	nd MONDAY 1 DECEMBER				
87	Carstairs and Law Jn	Down BLOCKED Up BLOCKED	23 00 Sun to 01 15 Mon ) Overhead line work. 01 50 to 05 00 Mon ) <u>Isolation of electrical</u> sections MC4, 23 00 Sun to 01 15 Mon and MC3, 01 50 to 05 00 Mon.			
MON	DAY 1 DECEMBER					
88	Abington and Symington GF	Down BLOCKED	07 λ0 to 10 15. Track maintenance.			
89	Newton West Jn and Rutherglen West Jn	Down and Up Main/ Fast and Down and Up Slow BLOCKED	00 05 to 05 05. Overhead line work. Possession to be given up for passage of 1N57, 03 25 Glasgow Central to Stirling over Up Slow. Electric hauled trains diverted via Cathcart Circle (Queens Park). Isolation of electrical sections EN1, 2, 3 and 4.			
MONDAY 1 to WEDNESDAY 3 DECEMBER						
90	Beattock North and Summit	Down BLOCKED	07 00 to 09 45 daily. Track maintenance.			
TUE	SDAY 2 DECEMBER					
91	Rutherglen West Jn and Rutherglen East Jn	Up Slow Between Trains BLOCKED (to electric trains)	00 00 to 06 00. Loading material. <u>Isolation of</u> electrical sections EN3(d, p and q).			
92	Bridge Street Jn and Glasgow Central	No.3 Line BLOCKED	00 00 to 06 00. Track maintenance.			

			WON-B4		
	TION B - TEMPORAR or between	Y ENGINEERING WORKS - Lines affected	continued		
<u>AL</u>	OI DELMEEN	Lines affected	Remarks		
CARLISLE TO GLASGOW CENTRAL - continued TUESDAY 2 and WEDNESDAY 3 DECEMBER					
93	Glasgow Central	No.7 Up Line BLOCKED	00 30 to 05 30 daily. Track renewal at points No.371.		
94	Symington GF and Carstairs South Jn	Down BLOCKED	07 35 to 10 30 daily. Track maintenance.		
TUE	SDAY 2 to THURSDA	Y 4 DECEMBER			
95	Summit and Beattock North	Up BLOCKED	02 35 to 05 35 daily. Track maintenance.		
96	Carstairs South Jn and Symington GF	Up BLOCKED	02 20 to 05 15 daily. Track maintenance.		
TUE	SDAY 2 to FRIDAY	5 DECEMBER			
97	Abington and Symington GF	Down BLOCKED (to electric trains)	07 20 to 10 15 daily. Overhead line work.  Isolation of electrical sections LC2 and 4.		
98	Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 50 to 05 10 daily. Overhead line work. Trains diverted via Wishaw Central. Isolation of electrical sections MCI(f) and MC2(a).		
99	Bridge Street Jn and Glasgow Central	Lines Nos.3, 4 and X BLOCKED	00 10 to 05 00 daily. Track renewal.		
WED	NESDAY 3 and THUR	SDAY 4 DECEMBER			
100	Bridge Street Jn and Glasgow Central	No.1 Down and Up, Lines Nos.3, 4, W and X and Nos.2 and 3 Carriage Sidings BLOCKED, Line Y, Sidings Nos.4, 5 and 6 and Platforms Nos.1 to 9 BLOCKED (to electric trains)	00 10 to 05 00 daily. Overhead line work and track renewal. <u>Isolation of electrical sections EG1 and 2, EG3(a to g) and EG4(d and e).</u>		
WEDNESDAY 3 to FRIDAY 5 DECEMBER					
101	Uddingston Jn and Newton	Down and Up Between Trains	00 00 to 06 00 deily. Loading material. Crane and mechanical equipment in use.		

101	Uddingston Jn and Newton East Jn	Down and Up Between Trains	00 00 to 06 00 deily. Loading material. Crane and mechanical equipment in use.
102	Newton East Jn and Newton West Jn	Down Main and Up Loop BLOCKED Up Main Between Trains	00 00 to 07 40 daily. Loading material. Crane and mechanical equipment in use.
103	Newton West Jn and Rütherglen East Jn	Down and Up Between Trains	00 00 to 06 00 daily. Loading material and track maintenance. Crane and mechanical equipment in use.

## THURSDAY 4 and FRIDAY 5 DECEMBER

104 Glasgow Central No.7 Down 00 30 to 05 30 daily. Track renewal at points No.372.

At or between

Lines affected

Remarks

#### CARLISLE TO GLASGOW\_CENTRAL - continued FRIDAY 5 DECEMBER

105 Bridge Street

Jn and connecting lines Glasgow Central to Platforms Nos.3

to 8 BLOCKED No.1 Down and Up, Lines Nos.3, 4 and W, Sidings Nos.2 to 6 and Platforms Nos.1 to 9 BLOCKED (to electric trains)

Lines X and Y and

00 10 to 05 00. Overhead line work. Isolation of electrical sections EG1 and 2, EG3(a to g) and EG4(d and e).

#### CARSTAIRS SOUTH JN TO HAYMARKET EAST JN UNTIL FURTHER NOTICE

106 Slateford Jn and Haymarket

Down Between Trains

07 00 to 16 00 daily. Construction work. Mechanical equipment in use.

East Jn

SUNDAY 30 NOVEMBER

107 Auchengray LC and

Down and Up BLOCKED

08 00 to 16 00. Signalling work (Auchengray LC) and drainage.

108 Curriehill GSP and Slateford

Midcalder Jn

Down and Up BLOCKED 12 00 to 16 00. Bridgework (UB No.131AA).

MONDAY 1 to FRIDAY 5 DECEMBER

109 Auchengray LC

Down BLOCKED and Midcalder Jn

08 15 to 11 15 daily. Track renewal between

81m880yd and 82m880yd.

TUESDAY 2 and WEDNESDAY 3 DECEMBER

110 Auchengray LC and Carstairs East Jn

Up BLOCKED

00 30 to 02 00 daily. Track maintenance.

MIDCALDER JN TO HOLYTOWN JN SUNDAY 30 NOVEMBER

111 West Calder and Benhar Jn

Down and Up BLOCKED 00 00 to 08 15. Track maintenance and track renewal between 18m440yd and 11m1220yd.

LAW JN TO UDDINGSTON JN UNTIL FURTHER NOTICE

112 Wishaw Central and Wishaw

A11

00 00 to 05 00 daily. Signalling work.

Central Jn

SUNDAY 30 NOVEMBER 113 Mossend East Jn Down and Up BLOCKED

00 15 to 07 30. Track maintenance (Switches and Crossings). 1803 20 33 Euston to Inverness diverted via Motherwell. Possession to be given up for the passage of OSO3 00 40 (LD)

Mossend NY to Carstairs over Up line.

WISHAW CENTRAL JN TO SHIELDMUIR JN UNTIL FURTHER NOTICE

114 Wishaw Central All Jn and Shieldmuir Jn

00 00 to 08 00 daily. Signalling work.

At or between

Lines affected

## MOSSEND EAST JN TO MOSSEND SOUTH JN (EAST CURVE)

SUNDAY 30 NOVEMBER

115 Mossend East Jn Down and Up BLOCKED 00 15 to 07 30. Track maintenance (Switches and Crossings).

## MOSSEND EAST JN TO MOSSEND NORTH JN (NORTH CURVE)

SUNDAY 30 NOVEMBER

116 Mossend East Jn Down and Up BLOCKED 00 15 to 07 30. Track maintenance

> (Switches and Crossings). Possession to be given up for passage of 0503, 00 40 LD Mossend North

Yard to Carstairs over Up line.

## MOTHERWELL TO NEWTON EAST JN (VIA HAMILTON)

SUNDAY 30 NOVEMBER

117 Motherwell and

Hamilton Central

Down and Up BLOCKED 00 45 to 08 00. Tunnel work (Barncluith) and undertrack excavation (SSEB). Possession to

be given up for the passage of 1807, 21 00 Euston to Inverness over Up line. Isolation of

electrical section MH1.

#### TUESDAY 2 to FRIDAY 5 DECEMBER

118 Motherwell and Down and Up BLOCKED 00 00 to 05 30 daily. Loading material. Hamilton Central

#### RUTHERGLEN CENTRAL JN TO FINNIESTON

SUNDAY 30 NOVEMBER

118A Rutherglen

Down and Up BLOCKED 00 00 to 08 00. Track renewal.

#### TUESDAY 2 DECEMBER

119 Rotherglen

Central Jn and

Rutherglen North Jn

North Jn and Finnieston

Down and Up BLOCKED 00 00 to 06 00. Loading material.

Isolation of electrical sections PR1 and 2.

## LARKFIELD JN TO SHIELDS JN

SUNDAY 30 NOVEMBER

120 Larkfield Jn

and Shields Jn

Down BLOCKED

Up Between Trains BLOCKED (to

electric trains)

07 00 to 18 00. Overhead line work, drainage, loading material and signalling work. Isolation of electrical sections EN2(b to h), EBI(j) and

EB2(a). Crane and mechanical equipment in use.

## GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)

SUNDAY 30 NOVEMBER

121 Dumfries Stat ion

Down and Up Between Trains 07 00 to 16 00. Loading material and track renewal. Crane and mechanical equipment in use.

121A New Cumnock and Auchinleck

Down BLOCKED

07 05 to 15 30. Loading rails. Crane and mechanical equipment in use.

Up Between Trains

00 00 to 09 00. Earthwork and track renewal.

122 Kilmarnock

Platforms Nos. 1 and 2 BLOCKED

123 Busby Jn and Muirhouse Central Jn

Down and Up Between Trains

07 00 to 17 00. Slip treatment.

SECTION	В	_	TEMPORARY	ENGINEERING	WORKS	_	continue

DEGITOR D IDIAO	WHILE DUCTUEDING HOUSE	Concinced	
At or between	Lines affected	Remarks	

## GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK) - continued TUESDAY 2 to FRIDAY 5 DECEMBER

124 Auchinleck and New Cumnock	Up BLOCKED, Down Between Trains	01 00 to 07 10. Drainage. Crane and mechanical equipment in use.

Down and Up BLOCKED 00 30 to 05 00 ) Overhead line work, track

South Jn and Down and Up 05 00 to 06 00 ) renewal and drainage. Isolation

Eglinton Street Between Trains
Jn EG4(a) and EW1 to 6, 00 30 to 05 00.

FRIDAY 5 DECEMBER

126 Mauchline and Up BLOCKED 01 00 to 06 45. Track maintenance.

KILMARNOCK TO BARASSIE UNTIL FURTHER NOTICE

127 Kilmarnock and Single 08 00 to 18 00 daily. Bridgework (OB No.4B).

SUNDAY 30 NOVEMBER

128 Kilmarnock and Single BLOCKED 09 45 to 24 00. Bridgework (OB No.4B).

MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE) SUNDAY 30 NOVEMBER

129 Cathcart West Inner and Outer 00 00 to 08 00. Earthwork (Queens Park),

Jn and BLOCKED track renewal and track maintenance.

Muirhouse North
Jn (via

Queens Park)
TUESDAY 2 DECEMBER

Jn

130 Cathcart North Inner and Outer 00 00 to 05 30. Overhead line work.

Jn and BLOCKED Isolation of electrical sections EW1 to 6.

Jn (via Queens Park)

BRIDGE STREET JN TO STRANRAER

and 2

UNTIL FURTHER NOTICE

131 Bridge Street Branches Nos.1 08 00 to 16 00 daily. Work on lineside wall.

132 Bridge Street All 00 00 to 06 00 daily. Signalling work. Jn and Cardonald

133 Glengarnock Down and Up 08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.

134 Glengarnock Down and Up 08 00 to 18 00 daily. Bridgework (OB No.49) and and Station work (Dalry and Kilwinning). Kilwinning Jn

135 Bogside and Down and Up 08 00 to 18 00 daily. Bridgework (UB No.21). Irvine Between Trains Crane and mechanical equipment in use.

Remarks

BRIDGE	STREET	JN	TO	STRANRAER	-	continued
	CHERTHE	41/3	7705			

UNT	UNTIL FURTHER NOTICE - continued			
136	Irvine	Down and Up Between Trains	N8 UO to 17 UO daily. Platform work and bridgework (UB No.21).	
137	Prestwick	Down and Up Between Trains	08 00 to 18 00 daily. Station work.	
1 38	Ayr	All Between Trains	08 00 to 16 00 daily. Platform work.	
SUN	DAY 30 NOVEMBER			
139	Bridge Street Jn	Branch No.2 BLOCKED	00 00 to 08 00. Track renewal at points No.383A.	
140	Shields (Jn with Clydesdale Lines)	A11	08 00 to 17 00. Signalling work.	
141	Shields Jn	Down and Up BLOCKED	00 30 to 07 00. Track renewal at points Nos.455 B and C.	
142	Arkleston Jn	Down and Up BLOCKED	00 00 to 07 00. Track renewal at points No.221 B and C.	
143	Paisley and Johnstone	Down and Up BLOCKED	00 00 to 09 45. Drainage. <u>Isolation of electrical sections EL1 and 2, SL3 and 4 and SA1 to 4, 01 00 to 08 00</u> .	
144	Johnstone and Lochwinnoch	Down and Up BLOCKED	00 00 to 09 45. Bridgework (OB No.28), station work (Johnstone), drainage, slip treatment, track renewal, earthwork and track maintenance. <u>Isolation of electrical sections EL1 and 2, 01 00 to 08 00</u> .	
145	Lochwinnoch and Glengarnock	Down and Up BLOCKED	00 15 to 09 45. Track renewal and track maintenance.	
146	Glengarnock and Kilwinning Jn	Down and Up BLOCKED	00 15 to 09 45. Track renewal and track maintenance. Isolation of electrical sections SL3 and 4, 01 00 to 08 00.	
147	Kilwinning Jn and Irvine	Down and Up BLOCKED	00 15 to 09 45. Signalling work and track renewal.	
148	Barassie and Ayr	Down and Up BLOCKED	00 30 to 09 30. Earthwork and work on lineside building. <u>Isolation of electrical sections</u> SAl to 4, 01 00 to 08 00.	
149	Ayr and Dalrymple Jn	Down and Up BLOCKED	00 00 to 16 15. Level crossing work (Belmont).	
150	Dalrymple Jn and Kilkerran LC	Single BLOCKED	06 30 to 16 15. Drainage.	
151	Girvan and Pinwherry	Single BLOCKED	08 00 to 16 30. Bridgework (OB No.14).	
152	Dunragit LC and Stranraer	Single BLOCKED	07 00 to 16 00. Track renewal.	
153	Stranraer Town Yard	All Between Trains	07 00 to 16 00. Drainage.	

At or between Lines affected Remarks

BRIDGE STREET JN TO STRANRAER - continued

TUESDAY 2 DECEMBER

and Irvine

153A Newton Jn Down Between Trains 00 30 to 05 30. Track renewal. and Ayr

TUESDAY 2 to FRIDAY 5 DECEMBER

154 Hillington 00 30 to 05 30 daily. Retaining wall work, Down and Up BLOCKED signalling work and bridgework (OB No.17). West and Paisley

Gilmour Street Isolation of electrical sections EB1(a to g),

EB2(g to m) 01 00 to 05 00.

155 Johnstone and 00 10 to 05 30 daily. Track renewal and Down and Up BLOCKED Lochwinnoch track maintenance.

156 Glengarnock and Down and Up BLOCKED 00 10 to 05 40 daily. Track renewal and Kilwinning track maintenance.

Down and Up BLOCKED 00 10 to 05 30 daily. Track renewal. 157 Kilwinning Jn

WEDNESDAY 3 and FRIDAY 5 DECEMBER

158 Paisley and Down and Up BLOCKED 00 00 to 05 45 daily. Track maintenance. Elderslie

SHIELDS JN TO CORKERHILL CSMD (GOODS LINE) SUNDAY 30 NOVEMBER

159 Shields Jn and 00 00 to 09 15. Track renewal. Isolation Down and Up BLOCKED Corkerhill CSMD of electrical sections EKI(k, m, n, p and r).

TUESDAY 2 to FRIDAY 5 DECEMBER

160 Shields Jn and Down BLOCKED 00 00 to 05 30 daily. Track renewal. Corkerhill CSMD Up Between Trains

CORKERHILL CSMD GROUND FRAME TO HAWKHEAD (GOODS LINE) SUNDAY 30 NOVEMBER

00 00 to 09 15. Track renewal. 161 Corkerhill CSMD Single BLOCKED GF and Hawkhead

PAISLEY TO GOUROCK SATURDAY 29 NOVEMBER

00 00 to 07 00. Signalling work. 162 Wemyss Bay Jn

Down and Up BLOCKED 00 30 to 05 30. Station work. No EMUs on 163 Gourock

Platform No.2.

SUNDAY 30 NOVEMBER

00 45 to 07 00. Earthwork, track renewal 164 Bishopton Down and Up BLOCKED and Langbank

and track maintenance. Isolation\_of electrical

sections GB3 and 4.

08 00 to 17 00. Signalling work. A11 165 Wemyss Bay Jn

and Gourock

166 Greenock 00 45 to 07 30. Track renewal and Down and Up BLOCKED Central and track maintenance.

Gourock

		WON-B10
	Y ENGINEERING WORKS -	
At or between	Lines affected	Remarks
PAISLEY TO GOUROCK - TUESDAY 2 to FRIDAY		
167 Bishopton and Wemyss Bay Jn	Down and Up BLOCKED	00 30 to 05 30 daily. Track maintenance and overhead line work. Isolation of electrical sections GB3 and 4.
WEDNESDAY 3 DECEMBER		
168 Wemyss Bay Jn and Greenock Central	Down and Up BLOCKED	00 30 to 05 30. Track maintenance.
WEDNESDAY 3 and THUR	SDAY 4 DECEMBER	
169 Gourock		00 30 to 05 30 daily. Platform work.  Isolation of electrical sections GG1 and 2.
WEMYSS BAY JN TO WEM SATURDAY 29 NOVEMBER		
170 Wemyss Bay Jn	Down and Up BLOCKED	00 30 to 05 30. Signalling work.
SUNDAY 30 NOVEMBER		
171 Wemyss Bay Jn and Wemyss Bay	Single	08 00 to 17 00. Signalling work.
KILWINNING JN TO LAR UNTIL FURTHER NOTICE		
172 Stevenston and South Beach	Down and Up/Single and Up Freight	08 00 to 18 00 daily. Bridgework (OB's Nos.7B, 8 and 12) and Station work (Saltcoats).
173 South Beach and Hunterston	Single and Up Freight	07 30 to 18 00 daily. Bridgework (OB No.18 and FB No.1) and platform work (West Kilbride).
SATURDAY 29 NOVEMBER	:	
174 Saltcoats and Hunterston	Single and Up Freight BLOCKED	00 30 to 05 45. Engineering work.
175 Hunterston and Largs	Single BLOCKED	00 45 to 05 45. Engineering work.

## SUNDAY 30 NOVEMBER

176 Kilwinning Jn and Saltcoats	Down and Up BLOCKED	00 30 to 09 30. Engineering work.
177 Saltcoats and Hunterston	Up Freight BLOCKED Single BLOCKED Single Between Trains Up Freight Between Trains	00 30 to 11 30 ) Engineering work. 00 30 to 09 15 ) Crane and mechanical 09 15 to 20 00 ) equipment in use. ) 11 30 to 20 00 )

00 50 to 09 00. Engineering work. No DMU's on platform No.1. 178 Hunterston Single BLOCKED and Largs

At or between	Lines affected	Remarks	
KILWINNING JN TO LARGS - continued MONDAY 1 to FRIDAY 5 DECEMBER			
179 Saltcoats	•	00 00 to 05 30 daily. Engineering work.  Isolation of electrical sections SL1 and 2,  01 00 to 05 00	
180 Hunterston and Saltcoats	Up Freight BLOCKED Single BLOCKED	22 00 Mon to Thu to ) Engineering work. 05 15 Tue to Fri ) Possession to be 00 30 to 05 45 Tue to Fri ) given up for passage of 1290 Sandite train over Up Freight Monday and Wednesday only.	
181 Largs	No.2 Platform BLOCKED	09 00 to 16 00 daily. Engineering work.  No DMU's on platform No.2	
TUESDAY 2 to FRIDAY 182 Hunterston and Largs	5 DECEMBER Single BLOCKED	00 45 to U5 45 daily. Engineering work.	
MOTHERWELL TO PERTH SUNDAY 30 NOVEMBER			
183 Mossend North Jn and Whifflet South Jn	Down BLOCKED Up BLOCKED Down Between trains Up Between Trains	08 00 to 10 15 ) Track renewal. 08 00 to 14 45 ) 10 15 to 18 00 ) 14 45 to 18 00 )	
184 Mossend Yard	Nos.1, 2 and 3 Up Reception and Nos.2 and 3 Down Reception	08 00 to 17 00. Signalling work.	
185 Whifflet North Jn	Down and Up BLOCKED	08 00 to 18 00. Track maintenance (Switches and Crossings).	
186 Cumbernauld and Greenfoot LC	Up BLOCKED  Down Between Trains	$00\ 15\ to\ 08\ 00$ . Loading material. Crane and mechanical equipment in use.	
187 Greenhill Lower Jn and Cumbernauld	Up BLOCKED Down Between Trains	00 15 to 08 30. Track renewal and track maintenance.	
188 Carmuirs West Jn and Greenhill Lower Jn	Up BLOCKED Down Between Trains	00 15 to 08 30. Track renewal.	
189 Larbert North and Larbert Jn	Up BLOCKED Down Between Trains	00 15 to 08 00. Track maintenance.	
189A Plean Jn	Down and Up Between Trains	00 15 to 08 00. Track renewal.	
190 Stirling Middle and Stirling North	Down and Up Main BLOCKED	08 00 to 16 30. Stationwork (Stirling).  Trains to run over S and D lines.	
191 Stirling North and Dunblane	Down BLOCKED Up Between Trains	01 00 to 16 30. Track renewal, track maintenance and bridgework (OB No.4).  Single line working over Up line. Crane and mechanical equipment in use.	
192 Auchterarder and Hilton Jn	Down and Up Between Trains	08 00 to 17 00. Signalling work (Auchterarder), track renewal and work at lineside between 137m900yd and 149m370yd. Mechanical equipment in use.	

	,	WON-B12
	RY ENGINEERING WORKS	
At or between	Lines affected	Remarks
MOTHERWELL TO PERTH SUNDAY 30 NOVEMBER	continued to FRIDAY 5 DECEMBER	
193 Hilton Jn and Perth	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.96). Track maintenance between 149m370yd and 151mll0yd and signalling work (Perth).
TUESDAY 2 and WEDNE	SDAY 3 DECEMBER	
194 Larbert North and Stirling Middle	Down and Up, Between Trains	00 00 to 06 00 daily. Track maintenance.
TUESDAY 2 to FRIDAY	5 DECEMBER	
194A Greenfoot LC and Cumbernaulo	Down and Up d <u>Between Trains</u>	00 00 to 06 00 daily. Loading material
195 Stirling North and Dunblane	Down BLOCKED Up <u>Between Trains</u>	00.40 to 03 50 daily. Track renewal and track maintenance. Single line working over Up line. Crane and mechanical equipment in use.
WHIFFLET NORTH JN TO SUNDAY 30 NOVEMBER	RUTHERGLEN EAST JN	
196 Whifflet North Jn	Down and Up BLOCKED	08 00 to 18 00. Track maintenance (Switches and Crossings).
GARTSHERRIE SOUTH JI SUNDAY 30 NOVEMBER	N TO SIGHTHILL JN	
197 Gartsherrie South Jn and Sighthill Jn	Down and Up BLOCKED	08 00 to 18 00. Loading material.  Isolation of electrical sections MLl(1 and m),  ML2(j to q) and PS1 and 2).
EDINBURGH WAVERLEY TUNTIL FURTHER NOTICE	TO GLASGOW QUEEN STREE	T (VIA FALKIRK HIGH)
198 Haymarket West Jn and Newbridge Jn	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.3A) and construction work. Mechanical equipment in use.
199 Newbridge Jn and Winchburgh Jn	Down and Up Between Trains	07 30 to 16 30. Retaining wall work.
200 Winchburgh Jn and Linlithgow	Down and Up Between Trains	07 30 to 16 30. Retaining wall work.
SUNDAY 30 NOVEMBER 201 Haymarket East Jn and Haymarket West Jn	Down and Up South BLOCKED	00 00 to 16 00. Loading rails, track maintenance and track renewal between 45ml496yd and 45m836yd. Trains diverted via North lines and Dalmeny Jn. Crane in use.
202 Haymarket Central Jn and Haymarket	Down North Between Trains	00 00 to 07 30. Track renewal.

 $00\ 00$  to  $16\ 00.$  Formation treatment and

(Winchburgh Tunnel). Trains diverted via

00 00 to 16 00. Loading material and Tunnel work

drainage between 44m900yd and 44m20yd.

Trains diverted via Dalmeny Jn.

Dalmeny Jn.

West

Jn and

204 Newbridge Jn

Jn

203 Haymarket West

Newbridge Jn

and Winchburgh

Down and Up BLOCKED

Down and Up BLOCKED

At or between Lines affected Remarks

EDINBURCH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued SUNDAY 30 NOVEMBER - continued

205 Winchburgh Jn Down and Up 00 00 to 06 00. Loading material between and Linlithgow Between Trains 34m1190yd and 29m1430yd.

206 Linlithgow and Down and Up 00 00 to 06 00. Loading material between Bo'ness Between Trains 29m1430yd and 27m420yd.

207 Bo'ness and Down and Up BLOCKED 00 00 to 08 00. Track renewal.

208 Polmont Jn Down and Up BLOCKED 00 00 to 18 00. Track renewal, track

and Greenhill maintenance and tunnelwork (Falkirk High).
Upper Jn

209 Cowlairs All 00 00 to 08 00. Signalling work.

MONDAY 1 and TUESDAY 2 DECEMBER

Polmont Jn

210 Haymarket Down North 23 30 Mon to 06 30 Tue. Track renewal at West Jn Between Trains 2m910yd.

TUESDAY 2 and WEDNESDAY 3 DECEMBER

211 Haymarket Up North 23 30 Tue to 06 30 Wed. Track renewal at

West Jn <u>Between Trains</u> 2m910yd.

212 Newbridge Jn Up BLOCKED 00 00 to 06 00 daily. Tunnel work (Winchburgh).

and Winchburgh Single line working over Down line.

213 Haymarket East Down South 00 00 to 06 00 daily. Track maintenance Jn and Between Trains between 46m8yd and 45m268yd.

TUESDAY 2 to FRIDAY 5 DECEMBER

West Jn

214 Linlithgow Down and Up 00 00 to 05 00 daily. Loading material.

and Polmont Jn Between Trains Crane and mechanical equipment in use.

215 Polmont Jn and Down and Up BLOCKED 00 00 to 06 00 daily. Track maintenance.

Greenhill Upper
Jn

WEDNESDAY 3 to FRIDAY 5 DECEMBER

THURSDAY 4 and FRIDAY 5 DECEMBER

216 Haymarket Down North 23 30 Wed and Thu to 06 30 Thu and Fri.
West Jn Between Trains Track renewal at 2m910yd.

THURSDAY 4 DECEMBER

217 Newbridge Jn Down BLOCKED 00 00 to 04 30. Tunnelwork (Winchburgh) and track maintenance. Single line working over Up

li

218 Greenhill Upper Down and Up BLOCKED 00 00 to 05 00 daily. Track maintenance. Jn and Gartshore

		WON-B14
	Y ENGINEERING WORKS -	<del></del>
At or between	Lines affected	Remarks
EDINBURGH WAVERLEY T FRIDAY 5 DECEMBER	O GLASGOW QUEEN STREE	T (VIA FALKIRK HIGH) - continued
219 Newbridge Jn and Winchburgh Jn	Down and Up Between Trains	00 00 to 06 00. Track maintenance between 38m1300yd and 34m1190yd.
220 Queen Street HL and Cowlairs West Jn	Up BLOCKED	00 30 to 04 00. Tunnel work (Queen Street HL).
WINCHBURGH JN TO DAL SUNDAY 30 NOVEMBER a	MENY JN nd MONDAY 1 DECEMBER	
221 Winchburh Jn and Dalmeny Jn	Down and Up Between Trains	23 00 Sun to 06 00 Mon. Track maintenance.
POLMONT JN TO LARBER SUNDAY 30 NOVEMBER	T_JN	
222 Polmont Jn and Grangemouth Jn	Down and Up BLOCKED Up Loop BLOCKED	00 30 to 08 00 ) Unloading material, drainage 08 00 to 18 00 ) and retaining wall work.
223 Grangemouth Jn and Swingbridge East LC	Down and Up BLOCKED	00 00 to 08 00. Bridgework (OB No.10).
COWLAIRS TO BELLGROV SUNDAY 30 NOVEMBER	<u>E</u>	
224 Cowlairs West Jn and Sighthill Jn	Down and Up Goods BLOCKED	08 00 to 18 00. Track renewal.
225 Sighthill Jn and Bellgrove	Down and Up BLOCKED	08 00 to 18 00. Overhead line work. <u>Isolation of electrical sections PS1 and 2.</u>
AIRDRIE TO HELENSBUR	<u>сн</u>	

AIRDRIE	TO	HELEN	IS BURGH
SATURDAY	29	NOVE	MBER

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226	Airdrie and Sunnyside Jn	Down and Up BLOCKED	00 10 to 04 40. Overhead line work. <u>Isolation of electrical sections PA3 and 4.</u>
227	Sunnyside Jn and Shettleston	Down and Up BLOCKED	00 10 to 05 00. Overhead line work. <u>Isolation</u> of electrical sections PA1 and 2.
228	Helensburgh Central	Platform No.3 BLOCKED	00 20 to 05 45. Station work.  Isolation of electrical sections DH1 and 2.
SUN	DAY 30 NOVEMBER		,
229	Finnieston GF and Hyndland East Jn	Down and Up BLOCKED	01 00 to 07 30. Track renewal and bridgework (UB No.130).
230	Knightswood South Jn and Westerton	Down and Up BLOCKED .	01 00 to 07 30. Station work (Westerton). Retaining wall work and bridgework (UB No.144). Isolation of electrical sections DF3 and 4 and DM1 and 2.

At or between Lines affected Remarks

AIRDRIE TO HELENSBURGH - continued SUNDAY 30 NOVEMBER and MONDAY 1 DECEMBER

231 Dalmuir Park Down and Up BLOCKED

and Bowling LC

00 45 Sun to 05 30 Mon. Station work

(Old Kilpatrick) and bridgework (FB Bowling).

Airdrie/Helensburgh/Airdrie services

terminate/start Dalmuir Park and Dumbarton Central. Possession to be given up for the passage of 1729, 17 50 Glasgow Queen Street to Fort William and 1M16, 17 42 Fort William to Euston. Isolation of electrical sections DF1(f) and DF2(a).

MONDAY 1 to FRIDAY 5 DECEMBER

232 Helensburgh Central

Platform No.3 BLOCKED

00 20 to 05 45 daily. Station work. Isolation of

electrical sections DH1 and 2.

TUESDAY 2 and WEDNESDAY 3 DECEMBER

233 Shettleston and Down and Up BLOCKED 00 15 to 05 15 daily. Track maintenance.

Bellgrove

234 Bridgeton Central Jn and Finnieston GF

Down and Up BLOCKED

00 30 to 05 15 daily. Track maintenance.

Possession to be given up for the passage of T71.

TUESDAY 2 to FRIDAY 5 DECEMBER

235 Airdrie and Sunnyside Jn Down and Up BLOCKED

00 15 to 04 40 daily. Bridgework (OB No.69A) and overhead line work. Isolation of electrical

sections PA3 and 4.

236 Sunnyside Jn

Down and Up BLOCKED and Shettleston

00 15 to 05 00 daily. Overhead line work. Isolation of electrical sections PA1 and 2.

237 Hyndland East

Down and Up BLOCKED

00 30 to 05 15 daily. Track maintenance (switches

and crossings).

238 Westerton

Jπ

Down and Up BLOCKED

00 15 to 05 30 daily. Station work.

239 Dalmuir Park and Bowling LC Down and Up BLOCKED

00 15 to 05 30 daily. Station work

(Old Kilpatrick).

THURSDAY 4 and FRIDAY 5 DECEMBER

240 Sunnyside Jn and Shettleston

Down and Up BLOCKED 00 15 to 05 15 daily. Track maintenance.

241 Hyndland North

North Jn

Jn and Knightswood

Down and Up BLOCKED 00 15 to 05 00 daily. Track maintenance.

DALREOCH AND BALLOCH SUNDAY 30 NOVEMBER

242 Dalreoch Jn and Balloch

Down, Up and Single 00 35 to 07 45. Track maintenance.

BLOCKED

		WON-B16
SECTION B - TEMPORARY		
At or between	Lines affected	Remarks
HYNDLAND EAST JN TO D	ALMUIR PARK (VIA CLYI	DE BANK)
SATURDAY 29 NOVEMBER		<del></del>
	Down and Up BLOCKED	00 15 to 05 30. Bridgework (OB No.7) and
Jn		overhead line construction work. Isolation of
		electrical sections DF5 and 6.
SUNDAY 30 NOVEMBER		
	Down and Up BLOCKED	00 15 to 07 30. Overhead line construction work.
Jn		Isolation of electrical sections DF5 and 6.
		<del></del>
TUESDAY 2 to FRIDAY 5		
_	Down and Up BLOCKED	00 15 to 05 30 daily. Track maintenance (Hyndland
Jn and		East Jn) and overhead line construction work
Dalmuir Park		(Clydebank Dock Jn). Isolation of electrical
		sections DF5 and 6.
COWLAIRS WEST JN TO K	NIGHTSWOOD NORTH JN	
SUNDAY 30 NOVEMBER		
	Down and Up BLOCKED	08 00 to 16 30. Retaining wall work.
Jn and		
Knightswood North Jn		
NOT CIT SIT		
CRAIGENDORAN JN TO FO	RT WILLIAM	
SATURDAY 29 and SUNDA		
	Single BLOCKED	21 15 Sat to 17 15 Sun. Retaining wall work.
and Bridge		
of Orchy		
SUNDAY 30 NOVEMBER		
248 Craigendoran Jn	Single BLOCKED	06 00 to 18 00. Bridgework (OB No.21C).
and	_	
Garelochhead		
249 Garelochhead	Cinala BLOCKED	08 00 to 16 00. Track renewal.
and Glen Douglas	Single BLOCKED	00 00 to 10 00. Itack renewal.
and often bodgias		
CRIANLARICH TO OBAN		·
SATURDAY 29 and SUNDA	Y 30 NOVEMBER	
	Single BLOCKED	21 15 Sat to 18 00 Sun. Bridgework (UB No.213).
Taynuilt		
SUNDAY 30 NOVEMBER		
	Single BLOCKED	08 00 to 16 00. Track renewal.
and Dalmally		
MALLAIG JN TO MALLAIG		
SUNDAY 30 NOVEMBER 251 Glenfinnan	Cimala Biograp	09 00 to 16 00. Demolition work.
231 Glenrinnan	Single BLOCKED	09 00 to 16 00. Demotition work.
252 Mallaig	Single BLOCKED	08 00 to 16 00. Track renewal.
•	3	
MONDAY 1 to THURSDAY		
252A Glenfinnan and	Single BLOCKED	22 45 Mon to Wed to 06 30 Tue to Thu. Track
Mallaig		maintenance.
TWEEDMOUTH TO EDINBUR	GH WAVERLEY	
UNTIL FURTHER NOTICE	<u></u>	
	A11	08 00 to 16 00 daily. Signalling work between
Tweedmouth		58m1140yd and 65m1720yd.

08 00 to 18 00 daily. Bridgework (OB No.128).

Down and Up Between Trains

254 Reston GSP and

Grantshouse

SEC	TION B - TEMPORAR	Y ENGINEERING WORKS	WON-B17 - continued
At o	or between	Lines affected	Remarks
	EDMOUTH TO EDINBU	RGH WAVERLEY - conti	nued
255	Innerwick GSP and Oxwellmains	Down and Up Between Trains	07 00 to 18 00 daily. Earthwork and track maintenance between 33ml10yd and 33mp. Finishes 07 00 Sat 29 Nov.
256	Oxwellmains and Dunbar	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB Nos.89 and 91). Crane and mechanical equipment in use. Finishes 07 00 Sat 29 Nov.
257	Longniddry and Prestonpans	Down and Up Between Trains	08 00 to 18 00 daily. Earthwork and bridgework (OB No.40AA).
258	Waverley (East End) and Waverley (West End)	North Loop Siding and North Loop Between Trains	08 00 to 17 00 daily. Construction work.
SAT	JRDAY 29 and SUND	AY 30 NOVEMBER	
259	Berwick-upon- Tweed and Reston GSP	Down BLOCKED Up Between Trains	22 45 Sat to 16 05 Sun. Track reballasting, unloading rails, track maintenance and overhead line construction work between 54m704yd and 54m220yd. Single line working over Up line 03 00 to 16 05.
260	Grantshouse and	Down BLOCKED	22 40 Sat to 11 00 Sun ) Track maintenance

<u> </u>	CADALL EX GIRE DONE	AI 30 NOVERBER	
259	Berwick-upon- Tweed and Reston GSP	Down BLOCKED Up <u>Between Trains</u>	22 45 Sat to 16 05 Sun. Track reballasting, unloading rails, track maintenance and overhead line construction work between 54m704yd and 54m220yd. Single line working over Up line 03 00 to 16 05.
260	Grantshouse and	Down BLOCKED	22 40 Sat to 11 00 Sun ) Track maintenance

260	Grantshouse and	Down BLOCKED	22 40 Sat to 11 00 Sun ) Track maintenance
	Innerwick GSP	Up BLOCKED	00 30 to 09 30 ) between 41m310yd and
			34m880yd. Possession to be given up for the
			passage of 1870 20 12 (SO) Kings Cross to
			Aberdeen, 1877 22 35 (SO) Kings Cross to
			Edinburgh and 1838 23 25 (SO) Kings Cross to
			Edinburgh over Down line

## SUNDAY 30 NOVEMBER

261 Reston GSP and Grantshouse	Down and Up BLOCKED	00 30 to 09 45. Bridgework (OB No.128) and track maintenance. Possession to be given up for the
		passage of 1870 20 12 (SO) Kings Cross to
		Aberdeen, 1877 22 35 (SO) Kings Cross to
		Edinburgh and 1838 23 25 (SO) Kings Cross to
		Edinburgh over Down line.

262 Stenton GSP and Drem	Down and Up BLOCKED	00 30 to 09 30. Track renewal between 24m880yd and 18m880yd. Possession to be given up for the passage of 1870 20 12 (SO) Kings Cross to Aberdeen 1877 22 35 (SO) Kings Cross to Edinburgh and 1838 23 25 (SO) Kings Cross to Edinburgh over Down line.

263 Drem and St Germains LC  Down and Up BLOCKED 00 30 to 09 30. Slip treatment between 17mp and 16m440yd. Possession to be given up for the passage of 1870 20 12 (SO) Kings Cross to Aberdeen 1877 22 35 (SO) Kings Cross to Edinburgh and 1838 23 25 (SO) Kings Cross to Edinburgh over Down line.
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264 St Germains LC and Prestonpans	Down and Up BLOCKED	00 00 to 09 30. Bridgework (OB No.40AA).  Possession to be given up for the passage of 1870 20 12 (SO) Kings Cross to Aberdeen 1877 22 35 (SO) Kings Cross to Edinburgh and 1838 23 25 (SO) Kings Cross to Edinburgh over Down
		line.

SECTION	В	-	TEMPORARY	ENGINEERING	WORKS	-	cont inued

At or between	Lines affecte	ed	Remarks	

TWEEDMOUTH	TO	EDINBURGH	WAVERLEY	-	continued
CHAIDAN 30 1	10111	CHARGO.	<del> </del>		

SUNDAY	30	NOVEMBER	-	continued

265 Monktonhall Jn

Up BLOCKED and Prestonpans Down Between Trains 00 15 to 09 30. Track renewal and loading rails between 8mp and 8m704yd.

266 Craigentinny

Down and Up BLOCKED

00 00 to 08 00. Drainage work.

and Abbeyhill

Jn

North Loop Siding

Trains to be diverted via Lochend Jn.

267 Waverley (East End) and

and North Loop BLOCKED

00 00 to 08 00. Bridgework (OB No.6).

Waverley (West End)

Platform No.1 Between Trains

#### MONDAY 1 DECEMBER

268 Monktonhall Jn and Prestonpans Up BLOCKED

00 30 to 06 00. Track maintenance between

5m1720yd and 6m90yd.

269 Portobello

All Between Trains

09 00 to 15 00. Signalling work.

### MONDAY 1 and TUESDAY 2 DECEMBER

270 Berwick-upon-Tweed and Reston GSP

Down BLOCKED

23 35 Mon to 01 00 Tue. Track maintenance between

54m1080yd and 47m310yd.

### TUESDAY 2 to FRIDAY 5 DECEMBER

271 Reston GSP and Berwick-upon-

Tweed

Up BLOCKED Down Between Trains

02 00 to 06 30 daily. Overhead line construction work between 47m310yd and 54m1080yd. Mechanical

equipment in use.

272 Grantshouse and Down BLOCKED Innerwick GSP

01 50 to 06 50 daily. Track maintenance between 41m310yd and 34m880yd. Single line working over

Up line.

## WEDNESDAY 3 and THURSDAY 4 DECEMBER

273 Berwick-upon-Tweed and Reston

GSP

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Down BLOCKED

23 30 Wed to 00 20 Thu. Track maintenance between

54m1080yd and 47m310yd.

## PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)

## UNTIL FURTHER NOTICE

274 Portobello and Leith South

Single Between Trains

05 00 to 19 00 daily. Construction work. Mechanical equipment in use.

#### SATURDAY 29 NOVEMBER

275 Portobello and Leith South

Single BLOCKED

12 00 to 18 00. Earthwork.

## SUNDAY 30 NOVEMBER

276 Portobello and Leith South

Single BLOCKED

11. 08 00 to 16 00. Earthwork.

		WON-B19
SECTION B - TEMPO	DRARY ENGINEERING WORKS	continued
At or between	Lines affected	Remarks
HAYMARKET WEST JE		·
277 Dalmeny and South Gyle	Up Between Trains	08 00 to 16 00 daily. Lineside excavation. Finishes 08 00 Sat 29 Nov.
278 Tay Bridge South and Dundee Central Jn	Down and Up Between Trains	00 00 to 17 00 daily. Bridgework (Tay Bridge) and signalling work. Crane and mechanical equipment in use.
279 Dundee Centra Jn and Camperdown Jr		00 00 to 24 00 daily. Tunnel work (Dock Street), work at lineside and signalling work. Crane and mechanical equipment in use.
280 Dundee Centra Jn and Camperdown Jn	Down Platform	07 00 to 19 00 daily. Bridgework (OB No.188J). Crane and mechanical equipment in use.
281 Newtonhill ar Ferryhill Jn	nd Down and Up Between Trains	00 00 to 24 00 daily. Earthwork, rock blasting and work at lineside between 230ml300yd and 239m640yd. Crane and mechanical equipment in use.
SATURDAY 29 and S	SUNDAY 30 NOVEMBER	
282 Dundee Centra Jn and Tay Bridge South	Up BLOCKED Down Between Trains	23 30 Sat to 16 15 Sun. Track renewal and track maintenance between 57m220yd and 56m910yd. Single line working over Down line 08 00 to 16 00. Crane and mechanical equipment in use.
283 Camperdown Jn and Broughty Ferry LC	Down and Up Between Trains	23 00 Sat to 18 00 Sun. Track maintenance and work at lineside between 0m462yd and 3m990yd. Mechanical equipment in use.
284 Arbroath LC a Inverkeilor	nd Down and Up Between Trains	22 00 Sat to 08 00 Sun. Track renewal between 16m1320yd and 23m210yd.
285 Carmont LC an Stonehaven	d Down and Up Between Trains	$22\ 00\ Sat$ to $08\ 00\ Sun.$ Track renewal between $219m860yd$ and $224m1650yd$ .
286 Stonehaven an Newtonhill	d Down and Up Between Trains	22 00 Sat to 08 00 Sun. Track renewal between 224ml650yd and 230ml300yd.
287 Newtonhill an Ferryhill Jn	d Down and Up <u>Between Trains</u>	22 30 Sat to 16 00 Sun. Work at lineside and track renewal between 230ml298yd and 240m858yd. Mechanical equipment in use.
SATURDAY 29 NOVEM	BER to FRIDAY 5 DECEMBER	<u>.</u>
288 Carnoustie LC and Arbroath	•	08 00 to 17 00 daily. Work at lineside and bridgework (OB Nos.222 and 231 and UB No.230) between 10m640yd and 16m1320yd. Mechanical equipment of use.
288A Craigo and Laurencekirk	Down and Up Between Trains	08 00 to 16 00 daily. Work at lineside and track renewal between 205ml76yd and 210ml320yd. Mechanical equipment in use.
SUNDAY 30 NOVEMBE	R	
289 Dalmeny Jn	Down and Up Between Trains	00 00 to 06 30. Drainage between 9mp and 9m480yd.
290 North Queensferry and Dalmeny	Up BLOCKED Down <u>Between Trains</u>	07 30 to 17 00. Bridgework (Forth Bridge).  Up trains to run over Down line.

SECTION	R	_	TEMPODADY	ENGINEERING	MODEC	_	continued
SECTION	υ		I E PE ORAKI	PHOTHERRING	MOTOR		Continued

			continued
At .	or between_	Lines affected	Remarks
	MARKET WEST JN TO DAY 30 NOVEMBER -	ABERDEEN - continued continued	
291	Inverkeithing East Jn and Burntisland	Down and Up Between Trains	00 00 to 07 00. Track renewal and drainage work.
292	Seafield Shunting Frame and Kirkcaldy	Down Between Trains	00 00 to 04 00. Track maintenance between 23ml280yd and 26m20yd.
293	Kirkcaldy and Seafield Shunting Frame	Up Between Trains	07 30 to 16 30. Track maintenance between 25m60yd and 25mp.
294	Thornton North Jn and Sinclairtown	Up BLOCKED Down Between Trains	00 30 to 16 45. Loading rails, track renewal and track maintenance between 30m1360yd and 26m1610yd. 5T74, 05 15 (Sun) Craigentinny to Dundee diverted via Cowdenbeath. Single line working over Down Line 09 00 to 16 40.
295	Leuchars and Cupar	Up Between Trains	07 30 to 16 30. Track maintenance between $48 \text{m} 440 \text{yd}$ and $47 \text{m} 1100 \text{yd}$ .
296	Dundee Tay Bridge	A11	07 30 to 17 00. Signalling work.
297	Dundee Central Jn and Camperdown Jn	Up Platform and Up Through Between Trains	00 00 to 16 00. Bridgework (OB No.189).
298	Barry Links	A11	07 30 to 17 00. Signalling work.
299	Usan and Montrose South	Single Between Trains	08 00 to 17 00. Track renewal, work at lineside and loading material between 28m880yd and 30m810yd.
300	Newtonhill and Aberdeen	A11	07 30 to 17 00. Signalling work.
MON	DAY 1 DECEMBER		-
301	Thornton North Jn and Sinclairtown	Up BLOCKED	00 15 to 06 00. Track maintenance between 30ml360yd and 27m90yd.
302	Dundee Central Jn and Tay Bridge South	Up BLOCKED Down Between Trains Up Between Trains	00 00 to 05 45 ) Track renewal and track 00 00 to 24 00 ) maintenance between 57m220yd 05 45 to 24 00 ) and 56m910yd.
MON	DAY 1 to FRIDAY 5	DECEMBER	
303	Camperdown Jn and Broughty Ferry LC	Down and Up Between Trains	00 00 to 24 00 daily. Work at lineside and track maintenance between 0m462yd and 3m990yd. Mechanical equipment in use.
304	Newtonhill and Ferryhill Jn	Down and Up Between Trains	08 00 to 16 00 daily. Work at lineside between 230ml300yd and 240m880yd. Mechanical equipment in use.

SEC	CTI	ON B -	TE	MPORARY	ENGI	NEERING	WORKS	-	continued
Āt	or	betwe	en	1	Lines	affect	ed		Remarks
									•

HAYMARKET	WEST JN	TO ABERDEEN	_	continued
TUESDAY 2	to FRID	AY 5 DECEMBE	R	

305	Tay Bridge	
	South and	
	Dundee Central	
	Jn	

Down and Up Between Trains

00 00 to 24 00 daily. Track renewal and track maintenance between 56m910yd and 57m220yd.

#### PERTH TO INVERNESS UNTIL FURTHER NOTICE

306	Dunkeld	and
	Pitloch	·y

Single Between Trains 08 00 to 18 00 daily. Work at lineside, tunnel work (Inver) and bridgework (UB No.47) between 16m188yd and 24m700yd. Crane and mechanical equipment in use.

307 Blair Atholl LC and Dalwhinnie

Down and Up Between trains 08 00 to 20 00 daily. Bridgework (UB's Nos.86J and 126 and 99). Work at lineside between 35m132yd and 58ml188yd. Crane and mechanical equipment in use.

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308 Culloden Moor and Inverness A11

07 30 to 17 00 daily. Signalling work.

#### SATURDAY 29 and SUNDAY 30 NOVEMBER

309 Stanley Jn and Dunkeld Single BLOCKED

22 00 Sat to 18 00 Sun. Track renewal and track maintenance and work at lineside and signalling work between 7ml76yd and 15m264yd. Possession to be given up for the passage of 0Z25, 20 55 (Sat) Inverness to Perth, 1Z45, 01 34 (SO) Perth to Inverness, 1S03, 20 33 (Sat) Euston to Inverness and 1S07, 21 00 (Sat) Euston to Inverness. Crane and mechanical equipment in use.

310 Blair Atholl LC and Dalwhinnie

Down and Up Between Trains

22 00 Sat to 17 00 Sun. Track renewal, track maintenance and signalling work between 35ml30yd and 58m1170yd.

311 Culloden Moor and Millburn Jn Down and Up Between Trains

21 00 Sat to 08 00 Sun. Track renewal and track maintenance between 111m660yd and 117m440yd. Crane and mechanical equipment in use.

312 Millburn Jn and Rose Street

Down Aviemore Line Between Trains

22 00 Sat to 24 00 Sun. Track renewal, track maintenance earthwork and work at lineside. Crane and mechanical equipment in use.

## SATURDAY 29 NOVEMBER to FRIDAY 5 DECEMBER

313 Pitlochry and Blair Atholl LC

Single Between Trains 08 00 to 17 00 daily. Work at lineside between 28m640yd and 35m130yd. Mechanical equipment in

314 Kingussie LC and Kincraig Loop

Single Between Trains

08 00 to 17 00 daily. Work at lineside and loading material between 71ml056yd and 77m880yd. Mechanical equipment in use.

### SUNDAY 30 NOVEMBER

315 Perth and Stanley Jn Down and Up Between Trains

07 30 to 17 00. Track maintenance, loading material and signalling work between 151ml130yd and 158m840yd. Mechanical equipment in use.

316 Dunkeld and Pitlochry

Single Between Trains 08 00 to 17 00. Track renewal between 15m260yd and 28m640yd.

7

SECTION B - TEMPORAL At or between	RY ENGINEERING WORKS - Lines affected	continued Remarks		
PERTH TO INVERNESS - SUNDAY 30 NOVEMBER -				
317 Pitlochry Station	Down and Up Between Trains	08 30 to 16 00. Bridgework (FB No.65).		
318 Kincraig Loop and Aviemore	Single Between Trains	$08\ 00\ to\ 17\ 00$ . Loading material between $77m880yd$ and $83m108yd$ .		
319 Aviemore and Carrbridge Loop	Single Between Trains	08 00 to 17 00. Loading material between 83ml080yd and 90mp.		
320 Carrbridge Loop and Slochd Loop	Single Between Trains	08 00 to 17 00. Loading material and signalling work between 90mp and 95m310yd.		
321 Slochd Loop and Tomatin Loop	Single Between Trains	08 00 to 17 00. Loading material, track renewal and signalling work between 95m310yd and 99m240yd.		
322 Tomatin Loop and Moy Loop	All	07 30 to 17 30. Signalling work.		
323 Culloden Moor and Locomotive	A11	08 00 to 17 00. Signalling work.		
MONDAY 1 to FRIDAY	DECEMBER			
324 Stanley Jn and Dunkeld	Single Between Trains	00 00 to 24 00 daily. Work at lineside, work at Murthly LC and track renewal and track maintenance between 7m180yd and 15m260yd. Mechanical equipment in use.		
325 Blair Atholl LC	Down Between Trains	08 00 to 17 00 daily. Level crossing work. Mechanical equipment in use.		
326 Millburn Jn and Inverness Station	All Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthworks and work at lineside. Crane and mechanical equipment in use.		
TUESDAY 2 to FRIDAY	5 DECEMBER			
327 Blair Atholl LC 'and Dalwhinnie	Down and Up Between Trains	22 00 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 35ml30yd and 58ml170yd.		
PERTH TO DUNDEE CENTURY OF THE PROPERTY OF THE				
328 Perth and Barnhill	Single Between Trains	08 00 to 16 00. Bridgework (UB No.35). Work at lineside between 20ml100yd and 20ml300yd. Mechanical equipment in use.		
329 Longforgan LC and Dundee Central Jn	All Between trains	07 30 to 21 00 daily. Bridgework (OB No.5/1) and work at lineside between 3m550yd and 3mp and signalling work. Crane and mechanical equipment in use.		
SUNDAY 30 NOVEMBER				
330 Perth	A11	07 30 to 17 00. Signalling work.		
331 Barnhill and Errol LC	Down and Up Between Trains	08 00 to 16 30. Work at lineside and bridgework (UB No.25) between 19m1518yd and 10m990yd. Mechanical equipment in use.		

		1100, 202
SECTION R - TEMPORA	RY ENGINEERING WORKS	WON-B23
At or between	Lines affected	Remarks
	TRAL JN - continued	
SUNDAY 30 NOVEMBER	<u>- continued</u>	
332 Errol LC and	Down and Up	.08 00 to 16 30. Work at lineside between
Longforgan LC	Between Trains	10m990yd and 5m1210yd.
	<del></del>	
333 Longforgan LC	All <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 5ml2l0yd
and Dundee Central Jn		and Om790yd. Mechanical equipment in use.
Central Jn		
334 Dundee	A11	07 30 to 17 00. Signalling work.
Central Jn		
ABERDEEN TO INVERNE	:ss	
UNTIL FURTHER NOTIC		
225 11 . 1	_	
335 Huntly and Keith	Single Between Trains	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45m1100yd.
Keltii	Between Italia	Mechanical equipment in use.
336 Forres and	Single	00 00 to 24 00 daily. Work at lineside between
Nairn	Between Trains	128m1200yd and 128m1400yd. Mechanical equipment
		in use.
337 Nairn and	All	07 30 to 17 00 daily. Signalling work.
Inverness		• •
SATURDAY 29 and SUN	IDAY 30 NOVEMBER	
338 Keith and	Single	22 00 Sat to 17 00 Sun. Bridgework (OB Nos.39
Elein	Retueen Trains	and ((1)) and track maintenance between 30m920vd

Elgin	Between Trains	and 40) and track maintenance between 30m920yd and 11m1630yd.
339 Nairn and Millburn Jn	Single BLOCKED	22 00 Sat to 18 00 Sun. Work at lineside, work at Lochdhu LC, track renewal and track maintenance, loading rails and material and signalling work between 128m1584yd and 143m440yd. Possession to be given up for the passage of 1H37, 20 50 Aberdeen to Inverness, 1H55, 13 10 Aberdeen to Inverness, 1H57, 15 40 Aberdeen to Inverness, 1E17, 10 05 Inverness to Kings Cross and 1A86, 15 35 Inverness to Aberdeen. Crane and mechanical equipment in use.
		_

340	Millburn Jn
	and Inverness
	Station

Platforms Nos.1 and 2 and Forres Line BLOCKED

All Between Trains

09 00 to 24 00 Sun

22 00 Sat to 09 00 Sun ) Track renewal, track ) maintenance, earthwork ) work at lineside, ) loading rails and

î

material. Crane and mechanical equipment in use.

## SATURDAY 29 NOVEMBER to FRIDAY 5 DECEMBER

341	Dyce Jn and Inverurie	Single Between Trains	$08\ 00$ to $17\ 00$ daily. Work at lineside between $6\text{m}242\text{yd}$ and $16\text{m}1738\text{yd}$ . Mechanical equipment in use.
342	Inverurie and Insch LC	Single Between Trains	08 00 to 17 00 daily. Work at lineside between 16m1738yd and 27m1034yd. Mechanical equipment in

υse.

## SUNDAY 30 NOVEMBER

343 Aberdeen and A11 Dyce Jn

07 30 to 17 00. Signalling work.

		WON-B24		
SECTION B - TEMPORAR	RY ENGINEERING WORKS -	·······		
At or between	Lines affected	Remarks		
ABERDEEN TO INVERNES	is - continued			
SUNDAY 30 NOVEMBER -				
	<del></del>			
344 Insch LC and Kennethmont	Down and Up Between Trains	08 00 to 17 00. Track renewal between 27m1030yd and 32m1560yd.		
345 Huntly and Keith	Single Between Trains	08 00 to 16 30. Bridgework (OB No.184).		
346 Elgin and Forres	Single Between Trains	07 30 to 18 00. Track maintenance, loading rails and material between llm1630yd and 0m330yd.		
347 Forres and Nairn	Single Between Trains	07 30 to 18 00. Loading rails and material between 0m330yd and 128m1580yd.		
SUNDAY 30 NOVEMBER &	and MONDAY 1 DECEMBER	•		
348 Keith and Elgin	Single Between Trains	$22\ 00$ Sun to $06\ 00$ Mon. Track maintenance between $30m920yd$ and $11m1630yd$ .		
MONDAY 1 to THURSDAY	4 DECEMBER			
349 Huntly and Keith	Single Between Trains	22 00 Mon to Wed to 06 00 Tue to Thu. Track maintenance between 40ml470yd and 30m920yd.		
MONDAY 1 to FRIDAY 5	DECEMBER			
350 Nairn and Millburn Jn	Single Between Trains	00 00 to 24 00 daily. Track renewal and track maintenance between 140m550yd and 140m1290yd.		
351 Millburn Jn and Inverness Station	All Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthwork and work at lineside and loading material. Crane and mechanical equipment in use.		
TUESDAY 2 to FRIDAY	5 DECEMBER			
352 Elgin and Forres	Single Between Trains	22 00 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 11m1630yd and 0m330yd.		
THURSDAY 4 and FRIDAY 5 DECEMBER				
353 Aberdeen and Dyce Jn	Single Between Trains	22 00 Thu to 07 00 Fri. Track maintenance between 40m1470yd and 30m920yd.		
INVERNESS TO WICK UNTIL FURTHER NOTICE				
354 Inverness and Lentran	All	07 30 to 17 00 daily. Signalling work.		

00 00 to 24 00 daily. Bridgework (OB No.69/1)

08 00 to 17 00 daily. Platform work. Crane and

08 00 to 17 00 daily. Platform work. Crane and

08 00 to 17 00 daily. Platform work. Crane and

08 00 to 17 00 daily. Platform work. Crane

and platform work at Alness. Crane and

mechanical equipment in use.

mechanical equipment in use.

mechanical equipment in use.

mechanical equipment in use.

mechanical equipment in use.

3

355 Dingwall and

356 Invergordon

Station

357 Fearn Station

358 Tain Station

Station

359 Dunrobin

Invergordon

Single

Single

Single

Between Trains

Between Trains

Between Trains

Between Trains

Between Trains

Down and Up

Down and Up

			WON-B25
_		Y ENGINEERING WORKS -	continued
AL	or between	Lines affected	Kemarks
_	ERNESS TO WICK - URDAY 29 NOVEMBER	continued to FRIDAY 5 DECEMBER	
360	Inverness Station	All Between Trains	08 00 to 20 00 daily. Track renewal, platform work and work at lineside. Crane and mechanical equipment in use.
361	Welsh's Bridge and Rose Street	All Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.
SUN	DAY 30 NOVEMBER		
362	Welsh's Bridge and Lentran	A11	07 30 to 17 00. Signalling work.
363	Dingwall Station	Down and Up Between Trains	08 00 to 17 00. Bridgework (OB No.46).
364	Tain and Ardgay	Single BLOCKED	08 00 to 18 00. Track renewal and track maintenance between 44m890yd and 44m1210yd. Possession to be given up for passage of 1H91, 08 05 Inverness to Lairg and 2H90, 11 10 Lairg to Inverness.
365	Georgemas Jn and Wick	Single Between Trains	07 30 to 16 30. Track renewal between $147m440yd$ and $161m790yd$ .
MON	DAY 1 to FRIDAY 5	DECEMBER	
366	Tain and Ardgay	Single Between Trains	08 00 to 16 00. Track renewal and track maintenance between 44m890yd and 44m1210yd.
	GWALL TO KYLE OF IL FURTHER NOTICE	LOCHALSH	
367	Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.
368	Achnasheen and Strathcarron LC	A11	07 30 to 18 00 daily. Signalling work.
SAT	URDAY 29 and SUND	AY 30 NOVEMBER	
369	Achnasheen and Strathcarron	Single Between Trains	22 00 Sat to 17 00 Sun. Bridgework (UB No.81), track renewal and track maintenance between 27ml580yd and 45ml430yd. Crane and mechanical equipment in use.
SUN	DAY 30 NOVEMBER		
370	Dingwall and Garve	Single BLOCKED	08 00 to 18 00. Track renewal and track maintenance between 8m1640yd and 9m880yd.

## <u>s</u>

370 Dingwall an	d Single BLOCKED	08 00 to 18 00. Track renewal and track
Garve		maintenance between 8ml640vd and 9m880vd.

## MONDAY 1 to FRIDAY 5 DECEMBER

371	Dingwall and	Single	08 00 to 16 00 daily. Track renewal and track
	Garve	Between Trains	maintenance between 8ml640yd and 9m880yd.

## TUESDAY 2 to FRIDAY 5 DECEMBER

3/2 Achnasheen and	Single	22 UU Tue to Thu to Ub UU Wed to Fri. Track
Strathcarron	Between Trains	maintenance between 27ml580yd and 45ml430yd.

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#### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN CARSTAIRS EAST JN AND AUCHENGRAY LC - A lineside telephone with 🛛 sign, for use in emergency by trainmen, connected to Motherwell SC, has been provided at 77m550yd.

BETWEEN AUCHENGRAY LC AND MIDCALDER JN - A lineside telephone with 🔀 sign, for use in emergency by trainmen, connected to Edinburgh SC, has been provided at 87ml430yd.

BETWEEN LIVINGSTON SOUTH AND WEST CALDER - A lineside telephone with 🔼 sign, for use in emergency by trainmen, connected to Edinburgh SC, has been provided at 21m240yd.

BETWEEN HARTWOOD AND CLELAND - A lineside telephone with Sign, for use in emergency by trainmen, connected to Motherwell SC, has been provided at 5m990yd.

#### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 30 NOVEMBER - BETWEEN INVERNESS LOCOMOTIVE AND MILLBURN - The Up and Down Forres line will be temporarily slued towards the Aviemore line.

A new connection, facing to Up direction trains on the Up and Down Forres line, approximately 410yds from locomotive box, will be installed and secured out of use.

#### DETAILS OF WORK ALREADY CARRIED OUT

LANARK - Lanark East and West ground frames, together with the associated notice boards, have been removed and the connections controlled therefrom secured out of use pending

The one way stencil indicator, applying to the sidings, associated with Signal M582, position light aspect, has been removed. (37)

\* \*SHIELDS JN - The indications associated with ground mounted position light signal G515 \* have been altered to apply as follows:-

Indication 'C' - To Down Corkerhill

" 'UX' - Along Up Main
" 'T' - To Up Through Terminus

The indications associated with ground mounted position light signal G546 have been altered to apply as follows:-

Indication 'T' - To Up Through Terminus
" 'U' - To Up Main

(36)

#### WON-C2

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

BETWEEN BRIDGE ST JN AND AYR - The maximum permissible speed on the Up and Down lines has been altered as follows :-

BETWEEN BRIDGE ST JN AND 10m630yd - 75 AT JOHNSTONE

BETWEEN 7MP AT PAISLEY AND 10m630yd - 80 FOR EMUS ONLY AT JOHNSTONE

BETWEEN ELDERSLIE AND KILWINNING - 40 ON REVERSIBLE SIGNALLED LINES IN REVERSE DIRECTION

BETWEEN 10m630yd AT JOHNSTONE - 90
AND 39m20yd AT FALKLAND

BETWEEN KILWINNING AND BOGSIDE - 40 UP LINE IN THE DOWN DIRECTION

See Section D of this Notice. (37)

1.

STEVENSTON LC - The level crossing has been converted to a CCTV (Closed-Circuit Television) installation monitored from Paisley SC. (38)

\* \*HUNTERSTON - The signal box has been closed as a block post and the area controlled 
\* therefrom is now controlled from Paisley Signalling Centre. All signals previously 
prefixed 'H' are now prefixed 'PH'. (36)

INVERNESS LOCOMOTIVE - A new connection, facing to Up direction trains on the Up and Down Forres line, approximately 240 yards from the box, has been installed and secured out of use.

(37)

\* \*INVERNESS ROSE ST - The former ground frame operated connection in platform 5,

\* previously secured out of use, has been removed and a new connection, facing to trains

proceeding towards the box, installed and secured out of use. (36)

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4.

#### 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 INSTRUCTIONS FOR A.C. ELECTRIFIED LINES - BR.29987

From 1 December 1986, a new book will take effect which will replace the current edition dated 3 May 1975 and the amendments thereto.

The book will be in loose leaf form. A5 size, with a flexible cover and its format has been designed so that part of the book can be separately issued in place of the existing "Extracts from the Working Instructions" book BR.29988, which will be discontinued from the same date.

The new book is divided into three main sections viz:Section A (BR.29987) - Definitions, Description of System and General Instructions. This
will be issued to every employee working on or in the vicinity of lines electrified on
the A.C. overhead line system.

Section B (BR.29987/14) - Isolation and Earthing of Overhead Line Equipment.

Section C (BR.29987/15) - Protection of Staff Servicing/Maintaining Locomotives or Trains in Sidings/Depots equipped for electic traction.

Note: Sections B and C will be issued only to staff involved with the instructions contained therein.

The new book is currently being distributed and the appropriate section(s), together with a copy of the explanatory leaflet, BR.29987/16, must be made available to staff immediately upon receipt.

Any member of the staff who is in possession of the current issue of the A.C. Working Instructions, or Extracts thereto, who has not received a copy of the appropriate section(s) of the new book must promptly advise his Supervisor. (25/10/86)

## WORKING MANUAL FOR RAIL STAFF PART 6 (WHITE PAGES)

Page H102 - 4M54 GLASGOW to Garston Delete entry.

 $\frac{\text{Page H107}}{\text{Delete}} \ - \ \frac{\text{6D79 GRANGEMOUTH to Paisley}}{\text{Delete}}$ 

Page H107 - 6M34 GRANGEMOUTH to Mossend (for Dalston)

Amend line of entry to read as follows:
RA.10 CT.1100 20 = 355, 26 = 417, 27 = 450
37 = 655, 45 = 868, 47 = 869

+ 1310

+ Max load for 2 locos of same class in multiple.

(MPF/491)CA) (27.10.86)

#### WON-D2

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued WORKING MANUAL FOR RAIL STAFF - PART 6 (WHITE PAGES) - continued

Page H108 - 6S44 HAVERTON HILL to Leith South Amend Train Headcode to read 6S41.

Page H108 - 6S40 IMMINCHAM to Leith South Amend Train Headcode to read 6S44.

Page H109 - LEITH SOUTH to Haverton Hill Delete Train Headcode 6E73.

Page H109 - 6E39 LEITH SOUTH to Immingham
Amend Train Headcode to read 6E73.

Page H110 - 6V39 MOSSEND to Severn Tunnel Jn

Add 6V75 in Train Headcode column.

Add as follows:
Special load for 2 x 87, 2 x 86 (not 86/2),
1 x 87 + 1 x 86 (not 86/2) = 1460 tonnes.

(MPF/491/CA) (17/11/86)

Page H113 - PAISLEY to Grangemouth
Delete Train Headcode 7N47.

(MPF/491/CA) (29/9/86)

Page

20

# SECTIONAL APPENDIX SECTION 1 TABLE A

### Page 2 INDEX

Amend

Shields Jn to Terminus Jn (Up Through Siding) (Goods Line)	38
to read :-	
Shields Jn to Terminus Jn (Up Through Terminus)	38 (8/11/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

SECTIONAL AFFERDIX	- SECTION 1 - TABLE A -	DETAILS OF			t Speed Restrictions	1
Running Lines and		Mileage		Up		
Signalling System	Location	M Yd	mp		At or between	Remarks
	GLASCOW CENTRAL I lisle South Jn (CE) and ad:-	Caldew Jn (	incl)			
	Carlisle South Jn (CE)	68 1610				AWS inductors not provided at Carlisle Station platform signals.
C. Up . Down O. Up . Down Platforn 3P	Carlisle	69 200				
Platform Platform Platform	Carlisle North Jn	0 420		<u>20</u>	All lines and connections Otmp and 68m1340yd.	
			<u>60</u>	<u>60</u>	0½mp and 0m1280yd	
1 1 1	Caldew Jn	0 1170 ( 2 220 Goods line)	30		Main to Goods line	Amended (6/9/86)
Pages 19 and 20						
Between Cle Amend to re	 ghorn LC (AHB) and Garr ad:-	 iongill (inc	:1)			
<b>†</b>	Cleghorn LC (AHB)	76 530	90 95 100	90	77m260yd and 78m620yd 78m620yd and 79m290yd 79m290yd and 812mp	
	Carluk <u>e</u>	81 1650	90	<u>95</u>	812mp and 84mp 81m510yd and 78m620yd	
	Vallure	1030	<u>80</u>	<u>90</u>	84mp and 84m570yd 84mp and 81m510yd	CW Up 84m70yd

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION	D - GENERAL	INSTRUCTIONS AND NOTICE	20 - 0	ontinu					
					Perm	anen	t Speed Restrictions		ł
Running	Lines and		Mil	eage	Down	Up			
Signalli	ng System	Location	M	Υd	mp	h_	At or between	Remarks	
Pages 19	and 20 - Ame	end - continued Law Jn	84	150	15		Over DPL		DPL 1915f (580m)
		(see page 31)			50 70 60	40 80 70 60	Entering over and leaving UPL Through in to Holytown line 84m570yd and 84mp 84m570yd and 84mp70yd 84m970yd and 84m1430yd	UPL 2290f (695m)	
	† ‡	Garriongill Jn (see page 27)	84	1300					(27/9/86)
Page 28	CARSTAIRS SO	I UTH JN TO HAYMARKET EA							
	Add:- Delete: Cam	$\frac{\frac{T}{T}}{\frac{T}{T}}$ ps LC and relevant inf	77   87 ormat:	550 1430 ion.					(24/11/86) (23/8/86)
Pages 28	3/29								,   5
	MIDCALDER JN	TO HOLYTOWN JN	21	240					24/11/86)
	Amend: -	ewell and Fauldhouse N	orth		<u>50</u> 60	<u>60</u>	$13\frac{1}{4}$ mp and $11\frac{1}{2}$ mp.		4.2.42.42
1	to read:-				<u>60</u>	<u>60</u>	13tmp and 11m1220yd		(23/8/86)
	-: <u>bbA</u>	①	5	990					(24/11/86)
Page 30	Retween Renh	ar Jn and Carfin							
	Delete:				60 60	50 50	l ————— ,		(18/8/86)
Page 31	LAW JN TO UD	l DINGSTON JN Jn and Wishaw Central							
	Delete:				70	<u>70</u>	Through jn to 84½  (for multiple unit trains)		
	Amend:				<u>50</u>	<u>50</u>	(for other than multiple unit		
	to read:				<u>50</u>	<u>50</u>	trains) Through jn to 84tmp		(27/9/86)

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		NSTRUCTIONS AND NOTICES	1		nanen	t Speed Restrictions	
Running Signalli	Lines and ng System	Location	Mileage M Yd	Down	Up	At or between	Remarks
Page 35 Page 37	RUTHERGLEN CE Between Ruthe Add: -  RUTHERGLEN WE Add: -  GRETNA JN TO	NTRAL JN TO FINNIESTON rglen and Rutherglen No Rutherglen Footpath LC (RG)  ST JN TO RUTHERGLEN NOR Rutherglen Footpath LC (RG)  EGLINTON STREET JN (VIA ies South (DS) and Holy	TH JN (WES	T CUF		92m700yd and 93mll20yd. Over curve, 92m700yd and 92mp Through stn. on main lines 92mp to 912mp	Amended (1/11/86)  Amended (1/11/86)
Page 41		EGLINTON ST JN (VIA KIL	MARNOCK)	40 65 40 65	65 40 65 40 65 40 65	35m1630yd and 36½mp 36½mp and 36m1080yd 36m1080yd and 37m1540yd.  35m1630yd and 36½mp 36½mp and 36m1080yd 36m1080yd and 37m1540yd	(21/9/86)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

					t Speed Restrictions		
Running Lines and Signalling System	Location	Mileage M Yd	Down	•	At or between	Remarks	
Page 46 KILMARNOCK : Amend:-	TO BARASSIE		50	<u>50</u>	2½mp and 2½mp		
to read:-			<u>50</u>	<u>50</u>	2tmp and 3m550yd.		
<u>Delete:-</u>	-		40	40	2½mp and 3mp		
			<u>50</u>	<u>50</u>	3mp and 3m550yd.	Amended (25/10/86)	+
Page 50 BRIDGE STRE	ET JN TO STRANRAER five MAXIMUM PERMISSIBLE	SPEED ent	 ries	to r	ead:-		
	DGE ST JN AND Johnstone		<u>75</u>	75	MAXIMUM PERMISSIBLE SPEED		
BETWEEN 7MP 10M630YD AT	AT PAISLEY AND JOHNSTONE		80	80	MAXIMUM PERMISSIBLE SPEED FOR EMU'S ONLY		
BETWEEN ELD	ERSLIE AND KILWINNING		<u>40</u>	40	MAXIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALLED LINES IN REVERSE DIRECTION.	·	
	630YD AT JOHNSTONE AT FALKLAND		90	90	MAXIMUM PERMISSIBLE SPEED		
BETWEEN KIL	WINNING AND BOGSIDE			<u>40</u>	MAXIMUM PERMISSIBLE SPEED OVER UP LINE IN DOWN DIRECTION	Amended (19/11/86)	)

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			1			Speed Restrictions		
mning Lin	es and	Location	Mileage	Down		1		
ignalling	System		M Aq	l mp	n I	At or between	Remarks	
iges 51 -	<u>54</u>		1					
Ama	nd Arkles	ton Jn (incl) to Dalry	ļ male in to s	raad.				
Mile	III AIKTE	1	1					
	+ +	Arkleston Jn	5 920	<u>30</u>		Entering, over and leaving Down	DGL 3300f (1005m)	
				40	40	goods loop Entering, over and leaving Up	UGL 2710f (825m)	
						goods loop	(bi-directional)	
		1		45	<u>45</u>	62mp and 7mp		
• •	<b>1</b>	Paisley (P)	6 660					
48				<u>35</u>	<u>35</u>	Between Ayr lines and Gourock		
10 George			ľ			lines		
5		Paisley Gilmour St	6 1010					
16 1		(see page 57)	$\frac{6}{6}$ 1610					
•			6 1610	Į.	ļ	ļ		
	+ +		8 1080	<u>40</u>		Through facing crossover		
				40	40	Entering over, and leaving Up passenger loop	UPL 1285f (390m) (bi-directional)	
							(12 32333333	
	<b>↑</b>	Elderslie	9 70					
	+ +		9 970	40	40	Through Main line crossover		
	1	<u>Johnstone</u>	10 200 15 530			The second second		
	1 1		15 530	40	╨	Through Lochwinnoch crossovers		
•		Lochwinnoch	15 1250					
1	┵	OHNS	15 1550	1	ļ			
'	T T						· ·	
				]				
						·		
		,						
	•							

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

		_					Speed Restrictions		
	Running Lines and Signalling System Location		Mileago		Down	•			
Signa	llrug	System	Location	M Yd	mp	n_	At or between	Remarks	
Pages	51 -	- 54 - Amend	- continued						
			Glengarnock	19 1390	40	<u>40</u>	Through Main line trailing crossover.	UGL 865f (260m)	(bi-directional)
				20 1390	40	<u>40</u>	Through Main line facing crossover.	·	
	ł			,	40	<u>40</u>	Entering over and leaving Down Passenger Loop.	(bi-directional) I	DPL 2290f (695m)
			CE Siding GF (S) (DPL)	21 150					
	ļ		Brownhill	21 620					
			Swinlees (Roche)	21 840	40	40	Entering over and leaving Up Passenger Loop.	UPL2290f (695m) (	(bi-directional
	i			21 1630	40	<u>40</u>	Through Main line trailing		
			Dalry	22 920		 	<u> </u>		
l I			Kilwinning Jn (See page 61)	25 1560	40	25	Through jn to Ardrossan. Entering over and leaving Up Goods Loop.	UGL 1365f (415m) DRS 1054f	(320m).
	7		Kilwinning	26 0	40		Through trailing crossover.		
	-		Byrehill Jn (See page 63)	26 1540		<u>25</u>	Through jn to Dubbs Jn.		
			Bogside (see page 64)	27 1560	40	<u>10</u>	To Snodgrass branch. Through Main line trailing crossover.		
		-							

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

			MSTRUCTIONS AND NOTICES				anen	Speed Restrictions	
	Running Lines and		Mileage		Down				
Signa	lling	System	Location	M	Yd	m	h	At or between	Remarks
Page	51 -	54 - Amend	- continued						
			<u>Irvine</u>	29	620				
			Gailes LC (AHB-X)	31	370	<u>x40</u>	<u>x40</u>	Approaching level crossing in wrong direction.	·
			]			40		Over Main line trailing crossover.	
				l		<u>60</u>	<u>75</u>	32m1610yd and 0m370yd.	
			Barassie	33 33	0 180	Ì			
				0	_	30	1 =	Over connection, DPL to Kilmarnock single line	
'	- •	<u>-</u>	Barassie Jn (See Page 47)	0	20	40	40	Entering, over and leaving DPL Through Main line facing crossover.	DPL 1180f (355m)
	-		Up main signal PB286	0	1630	75 60 75	$\frac{75}{60}$	Entering, over and leaving UGL Om370yd and Om950yd Over curves, Om950yd and lm570yd lm570yd and 35m200yd	UGL 1305f(395m)
			Troon	1	350			(total distance 1610yd)	
ľ				2 35	330 110				
'	-		Monkton Siding GF (S)	36	620			,	
			Prestwick		750				
			Falkland	38	1610	<u>50</u>	<u>50</u>	39m20yd and 40m290yd	DGL 760f (230m)
	` 								,
	,								

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D - GENERAL IN	NSTRUCTIONS AND NOTICES	- continu			<del></del>	<del>, ,</del>	
					t Speed Restrictions		
Running Lines and		Mileage	Down Ug			De la tra	
Signalling System	Location	M Yd		)h	At or between	Remarks	
Pages 51-54 - Amend -	continued						
<b>†</b>	Newton-on-Ayr	39 '730					
	Newton Jn (See page 64)	39 880		10	Through jn to Ayr Harbour Jn.		
	OHNS	39 900	20		Through jn to Killoch branch	,	
-	Down Ayr Signal	39 970	ì	i			
	PA340		40 40 50	$\frac{40}{25}$	40m290yd and 40m680yd 40m680yd and 40m920yd 40m920yd and 40m1740yd		
	<u>Ayr</u>	40 1080	30	30	40m920yd and 40m1/40yd	Permissive working is authorised on the Up and Down lines through Ayr Station for	
† <u> </u>	Belmont LC (CCTV)	40 1360 41 990	30	30 45	Through crossover. Through crossover.	passenger train connection purposes. Controlled from Paises S.C.	
<b>\</b>	Bermour De (cerv)	41 990	]	==	Through Crossover.	Controlled from 12329 S.C.	
\ \frac{1}{1} \ \frac{1}{2} \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Dalrymple Jn (See page 65)	43 1170	20		Through jn to Benbane branch	Amended ( <b>?</b> /11/86)	
Page 55  Between Girvan Amend:-  to read:-	n and Pinwherry		<u>20</u> <u>45</u>	<u>20</u> <u>45</u>	Bridge No.9, 1m680yd and 1m730yd.  Bridge No.9, 1m680yd and 1m730yd.	(1/9/86)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D -	- GENERAL	INSTRUCTIONS AND NOTICES	- continu	ed			<del></del>
						t Speed Restrictions	
	Running Lines and		Mileage		n Up		
Signalling System Location		M Yd	120.7	ph	At or between	Remarks	
	Pages 61 and 62						
Ame	end:- KILI	VINNING JN TO LARGS table	to read:	60	60	MAXIMUM PERMISSIBLE SPEED	
	Ţ	Kilwinning Jn (See Page 53)	25 1540		40 25	Through jn. Entering over and leaving Up Goods Loop.	The lines between Kilwinning Jn and Largs are controlled from Paisley SC.
				<u>40</u>	<u>40</u>	25ml560yd and 26ml50yd	
	ţ	Kilwinning	26 0		<u>40</u>	Through facing crossover.	
		Dubbs Jn (See Page 63)	26 1500		<u>25</u>	Through Jn to Byrehill Jn.	
				40 40	<u>40</u>	Through trailing crossover. Entering Down Goods loop.	DGL 1515f (460m)
		Stevenston (See Page 62)	28 550	•			
		Stevenston LC (CCTV)	28 680	<u>50</u>	<u>50</u>	29m730yd and 29m1690yd	
	+	<u>Saltcoats</u>	29 1210 30 160	E0.		Through connection to Up Largs.	
1 1	13	]	30 160	<u>50</u>		intrough connection to up Large.	
13 13 13 13 13 13 13 13 13 13 13 13 13 1	3	Ardrossan Sth Beach (See Page 63)	30 840 30 1060	25 50	<u>50</u>	Through jn to Ardrossan Harbour. 30m1060yd and 31mp.	
UP FPEIGHT	UP AIL) SOWN LARGE	West Kilbride Hunterston (See Page 63)	35 220 36 1140		<u>25</u>	Over connection Single line to Up Freight.	
		Fairlie High Sdg GF (S)	38 1650				,
1			ļ				

	Permanent Speed Restrictions					
Running Lines and	J	Mileage		ı Up		
Signalling System	Location	M Yd	_ m	oh _	At or between	Remarks
ages 61 and 62 - Ar	mend - continued					
	Fairlie High Fairlie Tunnel (990 yards)	39 20 39 260 to 39 1250				
	Admiralty Sdg GF (S)	39 1300	50 40	50 40	40m660yd and 40m1540yd 41m660yd and Largs Stn.	
<u> </u>	Largs	42 150	}	}		(Amended 23 /11/86)
Page 62 Amend MISK	TO STEVENSTON NO.1 (GOOD	S LINE) tab	le to	rea	, ad:~	
MISK TO STE	ENSTON (GOODS LINE)	1		ا ـ ا		
1	Misk	0 1250	5	2	MAXIMUM PERMISSIBLE SPEED	Controlled from Paisley SC.
î	Stevenston (See Page 61)	0 0				(14/9/86)
Page 63 Delete - HO	M JN TO ARDROSSAN HARBO	UR table.				
Add:- ARDROSSAN SO	OUTH BEACH TO ARDROSSAN	HARBOUR				
ARDROSSAN SI	Ardrossan Sth Beach	30 840	25	25	MAXIMUM PERMISSIBLE SPEED	Controlled from Paisley SC.
gar	(See Page 61)	30 1030				No Train Staff.
₹.90 T	Princes St LC (CCTV)	31 150				Controlled from Ardrossan Hbr LC
A Control of the Cont	Ardrossan Hbr LC	31 620				
اغتم	Ardrossan Hbr	31 840	1	i		(14/9/86)

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WON-D13

ines and ng System		Mileage	Down		nt Speed Restrictions	1
.6 0,000	Location	M Yd		ph	At or between	Remarks
- continued	O DUBBS JN					
Add:-	OHNS	0 925				(8/11/86
Octherwell to	PERTH St Ninians LC	117 460				(30/10/
30'ness		1	ALKIRI	K HIC	GH <u>)</u>	
<u>Add</u> :- DPL 970	f (295m) to remarks co	olumn.				(6/9/8
EDINBURGH WAV	 ERLEY TO GLASGOW QUEEN r (East end) to Cadden	ST (VIA F.	ALKIRI ) to 1	K HIC read:	GH) :-	
1 1	Cadder (East end)	5 880	15		Entering Down slow line.	
Mars 4			30		Over and leaving Down slow line	<u>-</u>
300	Cadder (West end)	4 1010		30	Entering, over and leaving Up slow line	All lines between Cadder (West end) (incl.) and Queen St are controlled fro Cowlairs. (23/8/8
3 <u>4</u>	OTHERWELL TO elete:-  DINBURGH WAV o'ness dd:- DPL 970  DINBURGH WAV	OTHERWELL TO PERTH elete:- St Ninians LC  DINBURGH WAVERLEY TO GLASGOW QUEER o'ness dd:- DPL 970f (295m) to remarks co  DINBURGH WAVERLEY TO GLASGOW QUEER mend: Cadder (East end) to Cadder (CR)  Cadder (East end) (CR)	OTHERWELL TO PERTH elete:- St Ninians LC 117 460  DINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA F. o'ness dd:- DPL 970f (295m) to remarks column.  DINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA F. o'ness dd:- DPL 970f (295m) to remarks column.  Cadder (East end) to Cadder (West end (CR) 5 880	OTHERWELL TO PERTH elete:- St Ninians LC 117 460  DINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIR) o'ness dd:- DPL 970f (295m) to remarks column.  DINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIR) mend: Cadder (East end) to Cadder (West end) to cadder (CR)  Cadder (East end) 5 880 15 30	OTHERWELL TO PERTH elete:- St Ninians LC 117 460  DINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HICO'ness dd:- DPL 970f (295m) to remarks column.  DINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HICO'ness Cadder (East end) to Cadder (West end) to read:  Cadder (East end) 5 880 15 (CR)	OTHERWELL TO PERTH elete:- St Ninians LC 117 460  DINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH) olines dd:- DPL 970f (295m) to remarks column.  DINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH) mend: Cadder (East end) to Cadder (West end) to read:-    Cadder (East end)   5 880   15   Entering Down slow line.   Over and leaving Down slow line.   Over and leaving Down slow line.   Cadder (West end)   4 1010   30   Entering, over and leaving

SECTION	D - GENERAL	INSTRUCTIONS AND NOTICE	S - continu	ied_			
				Per	manen	t Speed Restrictions	
Running	Lines and	ĺ	Mileage	Dow	n Up		
Signalli	ng System	Location	M Yd	, m	ph	At or between	Remarks
Page 81					<u> </u>		
	POLMONT JN T	O LARBERT JN		1	ĺ		
ı	Amend: -	<u> </u>		50	50	MAXIMUM PERMISSIBLE SPEED	
Į.	to read:-	BETWEEN POLMONT JN		<u>50</u>	60	MAXIMUM PERMISSIBLE SPEED	
	,	AND 24M1120YD			l —		
l l		į					
i		BETWEEN 24M1120YD AND	1	<u>50</u>	50	MAXIMUM PERMISSIBLE SPEED	
1		LARBERT JN	ı	—	}		
1	Add:-			<u>50</u> 40	50	21m440yd_and_212mp.	
	Delete:-			40	40	Over curves 222mp and 23m22Oyd.	
í		[		i			
ł	Add:-	ľ	}	<u>55</u>	55	Over curves 22m530yd and	
1				1	l	22ml210yd.	
1			1	<u>50</u>	50	23m1340yd and 23m1600yd.	(23/8/86)
				[	1		
Page 85		<u>'</u>		ł	ł	}	
1	AIRDRIE TO H		}	•	١.	Į	
1		d 5th MAXIMUM PERMISSIB					
l	BETWEEN KNIG	HTSWOOD NORTH JN AND 22	m1140yd	60	60	MAXIMUM PERMISSIBLE SPEED	
Ī	DD 000 1	1.0 1	l	٠,		WANTIGH DEDWICETER CORD	(5/10/0/)
ł	BETWEEN 22ml	140yd AND HELENSBURGH		40	40	MAXIMUM PERMISSIBLE SPEED	(5/10/86)
h 03			]	Į	ļ	1	
Page 93	THATOT AND TO A	TO THE THE THE THE THE THE THE	TA CIUDEDAI	ן אירו	1		
	Clydebank Do	T JN TO DALMUIR PARK (V	IA CLIUEBAI	VK/	[	(	(1//6/96)
	Add:-	ock Jn	t	20	ł	Through east end main line	(14/6/86)
ł	Add:-		}	30	Į .	trailing crossover.	
J			]		30	Through west end main line	
1					==	facing crossover.	(14/9/86)
Page 94				1	1	Tacing crossover.	(14/ 5/ 50)
	Amend CLYDER	SANK CENTRAL JN TO OLD K	ILPATRICK (	GOOD	S LIN	E)	
	To read:-				1	<del></del> !	
J		NTRAL JN TO OLD KILPATR	ICK (GOODS	LINE	)		
			<del></del>	, 5	<u> </u>	MAXIMUM PERMISSIBLE SPEED	
1	!	Clydebank Central Jn	0 0	_	l –		Controlled from Clydebank Dock Jn
1	i	(See page 93)		1	1	1	
1	Ť		0 90	J	]	]	Only one train may be allowed on the line
1	1		109 110				at a time (30/8/86)
	;			ĺ	ĺ	1	
1	i	Old Kilpatrick	111 570			}	
L				L	1		

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

	. 1	1	Peri	nanen	t Speed Restrictions	
Running Lines as	nd	Mileage	Down Up			
Signalling Syste	Em Location	M Yd		ph	At or between	Remarks
Page 95 CRAIGEN Delete:	DORAN JN TO FORT WILLIAM		25	35	OmllOyd and Ożmp	(5/10/86)
	JN TO MALLAIG C (AOCL)	36 1230				-
<u>Delete</u> :	- note in remarks column					(21/9/86)
	UTH TO EDINBURGH WAVERLEY Tweedmouth and Berwick-upon	n-Tweed	:			
Tweedmon	·	65 1720				(13/9/86)
<u>Berwick</u> <u>Add:-</u> m	-upon-Tweed ileage	67 00				,

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

			1			t Speed Restrictions	
	Lines and ng System	Location	Mileage M Yd	Down	•	At or between	Remarks
Page 112	Amend: - LOCHE	ND JN TO BONNINGTON SOU	TH (GOODS	LINE)	tab	<u>le</u>	
	to read:- LOCHEND JN TO	LEITH WALK (GOODS LINE	 (:)				
	BETWEEN LOCHE	END JN AND EASTER ROAD J	IN	<u>15</u>	<u>15</u>	MAXIMUM PERMISSIBLE SPEED	
	BETWEEN EASTE	R ROAD JN AND LEITH WAI	.K	10	10	MAXIMUM PERMISSIBLE SPEED	
		Lochend Jn (See Page 111)	0 0		<u>25</u>	Through jn to Abbeyhill line	The line between Lochend Jn and Leith Walk is controlled from Edinburgh.
0 4	T	Easter Road Jn (See below) Leith Walk	0 880 1 660	10	10	Over connections to and from Leith Walk.	(15/11/86)
	ELBOWEND JN T	O CROMBIE RNAD (GOODS I					(13),13),00
	to read:-						Train Staff is kept in Elbowend Jn GF. (2/11/86)
	GLENCRAIG GF	TO BOWHILL (GOODS LINE) tote in Remarks column					Train Staff is kept in Glencraig GF.
Page 129	ı		,				(2/11/86)
•	PERTH TO INVE	RNESS A Remarks column					The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

					t Speed Restrictions	
Running Lines and Signalling System	Location	Mileage M Yd		n Up ph	At or between	Remarks
Pages 134 and 135  Amend Between	n Culloden Moor and <u>Inv</u>	erness to r	ead:			
	Culloden Moor	111 660 114 880	<u>55</u>	<u>40</u> <u>55</u>	Up line to single line  Over curves, ll6mll2Oyd and	
A B S A B S A B S A B S A B S A B S A B S A B S A B S A B S A B A B	Millburn Jn (see page 141)	117 440	40 15	40 15	117m310yd 117m310yd and 117m380yd 117m380yd and 118m70yd	
A B B A A B A St.	Welsh's Bridge (see pages 141 and 143)	117 1230				
Sfs. laits	Locomotive Inverness	117 1470 118 70				(28/9/86)
Page 140 ABERDEEN TO 1 Amend:- to read:-	INVERNESS Kiuloss LC (AHB) Kinloss LC (AHB)	3 220 2 1650				
Amend:- to read:-	Forres LC Forres LC	0 330 0 352				(2/8/86)
Between Lochd Amend	hu LC (RG) and Dalcross	B LC (AHB)	20 60	20 60	131m1210yd and 132m110yd.	
to read:-			20 60	20 60	131m1210yd and 132m110yd.	(9/8/86)

SECTION D - GENERAL	INSTRUCTIONS AND NOTICE	S - continu			A Count Booksishing	<del> </del>
Running Lines and		Mileage		manen n Upj	t Speed Restrictions	
Signalling System	Location	M Yd	1	ph	At or between	Remarks
Page 141						
	en Allanfearn LC (AOCL)	and Inverne	288 t	о геа	d:	
	Allanfearn LC (AOCL)	140 1210	25 40	35 55	Approaching LC	
E	Raigmore LC	143 200	<u>15</u>	<u>15</u>	143m170yd and 143m440yd	
P'B AB AB	Millburn Jn (see page 134)	143 440 117 440	10	10	Over single connecting line between Forres and Aviemore lines	
viewore I	Welsh's Bridge	117 1230	15	15	1172mp and 118m70yd	
To Rect	(see pages 135 and 143)	117 1250				
	Locomotive	117 1470				
<u>چ( ۱</u>	Inverness	118 70				(28/9/86)
Page 143 INVERNESS TO	ם אזכע					
	sh's Bridge and Clachnah	arry				
Amend			20	20	117m1230yd and 0m900yd (total distance 1010yd)	
to read:			<u>15</u>	15	117m1230yd and 0m500yd (total distance 610yd)	
			20	20	Om500yd and Om900yd	(28/9/86)
				<u> </u>		

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running lines and Signalling System   Location   Mileage   M Yd   Page 144   Delny LC (AOCL)   Amend:-   to read:-   Brora LC (AOCL) and Brora   Amend:-   Brora LC (AOCL)   90 680   90 1060   15   15   15   10   10   15   15   1	SECTION D - GENERA	AL INSTRUCTIONS AND NOTICE	S - contin			at Cased Bestmintings	<del></del>
Remarks   Remarks   Remarks   Remarks   Remarks   Remarks	Punning lines and		Milosop				
Page 144		Location	M Vd				Pomorke
Delny LC (AOCL)   Amend:-	Signatifing System	Docation	H 14		 	At or between	Remarks
Amend:	Page 144	(1007)	'	,,	,,		
Page 145	Amend:	AOCL)				Approaching L.C.	
Page 145	to read:-			30	30	Approaching L.C.	(30/8/86)
Detween Brora L.C. (AOCL) and Brora Amend:-   Brora LC (AOCL)   90 680   10   15   15     to read:-   Brora LC (AOCL)   90 680   10   15   15     Brora   90 1060   15   15     Brora   90 1060   15   15     HAYMARKET WEST JN TO ABERDEEN   Page 157   Amend:-   Portlethan   Portlethen     Page 159   PERTH TO INVERNESS   Amend note in Remarks column to read:-   The line in both directions between Moy (incl) and Inverness is not AWS fitted.				) )	) )		
Retween Brora L.C. (AOCL) and Brora   20   20   10   15   15   15   15   15   15   1	Page 145						
Amend:-   Brora LC (AOCL)   90 680   10   15   15   15   15   15   15   1	Between Br	rora L.C. (AOCL) and Brore	.				
to read:- Brora LC (AOCL) Brora  90 680 10 15 10 15 15 15 15 15 15 15 15 15 15 15 15 15				10	-0		
to read:- Brora LC (AOCL) Brora  90 680 10 15 10 15 15 15 15 15 15 15 15 15 15 15 15 15		Brora	90 1060	<u>15</u>	<u>15</u>		
HAYMARKET WEST JN TO ABERDEEN  Page 157  Amend:-	to read:-	Brora LC (AOCL)	90 680	10	l .		
HAYMARKET WEST JN TO ABERDEEN  Page 157  Amend:— Portlethan		Brore	90 1060	13	13		(30/8/86)
Page 157  Amend:- Portlethan  To read:- Portlethen  Page 159  PERTH TO INVERNESS  Amend note in Remarks column  to read:- The line in both directions between Moy (incl) and Inverness is not AWS fitted.	1	Brora	30 1000		}		(30/8/80)
Amend:- Portlethan To read:- Portlethen  Page 159  PERTH TO INVERNESS Amend note in Remarks column to read:- The line in both directions between Moy (incl) and Inverness is not AWS fitted.	<u>HAYMARKET</u>	WEST JN TO ABERDEEN					
Page 159  PERTH TO INVERNESS  Amend note in Remarks column to read:-  The line in both directions between Moy (incl) and Inverness is not AWS fitted.		Po-ph appear					
Page 159  PERTH TO INVERNESS  Amend note in Remarks column to read:-  The line in both directions between Moy (incl) and Inverness is not AWS fitted.							(30/8/86)
PERTH TO INVERNESS  Amend note in Remarks column to read:-  The line in both directions between Moy (incl) and Inverness is not AWS fitted.		Torereen <u>e</u> n			l	,	(30,0,00)
PERTH TO INVERNESS  Amend note in Remarks column to read:-  The line in both directions between Moy (incl) and Inverness is not AWS fitted.	Page 159						
to read:- The line in both directions between Moy (incl) and Inverness is not AWS fitted.	PERTH TO						
(incl) and Inverness is not AWS fitted.		e in Remarks column					
	to read:-				•		(incl) and Inverness is not AWS fitted.
							(2/11/86)
				ĺ			
						ļ	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D - GENERAL	INSTRUCTIONS AND NOTICE	ES - contin				
D					nt Speed Restrictions	1
Running Lines and Signalling System	Location	Mileage		n Up		1
SIGNATITING SYSTEM	Location	M Yd	-	ph	At or between	Remarks
Page 166	1					
Amend between	n Culloden Moor and Inv	' Perness to	read:			
	1	<u></u>	1			1
1 •	Culloden Moor	111 660		40	Up line to single line	1
<b>1</b>	/ <del>1</del> 77	,,,, ,,,,				
A B A B	<u>/</u> 17	114 880	45	۱ ۵ ۵	Orean 20-12-13-20-3	
		Į.	<u>65</u>	65	Over curves, 116m1120yd and 117m310yd	·
					11/11/11/11	!
			40	40	117m310yd and 117m380yd	
1 1 1		Ĭ	i	١.,	117 280 1 1 126 70 1	
			15	15	117m380yd and 118m70yd	
1	Millburn Jn	117 440				
A B B B B B B B B B B B B B B B B B B B	(see page 141)		1			
A   B y A   B	1	ŀ	1	ł	}	
A B A B						
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الم الم	Welsh's Bridge	117 1230				
To Rose St.	(see pages 141 and		1			
To Rose St.	143)	j				
, w						
	Locomotive	117 1470				
∰		127 1470				
[ 4]			1			
Sh. linits	Inverness	118 70		1		(28/9/86)
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				1		

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - continued

#### SECTION 2

Page 2    Delete:- Stevenston No.2/Stevenston No.1 entry	Between	PECIAL WORKING ARRANG	Lines	Authorities	Restrictions
Delete:- Stevenston No.2/Stevenston No.1 entry  (10/8/86)  Amend Misk to Stevenston No.1 (Goods Line) and relative entry to read:- Misk to Stevenston (Goods Line) Stevenston Misk Single F Freight trains BV  Page 4  Delete:- Clydebank Central Jn to Old Kilpartick (Goods Line)  Delete:- Clydebank Central Jn to Old Kilpartick (Goods Line)  Add:- Millburn Jn/Locomotive box Single F ECS  Adderent to Inverness Delete:- last two entries  Add:- Millburn Jn/Locomotive box Single F ECS  Aberdeen to Inverness Delete:- last two entries  Add:- Millburn Jn/Locomotive box Single F Trains for goods yard  Page 7  Inverness to Wick Amend:- Welsh's Bridge/Rose Street Down F 30 freight vehicles BV or 6 fitted freight vehicles.  To read:- Welsh's Bridge/Rose Street Down F 30 freight vehicles BV or 6 fitted freight vehicles BV or 6 fitted freight vehicles.  To read:- Welsh's Bridge/Rose Street Down F 30 freight vehicles BV or 6 fitted freight vehicles BV or 6 fitted freight vehicles ECS (28/9/86)  TABLE C - WORKING OF TRAINS CONVEYING PASSENCERS OVER GOODS LINES OR GOODS LOOP  Page 8  Amend:- LONDON ROAD JN TO BONNINGTON SOUTH (GOODS LINE) TO read:- LONDON ROAD JN TO LEITH WALK (15/11/86)	<u> </u>		Lines	Additionation	Kestrictions
Amend Misk to Stevenston No.! (Goods Line) and relative entry to read:    Misk to Stevenston (Goods Line)   Single   F   Freight trains BV (8/11/86)			No.1 entry		
Stevenston Misk Single F Freight trains BV (8/11/86)  Page 4  Delete:- Clydebank Central Jn to Old Kilpartick (Goods Line) and relative entries  (30/8/86)  Page 6  Perth to Inverness Delete:- last four entries  Add:- Millburn Jn/Locomotive box Single F ECS Locomotive box/Millburn Jn Single F ECS  Aberdeen to Inverness Delete:- last two entries  Add:- Millburn Jn/Locomotive box Single F Trains for goods yard  Add:- Millburn Jn/Locomotive box Single F Trains for goods yard  Page 7 Inverness to Wick Amend:- Welsh's Bridge/Rose Street Down F 30 freight vehicles BV or 6 fitted freight vehicles.  To read:- Welsh's Bridge/Rose Street Down F 30 freight vehicles BV or 6 fitted freight vehicles BV or 6				) and relative en	• •
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Millburn Jn/Locomotive box Single F ECS Locomotive box/Millburn Jn Single F ECS Locomotive box/Millburn Jn Single F ECS  Aberdeen to Inverness  Delete:- last two entries  Add:- Millburn Jn/Locomotive box Single F Trains for goods yard  Page 7  Inverness to Wick Amend:- Welsh's Bridge/Rose Street Down F 30 freight vehicles BV or 6 fitted freight vehicles.  To read:- Welsh's Bridge/Rose Street Down F 30 freight vehicles BV or 6 fitted freight vehicles BV or 6 fitted freight vehicles ECS (28/9/86)  TABLE C - WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOP  Page 8  Amend:- LONDON ROAD JN TO BONNINGTON SOUTH (GOODS LINE)  TO read:- LONDON ROAD JN TO LEITH WALK (15/11/86)		<del></del>	3		
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To read:- Welsh's Bridge/Rose Street Down F 30 freight vehicles BV or 6 fitted freight vehicles BV or 6 fitted freight vehicles ECS (28/9/86)  TABLE C - WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOP  Page 8  Amend:- LONDON ROAD JN TO BONNINGTON SOUTH (GOODS LINE) to read:- LONDON ROAD JN TO LEITH WALK (15/11/86)					
Welsh's Bridge/Rose Street Down F 30 freight vehicles BV or 6 fitted freight vehicles ECS (28/9/86)  TABLE C - WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOP  Page 8  Amend:- LONDON ROAD JN TO BONNINGTON SOUTH (GOODS LINE) to read:- LONDON ROAD JN TO LEITH WALK (15/11/86)	Welsh's Brid	ige/Rose Street	Down	F	от 6 fitted freight
Page 8  Amend: - LONDON ROAD JN TO BONNINGTON SOUTH (GOODS LINE) to read: - LONDON ROAD JN TO LEITH WALK (15/11/86)  TABLE E - RULE BOOK, SECTION C, CLAUSES 4.6 AND 5.9			Down	F	or 6 fitted freight
Amend: - LONDON ROAD JN TO BONNINGTON SOUTH (GOODS LINE) to read: - LONDON ROAD JN TO LEITH WALK  TABLE E - RULE BOOK, SECTION C, CLAUSES 4.6 AND 5.9	TABLE C - WO	ORKING OF TRAINS CON	VEYING PASSENGE	RS OVER GOODS LIN	NES OR GOODS LOOP
to read:- LONDON ROAD JN TO LEITH WALK  TABLE E - RULE BOOK, SECTION C, CLAUSES 4.6 AND 5.9	Page 8				•
TABLE E - RULE BOOK, SECTION C, CLAUSES 4.6 AND 5.9				GOODS LINE)	(15/11/86)
	TABLE E - RI Signal Box		CLAUSES 4.6 AN	D 5.9	

Page 9

Perth to Inverness

Amend entry under this heading to read:

Inverness Locomotive Down home

For backing movements from Millburn Jn to passenger (28/9/86) station.

#### WON-D22

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 2 - continued

<u>From</u>	To	Type of Train	Conditions	Remarks
Page 11				
Add:- Kilwinning Jn to La Stevenston	args Largs	Engineer's Trains (Unfitted)	R	See Local Instructions Page 32
Largs	Stevenston	Engineer's Trains (Unfitted)	·R	See Local Instructions Page 32
This reinstates the	item published in	Weekly Operating Not	ice No.16	Amended (27/9/86)
Page 12				
Add:- Haymarket West Jn t Dundee Central Jn (This amends the it	to Aberdeen Camperdown Jn tem published in WO	F N No.30)	-	- Amended (25/10/86)
Add :- Perth to Inverness Locomotive box	Millburn Jn	ECS	RD	_
Millburn Jn	Locomotive box	ECS	RD	-
Add :- Aberdeen to Inverne Millburn Jn	ess Welsh's Bridge	ECS	RD	-
Welsh's Bridge	Millburn Jn	ECS	RD	-
Add:- Welsh's Bridge	Rose Street	ECS	RD	-
Rose Street	Welsh's Bridge	ECS	RD	- (28/9/86)
SECTION 3				
Page (i) - INDEX	GENI	ERAL INSTRUCTIONS		
Add:- Class 318 Page (ii)	Electric Multiple (	Units-Emergency Coupl:	ings	Page 56 (1/9/86)
Add:- Instruction	ons for Working of Trangement.	Trains under the Strat	hclyde	84 (8/11/86)

#### LINES WORKED BY THE TRACK CIRCUIT BLOCK SYSTEM

#### Page 5

2. General Appendix

2.1 Single lines worked by the Track Circuit Block System - Instructions to Trainmen.

Clause 6

Delete: - Usan - Montrose South

#### Add:-

3. Relay rooms equipped with local signal panels

The relay rooms at Kilwinning, Barassie, Ayr and Hunterston are provided with signal panels which can, if necessary, during certain failure conditions be brought into use, functioning as block posts independent of Paisley SC.

For the duration of the failure, all signal post etc telephones within the area of control of the relay room concerned will give communication with the appropriate relay room, not Paisley SC. (15/11/86)

STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

	DIVITOR PILITIP AUGUS	THE CTROOP	T DECCK TO IN CITEMATE	<u>.                                    </u>
Signal Box	Area/Location	Line		Remarks
	<del></del>			

## Page 8

Amend: - 4th Perth entry, reference in Remarks column to signal P223

to read :- signal P221 (2/11/86)

## SINGLE LINES WORKED BY THE SCOTTISH REGION TOKENLESS BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

### Page 11 - 8. Shunting keys

Add:-

Usan Montrose South (23/8/86)

Millburn Jn Locomotive box (28/9/86)

Delete:-

Hunterston Largs (8/11/86)

## Page 12 SECTION OF LINE

Add: - Usan to Montrose South (23/8/86)

## SINGLE LINES WORKED BY THE RADIO ELECTRONIC TOKEN BLOCK SYSTEM INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

#### Page 13 1.2

Types of Electronic Token
Amend paragraph (b) to read:-

(b) Long section - unidirectional token applicable from a stop board or section signal at one token exchange point to a stop board, or the first stop signal, at the second token exchange point shead.

### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

## Page 15

- Transference of Tokens Amend clauses 3.2.5. 3.2.6 and 3.2.7 to read:-
- 3.2.5 In the case of a "Long section" token, the Signalman will, when giving permission to proceed, specify to the Driver that he is authorised to pass the stop board at the intermediate token exchange point, referring to it by name. This does not excempt the Driver from stopping at any level crossing where this is necessary.
- 3.2.6 When a train is in possession of a "Long section" token, the "loop clear" procedure must be carried out at the intermediate token exchange point.
- 3.2.7 In exceptional circumstances, should it be necessary to stop a train to which a "Long section" token has been issued at the intermediate token exchange point, the Driver must when the train has come to a stand return the "Long section" token in the usual way. The signalman will inform the driver that he no longer has authority to proceed and the driver must conform that this is understood. When the train is to be allowed to proceed, a new token to permit the train to depart from the token exchange point concerned will be issued.

### Page 18

- 5 Admission of a Train to an Obstructed Section
- 5.1 Train failed on single line Amend: - Clause 5.1.4 to read: -
- 5.1.4 When the disabled train is in possession of a "Long section" token, the assisting train will require to proceed from one of the token exchange points between which the disabled train was authorised to proceed in accordance with clause 5.1.3. In these circumstances, the Driver must be careful to establish between which two token exchange points the disabled train is located. If the assisting train has to travel through one of the single line block sections before entering the section in which the disabled train is located, the Driver of the assisting train must stop at the stop board at the intermediate token exchange point and not proceed past the stop board without the specific permission of the Signalman. When authorising the Driver of the assisting train to pass the last stop board before reaching the disabled train, the Signalman will remind the Driver in accordance with clause 5.1.3. (9/11/86)

## 21 SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFF Add: - Ardrossan South Beach to Ardrossan Harbour Page 21

(14/9/86)

Carmondean Jn to Bathgate Station

(15/11/86)

Amend:- Easter Road to Bonnington South to read: - Easter Road to Leith Walk

#### WON-D25

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

#### Page 26

### SNOW CLEARANCE ARRANGEMENTS

### Independent Snow Ploughs and Snow Plough Tenders

Paragraph four:-

Amend table to read

Class 40

2000 HP English Electric

45

2500 HP BR

Paragraph six:-

Amend instruction to read:-

Drivers are responsible for seeing that the air brake, where provided, is coupled and operative on the plough.

#### Page 27

Paragraph four:-Amend table to read:-

Depot Fort William	Type 1-Independent	Snow	Plough	Numi ADB	965217
Fort William	l-Independent	Snow	Plough	ADB	965220
Inverness	1-Independent	Snow	Plough	ADB	965223
Inverness	1-Independent	Snow	Plough	ADB	965234
Perth	1-Independent	Snow	Plough	ADB	965231
Perth	l-Independent	Snow	Plough	ADB	965219

## Page 53

## Removal of Obstructions from Overhead Line by Area Manager's

Staff using Insulated Poles.

Amend: - date of Standing Order No.RMEE/EDO/22

to read:- May 1986

(6/9/86)

## Page 53 - Isolation Procedure

Amend instruction to read:-

Instructions 44(ii) and 55(ii) in BR.29987 - "Working Instructions for AC Electrified Lines, dated 3rd May 1975" are authorised and apply to all lines controlled from Glasgow Central, Motherwell and Paisley signalling centres. (10/9/86)

#### WON-D26

### SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

### Page 55 - Operation of Thyristor Controlled Traction Units

Amend instruction to read:The undernoted Thyristor controlled electric locomotive must not be allowed to run between Shields Jn (exclusive) and Gourock/Wemyss Bay:-

Class 87/1 No.87.101

(30/8/86)

Amended (25/10/86)

## Page 56

Amend heading "Route Availability of Class 303/311 and 314 multiple unit trains (6/9/86)to read: - Route Availability of Electric Multiple Units.

### Page 56

Add:-

Dundee Central Jn

Camperdown Jn

(This amends the item published in WON No.30)

Class 318 Electric Multiple Units - Emergency couplings Emergency couplings for use with Class 318 Electric Multiple Units are kept at Shields ETD, Ayr TMD and Motherwell TMD. (1/9/86)

	CONTIN	UOUS BRAKE TRAIN OPER	RATION	
From	То	Line	Maximum Unfitted load (tonnes)	
Engineer's tra	ins			
1. Assisting i	n rear			
Page 81:- Add:-				
Airdrie to Hel Parkhead North		Up	115	1/86)

	CONTINU	OUS BRAKE TRAIN OPERATION		ble to trains
From	То	Line	with unfitted portion exceeding (tonnes)	
Airdrie to Helensbu	rgh			
Delete:- Parkhead North Jn	Sunnyside Jn	Up	115	(16/11/86)
Haymarket West Jn	Aberdeen			
Delete:-				

Down and Up

#### Page 84

Add :-

#### INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDE MANNING ARRANGEMENT

These instructions apply to the running of radio equipped electric multiple units on the following lines of route:-

Between Glasgow Central and Ayr via Bridge St Jn

Between Glasgow Central and Gourock/Wemyss Bay via Bridge St Jn

Between Glasgow Central and Shields ETD/Corkerhill CSMD via Bridge St Jn (including all lines in the Shields Jn area)

- 1. Correct headcodes and train descriptions must be used at all times.
- 2. With the exception of a platform line, drivers must only carry out the set-up procedure when the train is at a stand at a signal capable of displaying a main red aspect and prefixed "G", "P", "PE", "PG", "PK", "PB", or "PA", or any of the position light signals, not associated with a main aspect, specified below. The set-up procedure must not be carried out at Up Ayr line signal P5A between Arkleston Jn and Hillington West, or at Down Gourock line signal P62A between Langbank and Woodhall. The set-up procedure need only be carried out at the position light signals listed below if the train will commence a journey from the signal concerned.

Position light signals, not associated with a main aspect, where the set-up procedure is permitted (all near Shields Jn area) :-

Signal No.	<u>Line</u>
G532	No.1 Headshunt (Shields ETD)
G508	Up City Union

During the set-up procedure, drivers must ensure that the headcode displayed is correct.

- 3. Drivers must not carry out the set-up procedure in a platform line if another train is occupying the platform line ahead up to the exit signal, including No.9 platform at Glasgow Central. When carrying out the set-up procedure in a platform line, the signal number of the first stop signal ahead of the train must be entered. A list of platform signals at terminal stations is shown at the end of these instructions.
- 4. Signalmen must not cancel the description of a terminating train from the train describer apparatus until the train has arrived in a platform or passed clear of all track circuits into a depot and, where the route has not been set automatically, the signal button controlling the route to the platform or depot concerned has been normalised. The same train description must not be used for two trains at the same time.
- These instructions and use of the radio equipment are exempt during all shunting operations including those being carried out on any line between Glasgow Central station platforms and Bridge St Jn.
- 6. Drivers must ensure that radio channel changes take place at the marked locations.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

Page 84 - Add - INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDE

MANNING ARRANGEMENT - continued

 In the event of a train failing and assistance is required, a competent person will be provided to couple the assisting and failed trains.

LIST OF PLATFORM	SIGNALS AT TERMI	NAL STATIONS		
Platform No	Mid Signal*	Exit Signal	Platform No	Exit Signal
Glasgow Central				
			<u>Ayr</u>	
1	G2	G38	1	` PA344
2	G4	G39	2	PA346
3	-	G6	3	PA348
4	-	G <b>8</b>	4	PA352
<b>、</b> 5	-	Gll		
6	-	G13		
7	-	G15	Gourock	
8	-	G18	1	P113
9 '	G21 & G43	G44	2	P115
10	G35	G45	3	P117
11	G37 & G46	G54		
11A	-	G72	Wemyss Bay	
12	-	G63	1	P139
13	-	G67	2	P138

<sup>\*</sup> First signal quoted is nearest buffer stop.

(28/9/86)

Page 101

#### STABLING OF VEHICLES ON RUNNING LINES AND LOOP LINES

Delete: Cadder Down Goods line from table.

(3/8/86)

SECTION 4

## LOCAL INSTRUCTIONS INDEX

Page (iv)	rage	
Add :- Largs entry	35	(27/9/86)
Page (v)  Add :- Millerhill Electrification Depot	72	(27/9/86)

Page 5

#### SHIELDMUIR

Delete: - Between Dalzell/New Yard and Park Street and relative instruction.

Page 13
Delete:- DALZELL NEW YARD TO RAVENSCRAIG NO.1 (GOODS LINE) and relative instruction. (29/11/86)

Page 23

#### DUMFRIES

Reception and departure sidings between Dumfries South and Dumfries Station Signal Boxes.

Amend 2nd paragraph to read:-

The Down reception and departure siding between these Signal Boxes must only be

siding for the purpose of attaching to a train.

- worked in the Down direction except in the following circumstances:
  1) A Locomotive may set back from the Down main line to the Down departure
- 2) A train from the Maxwelltown branch may proceed onto the Down departure via the Down main line.

In both circumstances the train must be brought immediately to a stand inside Signal D88 and await a handsignal from the guard or shunter. (10/8/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

#### Page 32

#### BETWEEN HUNTERSTON AND LARGS

## Add:-

All unfit $\overline{\text{ted Engineer's}}$  trains requiring to work between Hunterston and Largs must have a locomotive in rear in accordance with the conditions authorised in Table J.

(Amended)(22/7/86)

#### Page 34

#### HUNTERSTON ORE/COAL HIGH LEVEL LOADING TERMINAL

Paragraph 1.12

Amend reference in second line to "Hunterston signal box" to read "Paisley Signalling Centre". (9/11/86)

#### KILWINNING TO LARGS

## Page 35 Add:-

#### FAIRLIE HIGH/ADMIRALTY SIDINGS GROUND FRAMES

The permission of the signalman at Paisley SC must be obtained before a train, which has not 'shut-in' at either of the ground frames, proceeds from the siding towards Hunterston. (15/11/86)

Add: ~

#### LARGS

Friction buffer stops - Drivers of trains, and persons in charge of shunting movements working into Nos.1 and 2 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 A.C.E to have the buffers reset.

(26/9/86)

#### Page 35

#### MISK TO STEVENSTON NO.1 (GOODS LINE)

Amend heading and sub-heading to read:-

## MISK TO STEVENSTON (GOODS LINE) BETWEEN MISK AND STEVENSTON

(8/11/86)

## Page 35 and 36

Delete: HOLM JN TO ARDROSSAN HARBOUR and relative instructions.

(3/8/86)

## Page 39

#### STIRLING

Delete: Cape Insulation Works sdgs and relevant instructions.

(22/11/86)

### Page 42

## WORKING OF FREIGHT TRAINS BETWEEN MOSSEND SOUTH JN AND DALZELL NEW YARD VIA RAVENSCRAIG NO.3 YARD

Add: - Between Dalzell New Yard and Park Street - The Down line to Park Street and the Up line from Park Street are worked in both directions under Yard Working arrangements.

#### Add:-

#### DALZELL NEW YARD TO RAVENSCRAIG NO.1 (GOODS LINE)

Between Dalzell New Yard and Ravenscraig No.1 ~ Trains between Dalzell New Yard and Ravenscraig No.1 must travel over the Up/Down line under 'Yard Working' arrangements. (29/11/86)

#### Page 48

#### BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)

#### ASCENDING

Amend sixth paragraph after tabular information to read:When trains are assisted in front, the train must be brought to a stand at signal C30 or
C31 for the leading loco to be uncoupled. (28/6/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 54 AIRDRIE STATION - Add:-

Shunting movements - Drivers of shunting movements proceeding from the Carriage sidings to the Down main line are authorised to drive from the cab nearest the buffer stop provided the provisions of clause 1 of the instructions "Light locomotives, push-pull and multiple-unit trains - driving from the leading cab", appearing at page 2.2 of the General Appendix, are observed. Clause 2(a) of the General Appendix instructions is modified accordingly. (4/10/86)

Page 56 BRIDGETON CENTRAL - Add:-

Shunting movements at Bridgeton CSD - Drivers of shunting movements proceeding from Bridgeton CSD past the signal box towards Bridgeton Central tunnel are authorised to drive from the cab nearest the buffer stop provided the provisions of clause 1 of the instructions "Light locomotives, push-pull and multiple-unit trains - driving from the leading cab" appearing at page 2.2 of the General Appendix are observed. Clause 2(a) of the General Appendix instructions is modified accordingly. (4/10/86)

## Page 57

Add:-

#### CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)

Propelling of trains is prohibited EXCEPT as follows:-

- Between Old Kilpatrick and Dalmuir Riverside Freight trains less than 340ft in length provided a brake van (in which the guard or shunter will ride) is formed as the leading vehicle.
- Between Chivas Regal Sidings and Dalmuir Riverside Fully fitted freight trains less than 170ft in length. (30/8/86)

#### Page 72

Add :-

#### MILLERHILL ELECTRIFICATION DEPOT

Before allowing a train to proceed towards the Electrification Depot the signalman will obtain the permission of the person in charge of the Depot. Such permission must not be given unless the person in charge is satisfied it is safe to do so and no conflicting movement has been permitted.

INVERNESS

(17/9/86)

## Page 90

90

Delete:- Working in the wrong direction from Welsh's Bridge to Locomotive signal box on Up line and relative instruction. (28/9/86)

#### Page 91

Propelling passenger trains Delete: Final paragraph.

(28/9/86)

Millburn Yard ground frame -

Amend heading and relative instructions to read:-

Millburn Yard - When Millburn yard is unstaffed, the guard of a train terminating there, on arrival via the Up Aviemore line or Up Independent line, must ensure that all points within the yard are properly set for a movement in to an empty siding.

When Millburn yard is unstaffed, the guard of a train departing from the yard must ensure that all points are properly set for a movement from the yard to the main line and then advise the signalman at Millburn Jn that the train is ready to depart. The guard must not signal the driver to start the train until the yard exit signal has been cleared. (27/8/86)

## The Rule Book, Section H, clause 8.1(d)

Amend Instruction to read:-

ECS being propelled on the Forres single line from Millburn signal box must carry a red light on the leading vehicle. (28/9/86)

### MISCELLANEOUS INSTRUCTIONS

#### ROLLER LOADER

The vehicles are flat salmon wagons equipped with permanently mounted Atlas/Hiab telescopic jib cranes which are capable of traversing the length of the vehicles.

The maximum permitted speed of the vehicles is 45m.p.h. and they must be marshalled in train formation.

The cranes are within gauge when in the stowed position.

The cranes must be kept in the stowed position unles the line or siding in which they are working is in the Absolute Possession of the Engineer.

The cranes must not be worked on, or adjacent to lines electrified by Overhead Line Equipment unless a Permit to Work has been issued.

When work may foul adjacent/opposite line(s) the line(s) concerned must be protected in accordance with the Rule Book, Section T, Part III or Part IV.

The cranes are fitted with a stop device which limits the jibs to working on one side only. When the cranes are in use the stop device must be padlocked in the required position and the keys held by the crane operator. (25/10/86)

#### POLMADIE CSMD

UNTIL FURTHER NOTICE Departure Road No.4 has been secured out of use. To facilitate reconstruction work, mechanical equipment is in use.

Trainmen and other staff must exercise care when working in this area. (13/10/86)

#### HAMILTON CENTRAL STATION

The 3 car stop marker on the Down platform has been temporarily repositioned 82 yards nearer the Newton end of the platform.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (18/10/86)

#### SHIELDS TO TERMINUS JN (UP THROUGH TERMINUS)

UNTIL FURTHER NOTICE - The line between Shields and Terminus Jn has been secured out of use. (27/10/86)

Refer PON 28D, Miscellaneous Instructions, page 51.

#### AYRSHIRE LINES

<u>Delete</u>:- Between Kilwining and Bogside - Up Ayr.

(9/11/86)

#### WESTERTON

The Down platform has been permanently shortened at the Singer end by 9 yards and lengthened at the Anniesland end by 9 yards. The 3 and 6 car stop markers have been repositioned accordingly.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (MR/NOT3A)(26/10/86)

#### DUNFERMLINE STATION

The Down platform at the Townhill end, previously temporarily shortened, has now been reinstated to its former length.

#### INVERNESS STATION

Trainmen must exercise care when bringing their trains to a stand at this platform.

(MR/NOT3A)(15/11/86)

#### TEMPORARY SPEED RESTRICTIONS - SPEED SIGNS

Experimental speed signs with black "20" figures on a yellow background, are in use in the Warning Board and Speed Indicators for the following temporary speed restrictions:-

	Lines	Mileage At or between				Restri- ction		
Location	affected	<u> </u>	Yd	M	Υd	mph	Remarks	
Crosshill	Inner	1	340	0	1500			
Dundee Central Jn and Tay Bridge South	Up	57	220	56	910			

Drivers and Traction Inspectors who travel over these speed restrictions are requested to submit their comments on the sighting comparison between the experimental yellow/black signs and conventional blue/white signs to:-

Regional Operations Manager (Ref. MR/TSR/1) Room 359 ScotRail House Glasgow

Amended (MR/TSR/1) (1/11/86)

#### TEMPORARY SPEED RESTRICTIONS - EXPERIMENTAL INDICATOR

For a trial period, a black and white diagonally striped board with 2 vertical high powered flashing lights will be located adjacent to the portable AWS magnet at one of the Temporary Speed Restrictions published in the Weekly Operating Notice on each of the following routes:-

Edinburgh Waverley to Glasgow Queen St (via Falkirk High) Bridge Street Jn to Stranraer

The purpose of the experiment is to evaluate the effectiveness of the board.

Drivers and Traction Inspectors are requested to submit any comments they may have on the sighting of the board to:-

ROM (Ref MR/RB/U) Room 359

ScotRail House

Glasgow

(MR/RB/U) (8/11/86)

#### WON-D33

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANEOUS INSTRUCTIONS - continued

PON No.28D Page 38

## PERMANENT SPEED RESTRICTIONS ADVANCE WARNING BOARDS

Amend second sentence to read:The sign, shaped like an inverted triangle, has black numerals on a white background with a yellow border.

#### PERMANENTLY COUPLED 2 x 45 TONNE VANS

The DB (West German Railways) are in the process of manufacturing  $200 \times 45$  tonne 2-axle vans which will be permanently coupled in pairs. These wagons will be operated in Europe and this country conveying general merchandise traffic.

Each pair of wagons will be identified by a single number in the following series:-

2380 2794000-2 to 2380 2794099-4

With these wagons only one in each pair is fitted with a distributor, in the event of a coupling breaking the brakes would only be applied on the wagon fitted with the distributor as the air supply to the "slave wagon" would be lost when the intermediate pipes parted.

Please note that these wagons must not be included in a fully fitted block train of this type of wagon nor must they be included in the rearmost three positions of a conventional Speedlink train.

(MPF/491/CA) (10.11.86)

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

QUEEN STREET TRA

î

3

Page Q2 - Bowling Esso

 $\frac{\textbf{Amend}}{\textbf{08 30 to 15 30 Fri.}} \ \textbf{Time Staffed to read 08 00 - 16 00 Mon - Thu.}$ 

Amend Dumbarton Entry to read as follows:-

Dumbarton - South - Central - Leven Shipyard/unmanned/ - /

WMP6 B3/2 to B3/7 applies/Telephone adjacent to Dumbarton Signalbox (Ext.3192). (MPF/T/A37)(17.11.86)

### PROVISION OF BRAKEVANS

PON 28D, page 44, refers The item under this heading no longer applies.

(MR/NOT3)(15/11/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANEOUS INSTRUCTIONS - continued

## WORKING INSTRUCTIONS FOR THE PERMAQUIP HIGH CAPACITY TROLLEY

The instructions in the General Appendix Section 4, "Instructions Regarding the Running and Working of Engineer's Self - Propelled "On-Track" machines" pages 4.2 to 4.7, clauses 1 to 16 (inclusive) apply also to this machine.

The following additional instructions also apply:-

#### 1. General Instructions

- 1.1 The maximum permitted forward speed of this machine is 40mph and the maximum reverse speed is 5 mph.
- 1.2 The machine is within gauge in the fully stowed condition.
- 1.3 The machine must not be driven from the work platform, whether in the lowered or raised position, nor must any personel mount on, or travel on, the work platform unless an isolation has been obtained and a "Permit to Work' issued.
- 1.4 In the running condition, the "Emergency Lower" valve must be in the open position, and the Raise Isolator key must be in the possession of the nominated RCE or RM&EE supervisor, and must not be handed to the operator until a "Permit to Work" has been issued.
- 1.5 The machine must work only on lines under Absolute Possession or on sidings protected in accordance with Section T, Part III A of the Rule Book.
- 1.6 The machine must not work on a line electrified by an overhead system unless an isolation has been obtained and the RCE or RM&EE supervisor in charge of the machine is in possession of a Permit to Work.
- 1.7 Movements of the machine, and of the cantilever platform, must be made only on the instruction of a nominated RCE or RM&EE supervisor.
- 1.8 When left by the lineside care must be taken to ensure that the machine and all ancillary equipment is secured to prevent removal of any part which could endanger the safety of trains, if removed by unauthorised persons.

#### On-Tracking

- 2.1 Before the machine is moved from its stillage to an adjacent line on which it will work, the line concerned must be under Absolute Possession and the permission of the person in charge of the Possession must have been obtained.
- 2.2 If a line next to that on which the machine will work is open to traffic it must be protected in accordance with Section T, Part II of the Rule Book before the machine is moved from the stillage. This protection must be maintained until the machine is rail mounted and the on-tracking bars have been removed.
- 2.3 If the line next to that on which the machine will work is also under Absolute Possession and is being used by engineers' trains or on-track machines, the person in charge of the Possession must not given permission for the machine to be put on the line on which it will work until he receives an assurance from the RCE or RM&EE supervisor that one or more handsignalmen have been provided to stop trains on the adjacent line until the machine is rail mounted and the on-tracking bars have been removed.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

WORKING INSTRUCTIONS FOR THE PERMAQUIP HIGH CAPACITY TROLLEY - continued

## 3. Cross-Tracking

- 3.1 If it is required to move the machine over a line which is open to traffic to obtain access to another line, the intermediate line must be protected in accordance with Section T, Part II of the Rule Book.
- 3.2 The provisions of Instruction 2.1 must be applied in respect of the line to which the machine is being moved.
- 3.3 The provisions of Instructions 2.2 or 2.3, as appropriate, must be applied to any line beyond the one to which the machine is being moved.

#### 4. Off-Tracking

- 4.1 If the line next to that from which the machine is to be removed is open to traffic it must be protected in accordance with Section T, Part II of the Rule Book before the machine is raised from the running line. This protection must be maintained until the machine is on its stillage and the on-tracking bars are removed from the line.
- 4.2 If the line next to that from which the machine is to be removed is also under Absolute Possession and is being used by engineers' trains or on-track machines, one or more handsignalmen must be appointed to stop trains on the line concerned until the machine in on its stillage and the on-tracking bars are removed from the line.
- 4.3 The machine must not be parked on its stillage with the cab facing a running line.
- 4.4 The person in charge of the Possession must be advised when the machine is on its stillage and all ancillary equipment has been removed from the line.

## 5. Use of Cantilever Platform

- 5.1 The operating handle must be locked out of use and the key retained by the nominated RCE or RM&EE supervisor until the platform is required to be used.
- 5.2 If it is required to extend the cantilever platform over a line which is open to traffic, the line concerned must be protected in accordance with Section T, Part IV of the Rule Book.
- 5.3 If it is required to extend the platform over a line which is also under Absolute Possession and is being used by engineers' trains or on-track machines, the permission of the person in charge of the possession must be obtained and one or more handsignalmen must be appointed to stop trains on the line concerned.

  (MR/NOT3A)(15/11/86)

#### STRATHCLYDE MANNING AGREEMENT - EXPERIMENTAL MIRROR

For a trial period an experimental small mirror, 3 ft x 2 ft in size, is being installed at Dalry Up Platform. It is being located below the existing mirror on the same pole.

Drivers and Traction Inspectors working on trains which stop at this Platform are requested to submit any comments they may have on the viewing of the <a href="front-3 coaches">front 3 coaches</a> of their train provided by this mirror to:-

Regional Operations Manager (Ref. MPP/58/V3) Room 360 ScotRail House Glasgow

(MPP/58/V3) (29/11/86)

The attention of Drivers and Guards is drawn to the need to comply fully with the provisions of the Rule Book, Section H, clauses 5.7 and 5.9 where a train has stopped out of course at a station platform. Failure to do so may have fatal consequences, either to a colleague or a member of the public.

(MR/NOT/3) (8/11/86)

Drivers are reminded that passengers should not be conveyed in driving cabs and, so far as staff in the course of their duty are concerned, the provisions of the Rule Book, Section B, clause 5.12 must be strictly applied.

(MR/NOT3) (8/11/86)



No.37

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 6 DECEMBER to
FRIDAY 12 DECEMBER 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 3666.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

## SECTION A

## TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified)

Warning Boards and indicators provided unless otherwise shown.

f Indicates that the Warning Boards and Indicators will be moved as the work progresses.

Where two speeds are shown for restriction eg  $\frac{20}{40}$  The Rule Book, Section U, Clause 1.2 applies.

					Mil	eage		Restri-		
		Lines			t or			ction		
Loc	ation	affect	ed	M	Yd_	M	Yd	mph	Remarks	
CAR	LISLE TO GLASGOW CE	NTRAL								
1	Caldew Jn and	Down	_	1	880	1	1340	20	Trackwork.	(86/37)
1	Floriston LC	Fast		•	000	•	1340	20	Applies 17 00	
	r Tot I beon Le	rast							09 00 Tue 9 De	
									<u> </u>	
l A	Caldew Jn and	Down	_	1	880	1	1340	20	Trackwork.	(86/37)
	Floriston LC	Fast						40	Begins 09 00 7	Tue 9 Dec.
iot	e : AWS Magnet for	above is	onl	y 150	ds be	fore	reachi	ing the W	arning Board lo	ocated on
	Down Main line	at Om121	Oyd.	The (	Cancel	ling	Indica	ator is o	nly 150yds afte	er passing
	the AWS Magnet			line	for t	rain	trave	elling in	Up direction.	
	Begins 17 00 Sur	n 7 Dec	_							
_								20		(0/ /25)
2	Kirtlebridge GF		Up	14	440	13	930	$\frac{20}{40}$	Trackwork.	(86/35)
	and Cove LC							40		
,	C 1.C	Dana		15	800	15	1400	20	Trackwork.	(86/35)
3	Cove LC and Kirtlebridge GF	Down	_	1)	800	LJ	1400	20	II dckwoik.	(00/33)
	Kirtlebridge Gr									
4	Abington and	Down	Up	58	820	5.8	1240	20	Trackwork.	(86/35)
•	Symington GF	DOWN	υp	,,,	020	,0	1140	$\frac{20}{40}$	11 dekwork.	(00,33)
	bymringcom or							. •		
5	Law Jn	_	Up	84	486	84	376	20	Condition of	track.
			- r							(86/33)
		/								•
6	Uddingston Jn	Down	_	93	1087	93	1220	40	Condition of	track.
	ŭ									(86/24)
7	Rutherglen East	-	Up	98	150	97	1650	20	Trackwork.	(86/35)
	Jn and Cambuslang									
_		_		100			,,	20	0	
8	Polmadie and	Down	-	100	1500	101	44	20	Condition of	rack. (86/20)
	Larkfield Jn	Clyde								(00/20)
		egare								
MI	CALDER JN TO HOLYTO	NL NW								
9	Hartwood and	Down	_	6	980	6	985	40	Condition of	track.
,	Bellside GF	DOWII		U	,00	Ū	, , ,	70		(86/4)
	periate of									, ,,

WON-A2

		Line	<u> </u>		Mil At or	eage		Restri- ction	
<u>Loc</u>	ation	affec		M	-	M		mph	Remarks
LAW	JN TO UDDINGSTON JN	<u> </u>							
10	Law Jn	Down	-	84	200	84	486	20	Condition of track. (86/33)
11	Holytown Jn and Ravenscraig No.2	-	υp	88	1340	88	1260	40	Condition of track. (86/23) Finishes 00 00 Sat 6 Dec.
12	Holytown Jn and Ravenscraig No.2	-	Up	88	1340	88	1260	20	Condition of track. (86/37) Begins 00 00 Sat 6 Dec.
LAR	KFIELD JN TO SHIELDS	JN							
13	Terminus Jn and Shields Jn	Down	-	101	1140	101	1320	20	Condition of track. (86/63)
GRE	TNA JN TO EGLINTON S	TREET	JN (V	LA KI	LMARNO	OCK)			
14	Dumfries South	Down	-	92	1100	92	920	<u>20</u> 40	Condition of track. (85/50)
15	Dumfries South	-	Up	92	920	92	1100	40	Condition of track. (85/43)
16	Dumfries Station	Down	-	92	60	91	1320	20	Trackwork. (86/29)
17	Kay Park GF and Hurlford	-	Up	35	440	35	1000	20	Trackwork. (86/34)
MUI	RHOUSE CENTRAL JN TO	MUIRH	OUSE 1	NORTH	JN (\	/IA C	ATHCAR	T) (CATHC	ART CIRCLE)
18	Crosshill	Inner	-	1	340	0	1500	20	Trackwork. (86/30) See Section 'D'.
BRI	DGE STREET JN TO STR	ANRAE R							
19	Shields Jn	Down	-	1	88	1	220	20	Condition of track. (86/33)
20	Lochwinnoch and Johnstone	-	Up	12	740	11	1600	75	Condition of track. (86/34)
20A	Lochwinnoch and Johnstone	-	Up	12	1620	12	740	20	Trackwork. (86/37) Begins 10 00 Sun 7 Dec.
21	Glengarnock and Lochwinnoch	-	Up	16	1150	16	200	20	Trackwork. (86/30) Finishes 10 00 Sun 7 Dec.
22	Glengarnock and Brownhill	Down	-	20	500	20	1380	20	Trackwork. (86/32)
23	Dalrymple Jn and Belmont LC	-	Uр	41	1040	41	950	20	Trackwork. (86/36)
SHI	ELDS JN TO CORKERHIL	L CSMD	(G00I	S LI	NE)				
24	Shields Jn	-	Up	1	440	1	110	20	Condition of track. (86/33)

						eage		Restri-		
Loc	ation	Line affec		M M	t or Yd	betw M		ction mph	Remarks	
	SLEY TO GOUROCK				_					
								••		(84400)
25	Bishopton and Langbank	Down	-	114	635	114	1500	20	Trackwork.	(86/33)
26	Newton Street Tunnel		Up	124	880	124	320	20	Trackwork.	(86/33)
WEM	YSS BAY JN TO WEMYSS	BAY								
27	Wemyss Bay Jn and Containerbase	Down	-	0	120	0	640	20	Trackwork.	(86/25)
KIL	WINNING JN TO LARGS									
27 <b>A</b>	West Kilbride and Ardrossan South Beach	-	Up Freig		1100	33	440	20	Trackwork.	(86/26)
28	Hunterston and West Kilbride	-	Up Freig		1200	35	220	20	Trackwork.	(86/35)
MOT	HERWELL TO PERTH									
29	Kippenross Tunnel and Dunblane	Down	-	122	1450	122	1550	<del>20</del> <del>40</del>	Trackwork.	(86/36)
WHI	FFLET NORTH JN TO RU	THERGL	EN EAS	ST JN						
30	Langloan Jn and Carmyle Jn	Down	-	2	1300	2	1230	20	Condition of t	rack. (86/10)
EDI	NBURGH WAVERLEY TO G	LASGOW	QUEEN	STRE	EET (V	IA F	ALKIRK	HIGH)		
31	Haymarket East Jn and Haymarket Central Jn	Down South		45	1496	45	836	20	Trackwork.	(86/35)
32	Greenhill Upper Jn and Falkirk High	-	Up	17	796	17	1676	<del>20</del> 40	Trackwork	(86/36)
NEW	BRIDGE JN TO BATHGAT	<u>E</u>								
33	Newbridge Jn and Cawburn Jn	Down	-	33	1060	32	1320	20	Trackwork. Begins 09 00 1	(86/37) Thu <u>1</u> 1 Dec
CRI	ANLARICH TO OBAN									
34	Loch Awe and Taynuilt	Sing	le	51	1408	51	1496	10	Bridgework (U	No.213). (86/35)
TWE	EDMOUTH TO EDINBURGH	WAVER	LEY							
35	Berwick-Upon-Tweed and Reston GSP	Down	_	54	704	54	220	<u>20</u> 40	Trackwork Finishes 15 00	(86/35) Sun 7 De
36	Berwick-Upon-Tweed and Reston GSP	-	Down	54	704	54	220	20	Trackwork. Begins 15 00 S	(86/37) Sun 7 Dec.
37	Reston GSP and Berwick-Upon-Tweed	-	Uр	54	220	54	704	20	Trackwork. Applies 03 00	to

	,					eage		Restri-	•
	. •	Line	-		At or			ction	
200	ation	affec	ted	M	Yd	M	Yd	mph	Remarks
CWE	EDMOUTH TO EDINBURGE	I WAVER	TEA -	cont	inved				
38	Berwick-Upon-Tweed and Reston GSP	Down	•		1320	48	550	20	Trackwork.  Applies 01 45 to 06 30 Fri 12 Dec.
39	NOT USED								
40	Grantshouse and Innerwick GSP	Down	-	39	880	39	000	20	Trackwork. Applies 01 50 to 06 45 daily Wed 10 and Thu 11 Dec.
41	Dunbar and Oxwellmains	-	Up	29	1705	30	50	20	Bridgework (UB No.88). (86/37) Begins 08 00 Sun 7 Dec.
42	Prestonpans	-	Up Loop	9	980	9	1680	20	Trackwork. (86/33) Finishes 15 00 Wed 10 D
	LERHILL TO PORTOBELL Millerhill and Niddrie South Jn	.O (GOO			1280	4	1100	20	Condition of track. (85/22)
NID	DRIE SOUTH JN TO HAY	MARKET	WEST	JN					
44	Niddrie South Jn and Craiglockhart Jn	Down	-	4	1440	4	570	20	Trackwork. (86/32)
ŁΑΥ	MARKET WEST JN TO AB	ERDEEN	<u> </u>						
45	Sinclairtown and Thornton North	Down	-	30	580	30	840	20	Trackwork (86/36)
46	Thornton North Jn and Sinclairtown	-	Up	30	840	30	580	20	Trackwork. Applies 05 00 to 16 00 Sun 7 Dec.
7	Dundee Central Jn and Tay Bridge South	-	Up	57	220	56	910	20	Trackwork. (86/28) See Section 'D'.
8	Tay Bridge South and Dundee Central Jn	Down	-	56	910	57	220	30	Trackwork. Applies 23 30 Sat 6 to 16 15 Sun 7 Dec.
9	Arbroath LC and Inverkeilor	Down	Up	21	880	22	00	70	Condition of track. (86/29)

					eage		Restri-		
	. •	Lines		At or			ction		
Loc	ation	affected_	<u>M</u>	Yd	М	Yd	mph	Remarks	
LAD	YBANK JN TO HILTON	JN				•			
51	Ladybank Jn and Clatchard Craig South GF	Single	5	1680	6	00	20	Bridgework (UB	No.13). (86/8)
PER	TH TO INVERNESS								
52	Stanley Jn and Murthly LC	Single	7	180	7	1130	$\frac{20}{40}$	Trackwork.	(86/34)
53	Culloden Moor and Millburn Jn	Down Up	116	790	116	1150	20	Trackwork.	(86/36)
ABE	RDEEN TO INVERNESS								
54	Rosarie LC and Elgin	Single	27	198	26	1078	30 50	Condition of to	rack. (85/33)
55	Rosarie LC and Elgin	Single	13	180	13	380	20	Trackwork. Applies 22 45 S 14 00 Fri 12 De	
56	Allanfearn LC (AOCL) and Raigmore LC	Single	140	550	140	1290	<del>20</del> <del>40</del>	Trackwork. Finishes 10 00	(86/32) Fri 12 Dec
INV	ERNESS TO WICK								
57	Tain and Ardgay	Single	44	890	44	1210	20	Trackwork.	(86/36)
DIN	GWALL TO KYLE OF LO	OCHALSH							
58	Achterneed and Garve	Single	8	1640	9	880	20	Trackwork.	(86/35)

## SECTION B

## TEMPORARY ENGINEERING WORKS

Āt	or between	Lines affected	Remarks
	LISLE TO GLASGOW		·
59	Shieldmuir Jn and Motherwell	A11	00 00 to 05 00 daily. Signalling work.
60	Glasgow Central	A11	00 00 to 06 00 daily. Signalling work.
SAT	URDAY 6 DECEMBER		
61	Glasgow Central	Top Platform No.8 BLOCKED	00 30 to 05 30. Track renewal at points No.313A. No access to Platforms Nos.7 and 8.
SAT	URDAY 6 and SUNDA	Y 7 DECEMBER	
62	Glasgow Central	Nos.4 and 5 Carriage Sidings BLOCKED	00 00 Sat to 15 30 Sun. In connection with engineering work at Glasgow Central.
SUN	DAY 7 DECEMBER		
63	Carlisle South Jn and Carlisle North Jn	A11	07 30 to 16 00. Signalling work. Points and signals disconnected.
64	Caldew In and Mossband In	A11	06 00 to 20 00. Signalling work. Points and signals disconnected.
65	Mossband Jn and Kingmoor	Up Goods BLOCKED	05 00 to 15 00. Overhead line work.
66	Upperby Jn and Kirtlebridge GF	All BLOCKED (to electric trains)	Ol 30 to 14 45. Overhead line work.  Isolation of electrical sections EU3 to EU8 (complete).
67	Caldew Jn and Gretna Jn	Down Main and Up Goods BLOCKED Up Main BLOCKED Up Main Between Trains BLOCKED (to electric trains)	06 00 to 17 00 ) Track renewal.  ) Single line working over  06 00 to 10 00 )  Up Main line, 10 00 to 17 00.  )  )  )  )
68	Quintinshill and Kirtlebridge GF	Down and Up BLOCKED (to electric trains) Down and Up BLOCKED	00 00 to 01 30 ) Bridgework (UB No.53), track ) renewal and track maintenance. 01 30 to 17 00 ) Isolation of electrical ) sections EU1 and 2.
69	Kirtlebridge GF and Lockerbie	Down and Up BLOCKED	06 00 to 16 00. Loading rails. <u>Isolation of electrical sections EU3 and 4.</u>
70	Summit	A11	08 00 to 17 00. Signalling work.

At or between Lines affected

Remarks

	LISLE TO GLASGOW DAY 7 DECEMBER -	CENTRAL - continued	
71	Beattock North and Summit	Down and Up BLOCKED	02 00 to 16 15. Track maintenance and erecting radio mast. <u>Isolation of electrical sections</u> LM1, 2, 3 and 4, 07 00 to 16 15.
72	Summit and Abington	Down and Up BLOCKED (to electric trains) Down and Up BLOCKED	
73	Abington and Symington GF	Down and Up BLOCKED (to electric trains) Down and Up BLOCKED	00 00 to 02 15 ) Track renewal, track ) maintenance, earthworks, 02 15 to 16 15 ) loading material and overhead line work. Isolation of electrical sections LC1 and 2.
74	Symington GF and Carstairs South Jn	Down and Up BLOCKED	07 00 to 16 00. Overhead line work.  Isolation of electrical sections LC3 and 4.
75	Carstairs	A11	08 00 to 17 00. Signalling work.
76	Carstairs South Jn and Lanark Jn	Down and Up Main and Down and Up Loops BLOCKED	07 00 to 16 00. Track renewal.
77	Lanark Jn and Law Jn	Down and Up BLOCKED (to electric trains) Down and Up BLOCKED	00 00 to 02 40 ) Track renewal, track ) maintenance and signalling work 02 40 to 16 00 ) (Law Jn).
77 <b>A</b>	Law Jn and Shieldmuir	Down and Up BLOCKED (to electric trains) Down and Up BLOCKED	00 00 to 02 50 ) Track renewal. Isolation of ) electrical sections MCl, 2, 3 02 50 to 16 15 ) and 4, MLl (c, d, e and k) and ) ML2 (e, f and g).
78	Motherwell (jn with Coatbridge and Hamilton lines)	All BLOCKED (to (electric trains)	00 30 to 05 30. Overhead line work.  Isolation of electrical sections MN1 and 2.
79	Uddingston Jn and Newton East Jn	Down and Up BLOCKED	00 20 to 08 00. Drainage and station work (Uddingston). Trains diverted via R & C lines. Isolation of electrical sections MNl and 2.
80	Newton East Jn and Rutherglen Central Jn	Down BLOCKED Up BLOCKED Down Passenger Loop BLOCKED Down Between Trains BLOCKED (to electric trains) Down BLOCKED	00 45 to 04 55 ) Overhead line work, track 00 45 to 08 00 ) renewal and work at points 00 45 to 08 00 ) Nos.19A and B. <u>Single line</u> ) working over <u>Down line</u> (for 04 55 to 05 25 ) <u>1S07</u> ). Trains diverted via ) <u>R &amp; C lines</u> . <u>Isolation of</u> electrical sections <u>EN1</u> and 2.
81	Rutherglen East Jn and Rutherglen Central Jn	Down and Up Slow Between Trains	10 00 to 17 00. Track maintenance.
82	Polmadie and Rutherglen East Jn	Up Main/Fast and Down Slow BLOCKED Down Main/Fast and Up Slow BLOCKED (to electric trains)	00 45 to 08 00. Overhead line work. Possession to be given up for passage of 1D61, 20 33 Euston/Glasgow Central and 1S04, 22 55 Manchester Vic/Glasgow Central over Down Slow line. Isolation of electrical sections EN1 to 4.
83	Polmadie	All	08 00 to 17 00. Signalling work.

SECTION B - TEMPORARY ENGINEERING WORKS - continu
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At	or between	Lines affected	Remarks
CAD		CENTO AT	
	DAY 7 DECEMBER -	CENTRAL - continued	
84		Up Slow BLOCKED	08 30 to 11 30. Track maintenance.
85	Larkfield Jn and Eglinton Street Jn	Down Slow and Up Fast BLOCKED	08 00 to 18 00. Track renewal at points Nos.925A and B.
86	Bridge Street Jn and Glasgow Central	Nos.3,4 and X lines Nos.4 and 5 Carriage Sidings and Platforms Nos.3 and 4 BLOCKED No.1 Down and Up, W line, Nos.2, 3 and 6 Carriage Sidings and Platforms Nos.1 and 2 and Nos.5 to 9 BLOCKED (to electric trains)	00 00 to 15 30 ) Track renewal. Isolation of electrical sections EG1 and 2, EG3(a to g) and EG4(d and e).
87	Glasgow Central	A11	08 00 to 17 00. Signalling work.
	DAY 8 DECEMBER  Newton West Jn  and Rutherglen  West Jn	Down and Up Main/ Fast, Down Loop and Down Slow BLOCKED Up Slow BLOCKED (to electric trains)	00 05 to 05 05. Overhead line work.  Electric hauled trains diverted via Cathcart Circle (Queens Park). Isolation of electrical sections EN1, 2, 3 and 4.
89	Eglinton Street Jn	Down and Up Fast, Down and Up Slow, No.1 Down and Up, No.3 line and Up Branch BLOCKED	O0 05 to 05 00. Overhead line work.  Possession to be given up for passage of 1N57, 03 25 Glasgow Central/Stirling over No.1 Up and Up Slow lines. Isolation of electrical sections EN1, 2, 3 and 4 and EG1, 2 and 3.
MON	DAY 8 to WEDNESDA	Y 10 DECEMBER	
90	Beattock North and Summit	Down BLOCKED	07 00 to 09 45 daily. Track maintenance.
91	Law Jn and Shieldmuir Jn	Down BLOCKED	08 30 to 10 30 daily. Track maintenance.
	SDAY 9 DECEMBER Lockerbie and Wamphray GF	Down BLOCKED	06 15 to 09 30. Track renewal.
92	Glasgow Central	Nos.3 and 4 lines BLOCKED	00 30 to 05 30. Track maintenance.
TUE 93	SDAY 9 to THURSDA Summit and Beattock North	Y 11 DECEMBER Up BLOCKED	02 35 to 05 35 daily. Track maintenance.
	SDAY 9 to FRIDAY Bridge Street Jn and Glasgow Central	12 DECEMBER Lines Nos.3, 4 and X BLOCKED	00 10 to 05 00 daily. Track renewal.

		WON-B4
	ENGINEERING WORKS -	continued
At or between	Lines affected	Remarks
CARLISLE TO GLASGOW (WEDNESDAY 10 DECEMBER		
94 Carstairs South Jn and Symington GF	Up BLOCKED Down BLOCKED	02 15 to 05 10 ) Track renewal. 07 30 to 10 30 )
WEDNESDAY 10 and THUI 94A Kirtlebridge GF and Lockerbie		06 10 to 09 15 daily. Track renewal.
THURSDAY 11 DECEMBER  95 Lockerbie and Wamphray GF	Down BLOCKED	06 15 to 09 30. Track renewal.
95A Rutherglen Central Jn and Polmadie	Down Slow BLOCKED	00 00 to 06 00. Track maintenance.
THURSDAY 11 and FRID. 96 Glasgow Central		00 30 to 05 30 daily. Track renewal at points No.378. Possession to be given up for passage of 1804, 23 45 Manchester Vic/Glasgow Central.
FRIDAY 12 DECEMBER 97 Newton East Jn and Newton West Jn	Down and Up Platform lines BLOCKED	04 00 to 05 30. Track maintenance.
LANARK TO LANARK JN TUESDAY 9 to THURSDA	Y 11 DECEMBER	
98 Lanark and Lanark Jn	Single BLOCKED	00 00 to 05 30 daily. Loading material. Isolation of electrical sections MC4(e).
CARSTAIRS SOUTH JN TO UNTIL FURTHER NOTICE	O HAYMARKET EAST JN	
99 Slateford Jn and Haymarket East Jn	Down Between Trains	07 00 to 16 00 daily. Construction work. Mechanical equipment in use.
SUNDAY 7 DECEMBER		
100 Auchengray LC and Midcalder Jn	Down and Up BLOCKED	08 00 to 16 00. Drainage.
101 Curriehill GSP and Slateford	Down and Up BLOCKED	12 00 to 16 00. Bridgework (UB No.131AA).

## MIDCALDER JN TO HOLYTOWN JN SUNDAY 7 DECEMBER

102 Slateford and Haymarket East Jn

103 West Calder and Benhar Jn	Down BLOCKED Up BLOCKED	00 00 to 09 30 ) Track maintenance and track 00 00 to 08 30 ) renewal between 18m440yd and ) llml220yd.
104 Belleide CF and	Down and IIn RLOCKED	08 30 to 16 30. Bridgework (FB Cleland).

Down Between Trains 08 30 to 11 30. Track maintenance.

Down and Up BLOCKED Possession to be given up for the passage of 1011, 09 50 Glasgow Central to Poole over Up line. Holytown Jn

•		WON-B5			
SECTION B - TEMPORAR	Y ENGINEERING WORKS -	continued			
At or between	Lines affected	Remarks			
LAW JN TO UDDINGSTON UNTIL FURTHER NOTICE		· ·			
105 Wishaw Central and Wishaw Central Jn	A11	00 00 to 05 00 daily. Signalling work.			
SATURDAY 6 DECEMBER					
106 Law Jn and Holytown Jn	Down and Up BLOCKED	01 00 to 05 15. Overhead line work. Trains diverted via Motherwell. Isolation of electrical sections ML1(c, d, e and k) and ML2(e, f and g).			
SUNDAY 7 DECEMBER		·			
107 Law Jn and Holytown Jn	Down and Up Between Trains BLOCKED (to electric trains)	18 00 to 24 00. Overhead line work. Isolation of electrical sections ML1(c, d, e and k) and ML2(e, f and g).			
108 Holytown Jn and Mossend West Jn	•	00 00 to 08 00. Track maintenance.			
109 Mossend East Jn	Down and Up Between Trains	00 00 to 08 00. Track maintenance (Switches and Crossings).			
110 Mossend West Jn	A11	08 00 to 17 00. Signalling work.			
TUESDAY 9 to FRIDAY 12 DECEMBER					
lll Law Jn and Holytown Jn	Down and Up BLOCKED	01 00 to 05 15 daily. Overhead line work.  Trains diverted via Motherwell. Isolation of electrical sections ML1(c, d, e and k) and ML2(e, f and g).			
112 Ravenscraig No.2 and Holytown Jn	Down and Up BLOCKED (to electric trains)	07 00 to 16 00 daily. Overhead line work.  Electric hauled trains diverted via Motherwell.  Isolation of electrical sections ML1(c and k) and ML2(g).			
WISHAW CENTRAL JN TO SHIELDMUIR JN UNTIL FURTHER NOTICE					
113 Wishaw Central Jn and Shieldmuir Jn	A11	00 00 to 08 00 daily. Signalling work.			
MOSSEND SOUTH JN TO MOSSEND WEST JN (WEST CURVE)					

## MOSSEND SOUTH JN TO MOSSEND WEST JN (WEST CURVE) SUNDAY 7 DECEMBER

114 Mossend West Jn All

08 00 to 17 00. Signalling work.

## MOTHERWELL TO NEWTON EAST JN (VIA HAMILTON) SUNDAY 7 DECEMBER

115 Motherwell and Hamilton Central

Down and Up BLOCKED 00 45 to 08 00. Tunnel work (Barncluith) and undertrack excavation (SSEB). Possession to be given up for the passage of 1807, 21 00 (Sat)

Euston to Inverness over Up line. Isolation of electrical section MH1.

#### TUESDAY 9 to THURSDAY 11 DECEMBER

116 Motherwell and Down and Up BLOCKED 00 30 to 05 30 daily. Track maintenance. Newton East Jn

SECTION	В	_	TEMPORARY	ENGINEERING	WORKS	_	continued
22011	•		TRITT OTOSICE	PHOTHERING	MORNO		COULTHOOR

At or between Lines affected Remarks

## NEWTON WEST JN TO CATHCART WEST JN

SUNDAY 7 DECEMBER

117 Newton West Jn and Cathcart

West Jn

Down and Up BLOCKED 00 00 to 08 00. Slip treatment. Isolation of

electrical sections MN5 and 6.

TUESDAY 9 to FRIDAY 12 DECEMBER

118 Newton West Jn and Cathcart East Jn

Down and Up BLOCKED

00 00 to 05 30 daily. Track maintenance and overhead line work. Isolation of electrical

sections MN5 and 6.

RUTHERGLEN CENTRAL JN TO FINNIESTON

SUNDAY 7 DECEMBER

119 Rutherglen North Jn and Finnieston East/West Jns Down and Up BLOCKED

00 00 to 08 00. Tunnel work (Kelvinhaugh, Stobcross Street and Anderston). Isolation of

electrical sections PRl and 2.

LARKFIELD JN TO SHIELDS JN SUNDAY 7 DECEMBER

120 Larkfield Jn and Shields Jn Down BLOCKED Up Between Trains BLOCKED (to

electric trains)

08 00 to 18 00. Overhead line work. Isolation of electrical sections EN2(b to h), EB1(j) and EB2(a). Crane and mechanical equipment in use.

GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)

SATURDAY 6 and SUNDAY 7 DECEMBER

121 Gretna Jn and Annan

A11

00 00 Sat to 22 30 Sun. Signalling work.

TUESDAY 9 DECEMBER

122 Eglinton Street Up BLOCKED

Jn and

Down BLOCKED 04 30 to 06 00 )

Muirhouse South

Jn

TUESDAY 9 to FRIDAY 12 DECEMBER

123 Auchinleck and New Cumnock

Up BLOCKED, Down

Between Trains

01 00 to 07 10. Drainage. Crane and

03 00 to 04 30 ) Track maintenance.

mechanical equipment in use.

WEDNESDAY 10 to FRIDAY 12 DECEMBER

124 Muirhouse Central Jn and

Muirhouse North Jn

Down and Up BLOCKED

00 30 to 05 30 daily. Overhead line work.

Isolation of electrical sections EWI to 6, 00 30

to 05 00.

KILMARNOCK TO BARASSIE UNTIL FURTHER NOTICE

125 Kilmarnock and Gatehead LC

Single

08 00 to 18 00 daily. Bridgework (OB No.4B).

SUNDAY 7 DECEMBER

Barassie

126 Kilmarnock and

Single BLOCKED

07 00 to 24 00. Bridgework (OB No.4B) and

earthwork.

		WON-B7			
SECTION B - TEMPORAR At or between	Y ENGINEERING WORKS - Lines affected	Remarks			
MUIRHOUSE CENTRAL JN SUNDAY 7 DECEMBER	TO TERMINUS JN	<del></del>			
127 Muirhouse Central Jn and Terminus Jn	Single BLOCKED	08 00 to 18 00. Overhead line work. <u>Isolation of electrical sections EBI(j)</u> , EB2(a) and EW3.			
WEDNESDAY 10 to FRID	AY 12 DECEMBER	•			
128 Muirhouse Central Jn and Terminus Jn	Single BLOCKED	00 00 to 05 30 daily. Overhead line work.  Isolation of electrical sections EW3 and 4.			
MUIRHOUSE CENTRAL JN SUNDAY 7 DECEMBER	TO MUIRHOUSE NORTH J	N (VIA CATHCART) (CATHCART CIRCLE)			
129 Cathcart West Jn and Muirhouse North Jn (via Queens Park)	Inner and Outer BLOCKED	00 00 to 08 00. Earthwork (Queens Park), track renewal and track maintenance.  Isolation of electrical sections EWI and 2.			
130 Muirhouse Central Jn and Cathcart North Jn (via Cathcart)	Outer BLOCKED (to electric trains)	08 00 to 18 00. Overhead line work. <u>Isolation of electrical section EW3.</u>			
WEDNESDAY 10 to FRID	AY 12 DECEMBER				
131 Muirhouse Central Jn and Cathcart West Jn (via Maxwell Park)	Inner and Outer BLOCKED	00 00 to 05 30. Overhead line work.  Isolation of electrical sections EW1 to 6.			
BRIDGE STREET JN TO UNTIL FURTHER NOTICE	<del></del>				
132 Bridge Street Jn and Cardonald	A11	00 00 to 06 00 daily. Signalling work.			
133 Glengarnock and Kilwinning Jn	Down and Up	08 00 to 18 00 daily. Bridgework (OB No.49).			
SUNDAY 7 DECEMBER					
134 Shields Jn	Down and Up BLOCKED	00 30 to 07 00. Track renewal and track maintenance.			
134A Paisley and Johnstone	Down and Up BLOCKED	00 00 to 09 45. Drainage. Isolation of electrical sections EL1 and 2, SL3 and 4 and SA1 to 4, 01 00 to 08 00.			
135 Johnstone and Lochwinnoch	Down and Up BLOCKED	00 00 to 09 45. Bridgework (OB No.28), station work (Johnstone), drainage, slip treatment, track renewal and track maintenance. Isolation of electrical sections EL1 and 2, 01 00 to 08 00.			

136 Lochwinnoch and Down and Up BLOCKED 00 15 to 09 45. Track renewal and station work Glengarnock (Lochwinnoch).

	RY ENGINEERING WORKS -	continued			
At or between	Lines affected	Remarks			
SUNDAY 7 DECEMBER -		•			
137 Glengarnock and Kilwinning Jn	Down and Up BLOCKED	00 15 to 09 45. Track renewal and track maintenance. <u>Isolation of electrical sections</u> SL3 and 4, 01 00 to 08 00.			
138 Kilwinning Jn and Irvine	Down and Up BLOCKED	00 30 to 09 30. Track renewal.			
139 Barassie and Newton Jn	Down and Up BLOCKED	00 30 to 09 30. Earthwork and drainage. <u>Isolation of electrical sections SA1 to 4, 01 00 to 08 00.</u>			
140 Ayr and Dalrymple Jn	Down and Up BLOCKED	00 00 to 16 15. Level crossing work (Belmont) and track maintenance.			
141 Dalrymple Jn and Kilkerran LC	Single BLOCKED	06 30 to 16 15. Drainage and track maintenance.			
142 Kilkerran LC and Girvan	Single BLOCKED	08 30 to 16 30. Track maintenance.			
143 Girvan and Pinwherry	Single BLOCKED	00 30 to 16 00. Track maintenance and track renewal.			
143A Dunragit LC and Stranraer	Single BLOCKED	07 00 to 16 00. Track renewal.			
TUESDAY 9 and WEDNES 144 Bridge Street Jn	No.1 Branch BLOCKED	00 30 to 05 30 daily. Track renewal at points No.384 and track maintenance.			
TUESDAY 9 to FRIDAY 145 Kilwinning Jn and Irvine	Down and Up BLOCKED	00 10 to 05 30 daily. Track renewal and station work. Isolation of electrical sections SA1 and 2.			
145A Irvine and Ayr	Down and Up Between Trains BLOCKED (to electric trains)	01 00 to 05 00 daily. Overhead line construction work. Isolation of electrical sections SA1, 2, 3 and 4.			
CORKERHILL CSMD GROUND FRAME TO HAWKHEAD (GOODS LINE)					
SUNDAY 7 DECEMBER 146 Corkerhill CSMD GF and Hawkhead	Single BLOCKED	07 00 to 17 00. Loading material.			
PAISLEY TO GOUROCK SATURDAY 6 DECEMBER 147 Wemyss Bay Jn	A11	00 00 to 07 00. Signalling work.			
SUNDAY 7 DECEMBER 148 Bishopton and Langbank	Down and Up BLOCKED	00 45 to 07 00. Earthwork, track renewal and track maintenance. <u>Isolation of electrical sections GB3 and 4</u> .			
149 Wemyss Bay Jn and Gourock	A11	08 00 to 17 00. Signalling work.			
149A Greenock Central and Gourock	Down and Up BLOCKED	00 45 to 07 30. Drainage. <u>Isolation of electrical</u> sections <u>GGl</u> and <u>2</u> .			
TUESDAY 9 DECEMBER 150 Greenock Central and Wennes Bay In	Up BLOCKED	00 30 to 05 30. Track maintenance.			

Wemyss Bay Jn

SECTION B - TEMPORAR	Y ENGINEERING WORKS -	WON-B9 continued			
At or between	Lines affected	Remarks			
PAISLEY TO GOUROCK - continued TUESDAY 9 to FRIDAY 12 DECEMBER					
151 Bishopton and Wemyss Bay Jn	Down and Up BLOCKED	00 30 to 05 30 daily. Track maintenance and overhead line work. Isolation of electrical sections GB3 and 4.			
WEMYSS BAY JN TO WEM SATURDAY 6 DECEMBER	YSS BAY				
152 Wemyss Bay Jn	A11	00 00 to 07 00. Signalling work.			
SUNDAY 7 DECEMBER 153 Wemyss Bay Jn and Wemyss Bay	A11	08 00 to 17 00. Signalling work.			
TUESDAY 9 to FRIDAY	12 DECEMBER				
154 Wemyss Bay Jn and Wemyss Bay	Single BLOCKED	00 30 to 06 00 daily. Bridgework (OB No.8).  Isolation of electrical sections GW1.			
KILWINNING JN TO LAR					
155 Stevenston and South Beach	Down and Up/Single and Up Freight	08 00 to 18 00 daily. Bridgework (OB's Nos.7B, 8 and 12) and Station work (Saltcoats).			
156 South Beach and Hunterston	Single and Up Freight	07 30 to 18 00 daily. Bridgework (OB No.18 and FB No.1) and platform work (West Kilbride).			
SATURDAY 6 DECEMBER 157 Kilwinning Jn and Saltcoats	Down and Up BLOCKED	00 30 to 05 30. Engineering work.			
158 Saltcoats and Hunterston	Single, and Up Freight BLOCKED	00 30 to 05 30. Engineering work.			
159 Saltcoats		00 45 to 05 30. Engineering work.  Isolation of electrical sections SL1 and 2.			
160 Hunterston and Largs	Single BLOCKED	00 45 to 05 45. Engineering work.			
SUNDAY 7 DECEMBER 161 Kilwinning Jn and Saltcoats	Down and Up BLOCKED	00 30 to 09 30. Engineering work.			
162 Saltcoats and Hunterston	Up Freight BLOCKED Single BLOCKED Single Between Trains Up Freight Between Trains	00 30 to 11 30 ) Engineering work. 00 30 to 09 15 ) Crane and mechanical 09 15 to 20 00 ) equipment in use. ) 11 30 to 20 00 )			
163 Hunterston and Largs	Single BLOCKED	00 40 to 09 00. Engineering work.			
SUNDAY 7 to FRIDAY 1 163A Hunterston and Largs		08 00 to 16 00 daily. Drainage. Crane and mechanical equipment in use.			
MONDAY 8 DECEMBER 164 Saltcoats		00 00 to 05 30. Engineering work.  Isolation of electrical sections SL1 and 2.			

Down and Up BLOCKED 00 00 to 05 30. Engineering work. (to electric trains)  $\frac{\text{Isolation of electrical sections SL1 and 2,}}{01\ 00\ \text{to 05 00}}$ 

SECTION	В	-	TEMPORARY	ENGINEERING	WORKS	-	continued

	TION B - TEMPORAR or between	Y ENGINEERING WORKS - Lines affected	continued		
			Actino 1.10		
KILWINNING JN TO LARGS - continued TUESDAY 9 to FRIDAY 12 DECEMBER					
165	Kilwinning Jn and Saltcoats	Down and Up BLOCKED	00 30 to 05 30 daily. Engineering work.  Isolation of electrical sections SL1 and 2.		
166	Hunterston and Saltcoats	Single and Up Freight BLOCKED	00 30 to 05 30 daily. Engineering work.  Possession to be given up for passage of 1Z90  Sandite train over Up Freight Monday and  Wednesday only.		
167	Hunterston and Largs	Single BLOCKED	01 00 to 06 00 daily. Engineering work.		
	HERWELL TO PERTH DAY 7 DECEMBER				
168	Braidhurst Loops and Mossend Yard	A11	08 00 to 17 00. Signalling work.		
169	Mossend South Jn	Down and Up Between Trains	00 00 to 09 00. Track renewal.		
170	Burnhouse and Whifflet North Jn	Down and Up Between Trains BLOCKED (to electric trains)	08 30 to 18 00. Track maintenance (switches and crossings) and earthwork. Isolation of electrical sections ML1(1 and m) and ML2(j to q).		
171	Gartsherrie South Jn and Garnqueen North Jn	Down and Up BLOCKED	08 00 to 16 00. Loading material.		
172	Garnqueen North Jn and Greenfoot LC	Down and Up BLOCKED	08 00 to 16 00. Loading material.		
173	Greenfoot LC and Cumbernauld	Down and Up Between Trains	00 00 to 08 00. Track maintenance.		
174	Carmuirs West Jn and Greenhill Lower Jn	Up BLOCKED	00 30 to 08 30. Track renewal.		
175	Larbert North and Larbert Jn	Up BLOCKED Down Between Trains	00 50 to 08 00. Track maintenance.		
176	Stirling Middle and Stirling North	Down and Up Main BLOCKED	08 00 to 16 30. Stationwork (Stirling).  Trains to run over S and D lines.		
177	Stirling North and Dunblane	Down BLOCKED Up Between Trains	01 00 to 16 30. Signalling work (Cornton LC), track renewal, track maintenance and tunnel work (Kippenross). Single line working over Up line. Crane and mechanical equipment in use.		
,178	Auchterarder and Hilton Jn	Down and Up Between Trains	$08\ 00\ to\ 17\ 00$ . Track renewal between $137m900yd$ and $149m370yd$ .		
179	Hilton Jn and Perth	Down and Up Between Trains	08 00 to 18 00. Signalling work (Perth) and tunnel work (Moncrieffe).		

			WON-B11
SECTI	ON B - TEMPORARY	Y ENGINEERING WORKS -	
	between	Lines affected	Remarks
	RWELL TO PERTH -		
180 M	otherwell MPD	Down and Up Between Trains	11 00 to 18 00 daily. Track maintenance.
	AY 9 to FRIDAY Derbert North	12 DECEMBER Down and Up Between Trains	00 00 to 06 00 daily. Track renewal.
	Stirling North and Dunblane	Down BLOCKED Up Between Trains	00 40 to 03 50 daily. Track renewal and track maintenance. Single line working over Up line. Crane and mechanical equipment in use.
	LET NORTH JN TO	RUTHERGLEN EAST JN	
182 W	hifflet orth Jn	Down and Up Between Trains	08 00 to 18 00. Track maintenance (Switches and Crossings) and earthwork. Crane and mechanical equipment in use.
	SURGH WAVERLEY TO FURTHER NOTICE	GLASGOW QUEEN STREET	r (VIA FALKIRK HIGH)
J	aymarket West n and lewbridge Jn	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.3A) and construction work. Mechanical equipment in use.
а	lewbridge Jn Ind Winchburgh In	Down and Up Between Trains	07 30 to 16 30. Retaining wall work.
	inchburgh Jn and Linlithgow	Down and Up Between Trains	07 30 to 16 30. Retaining wall work.
	DAY 6 DECEMBER aymarket	A11	00 00 to 06 00. Signalling work.
	Y 7 DECEMBER aymarket	All	08 00 to 18 00. Signalling work.
J H	aymarket East n and aymarket lest Jn	Down and Up South BLOCKED	00 00 to 16 00. Reballasting and track maintenance between 45ml496yd and 45m836yd.  Trains diverted via North lines and Dalmeny Jn.  Crane in use.
а	ewbridge Jn Ind Haymarket Jest Jn	Up Between Trains	00 00 to 07 00. Track maintenance between 44mp and 44m440yd.
a	lewbridge Jn nd Winchburgh n	Down and Up BLOCKED	00 00 to 16 00. Tunnel work (Winchburgh Tunnel). Trains diverted via Dalmeny Jn.
	inlithgow and Colmont Jn	Down and Up BLOCKED	00 00 to 08 00. Track renewal.
а	olmont Jn Ind Greenhill Opper Jn	Down and Up BLOCKED	00 00 to 18 00. Track renewal, track maintenance and tunnelwork (Falkirk High).

08 00 to 18 00. Signalling work.

00 15 to 16 00. Signalling work and tunnel work (Queen Street HL).

192A Cowlairs

A11

Up Between Trains

193 Queen Street HL Down BLOCKED and Cowlairs Up Between Tr

At or between Lines affected Remarks

EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued MONDAY 8 DECEMBER

194 Haymarket West Jn and Newbridge Jn Down Between Trains

00 00 to 06 00. Track maintenance between

44m1610yd and 38m1300yd.

TUESDAY 9 to THURSDAY 11 DECEMBER

195 Newbridge Jn and Winchburgh

Jn

Jn.

Down BLOCKED

00 00 to 04 30 daily. Tunnel work (Winchburgh).

Single line working over Up line.

TUESDAY 9 to FRIDAY 12 DECEMBER

196 Polmont Jn and Greenhill Upper Down and Up BLOCKED

00 00 to 06 00 daily. Track maintenance and track

renewal.

196A Polmont Jn

Down and Up Between Trains 00 00 to 06 00 daily. Track renewal.

197 Cadder West

Down and Up BLOCKED 00 00 to 05 00 daily. Track maintenance.

and Cowlairs East Jn

198 Cowlairs West Jn and Queen

Street HL

Down BLOCKED Up Between Trains 00 00 to 05 00 daily. Track maintenance and track

renewal.

THURSDAY 11 and FRIDAY 12 DECEMBER

199 Haymarket East

Jn

Jn and Haymarket West Down South Between Trains 00 00 to 06 00 daily. Track maintenance

between 45m1610yd and 44m1610yd.

FRIDAY 12 DECEMBER

200 Princes Street Gardens and Haymarket Central Jn

Down and Up North Between Trains

00 00 to 06 00. Track maintenance between

0m550yd and 1m1450yd.

201 NOT USED

POLMONT JN TO LARBERT JN

SUNDAY 7 DECEMBER

202 Polmont Jn and Grangemouth Jn Up Loop BLOCKED

Down and Up BLOCKED 00 30 to 08 00 ) Drainage and retaining wall

08 00 to 18 00 ) work.

203 Grangemouth Jn

and Swingbridge East LC

Down and Up BLOCKED 00 00 to 08 00. Bridgework (OB No.10).

GRANGEMOUTH JN TO GRANGEMOUTH OIL TERMINAL (GOODS LINE) SUNDAY 7 DECEMBER

204 Grangemouth Jn Down, Up and Single 00 00 to 18 00. Track maintenance. and Grangemouth BLOCKED

Oil Terminal

At or between Lines affected Remarks

COWLAIRS TO BELLGROVE SUNDAY 7 DECEMBER

206 Cowlairs West Jn and Sighthill Jn

Down and Up Passenger BLOCKED 08 00 to 18 00. Track renewal.

NEWBRIDGE JN TO BATHGATE TUESDAY 9 to FRIDAY 12 DECEMBER

207 Cawburn Jn and Carmondean Jn

Single BLOCKED

00 00 to 05 30 daily. Track maintenance.

AIRDRIE TO HELENSBURGH

SATURDAY 6 DECEMBER

208 Airdrie and 🕝 Sunnyside Jn

Down and Up BLOCKED

00 10 to 04 40. Overhead line work. Isolation of electrical sections PA3 and 4.

209 Sunnyside Jn and Shettleston

Down and Up BLOCKED

00 10 to 05 00. Overhead line work. Isolation

of electrical sections PAl and 2.

210 Shettleston and Bridgeton Central Jn

Down and Up BLOCKED

00 10 to 05 00. Signalling work and overhead line work. Possession to be given up for the passage of T71. Isolation of electrical sections PA1 and 2, PF1(d), PF2(a) and PS1 and 2.

211 Bridgeton Central Jn and Finnieston GF

Down and Up BLOCKED

00 30 to 05 15. Signalling work. Possession to be given up for the passage of T71.

Down and Up BLOCKED 00 15 to 05 30. Stationwork.

213 Dalmuir Park and Bowling LC

Down and Up BLOCKED 00 15 to 05 30. Stationwork (Old Kilpatrick).

214 Helensburgh Central

212 Westerton

Platform No.3 BLOCKED

00 20 to 05 45. Station work.

Isolation of electrical sections DHl and 2.

SUNDAY 7 DECEMBER

215 High Street Jn and Finnieston

Down and Up BLOCKED 00 00 to 08 00. Signalling work.

216 Finnieston GF and Hyndland East Jn

Down and Up BLOCKED

00 20 to 07 30. Track renewal and bridgework (UB No.130). Isolation of electrical sections DF7 and 8.

217 Knightswood South Jn and

Down and Up BLOCKED

01 00 to 07 30. Station work (Westerton) and retaining wall work. Isolation of electrical sections DF3 and 4 and DM1 and 2.

Westerton

218 Craigendoran Jn Single BLOCKED

00 20 to 07 15. Track renewal. Isolation of electrical sections DHl and 2.

and Helensburgh Central

At or between

Lines affected

Remarks

## AIRDRIE TO HELENSBURGH - continued SUNDAY 7 and MONDAY 8 DECEMBER

219 Dalmuir Park and Bowling LC

Down and Up BLOCKED 00 45 Sun to 05 30 Mon. Station work (Old Kilpatrick). Airdrie/Helensburgh/Airdrie services terminate/start Dalmuir Park and Dumbarton Central. Possession to be given up for the passage of 1Y29, 17 50 Glasgow Queen Street to Fort William and 1M16, 17 42 Fort William to Euston. Isolation of electrical sections DF1(f)

and DF2(a).

## TUESDAY 9 NOVEMBER

220 Hyndland East Jn and

Down and Up BLOCKED

00 15 to 05 30. Track maintenance (Switches and Crossings).

Knightswood North Jn

221 Westerton

Down and Up BLOCKED 00 15 to 05 30. Stationwork.

222 Dalmuir Park and Bowling LC Down and Up BLOCKED

00 15 to 05 30. Stationwork (Old Kilpatrick)

and track maintenance.

## TUESDAY 9 to FRIDAY 12 DECEMBER

223 Airdrie and Sunnyside Jn Down and Up BLOCKED

00 15 to 04 45 daily. Bridgework (OB No.69A) and loading material. Isolation of electrical

sections PA3 and 4.

224 Shettleston and Down and Up BLOCKED

Bridgeton Central Jn

00 10 to 05 00 daily. Overhead line work. Possession to be given up for the passage of T71. Isolation of electrical sections PAl and 2,

PF1(d), PF2(a) and PS1 and 2.

225 Bowling LC and

Dumbarton East

Down and Up BLOCKED 00 15 to 05 30 daily. Track maintenance.

## WEDNESDAY 10 DECEMBER

226 Hyndland East Jn and Knightswood

North Jn

Down and Up BLOCKED

00 50 to 05 30. Track maintenance.

(Switches and Crossings).

227 Westerton

Down and Up BLOCKED 00 50 to 05 30. Station work.

228 Dalmuir Park and Bowling LC Down and Up BLOCKED

00 45 to 05 30. Station work (Old Kilpatrick)

and track maintenance.

## THURSDAY 11 and FRIDAY 12 DECEMBER

229 Hyndland East Jn and Knightswood

Down and Up BLOCKED 00 15 to 05 30 daily. Track maintenance

(Switches and crossings).

North Jn 230 Westerton

Down and Up BLOCKED

00 15 to 05 30 daily. Station work.

231 Dalmuir Park and Bowling LC Down and Up BLOCKED

00 15 to 05 30 daily. Station work (Old Kilpatrick) and track maintenance.

At or between

Lines affected

BRIDGETON CSD TO HIGH STREET STATION (GOODS LINE)

SUNDAY 7 DECEMBER

232 Bridgeton CSD and Bridgeton

Down and Up BLOCKED 09 00 to 16 00. Overhead line work.

Central Jn

Isolation of electrical sections PBI and 2.

HYNDLAND NORTH JN TO HYNDLAND WEST JN

TUESDAY 9 DECEMBER

233 Hyndland North Jn

Jn

Jn

Down and Up BLOCKED 00 15 to 05 30. Track maintenance

(Switches and Crossings).

WEDNESDAY 10 DECEMBER

234 Hyndland North

Down and Up BLOCKED 00 50 to 05 30. Track maintenance

(Switches and Crossings).

THURSDAY 11 and FRIDAY 12 DECEMBER

235 Hyndland North

Down and Up BLOCKED 00 15 to 05 30 daily. Track maintenance

(Switches and Crossings).

HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)

SATURDAY 6 DECEMBER

236 Hyndland West Jn and Dalmuir

Park

Down and Up BLOCKED 00 15 to 05 30. Overhead line construction work.

Isolation of electrical sections DF5 and 6.

SUNDAY 7 DECEMBER

237 Hyndland East

238 Clydebank Dock Jn and Dalmuir

Down and Up BLOCKED 00 00 to 07 30. Overhead line construction

Jn and

work and bridgework (FB Scotstounhill). Isolation of electrical sections DF5 and 6.

Clydebank Dock

Jn

Down and Up BLOCKED 00 00 to 07 30. Overhead line construction work and tunnelwork (Dalmuir TT). Isolation of

electrical sections DF5 and 6.

COWLAIRS WEST JN TO KNIGHTSWOOD NORTH JN

Park

SUNDAY 7 DECEMBER

239 Cowlairs West

Down and Up BLOCKED 08 00 to 16 30. Retaining wall work and

track renewal.

Jn and Knightswood North Jn

CRAIGENDORAN JN TO FORT WILLIAM SATURDAY 6 and SUNDAY 7 DECEMBER

240 Tyndrum Upper

Single BLOCKED

21 15 Sat to 17 15 Sun. Retaining wall work.

and Bridge

of Orchy

SUNDAY 7 DECEMBER

241 Craigendoran Jn Single BLOCKED

06 00 to 18 00. Bridgework (OB No.21C).

and

Garelochhead

08 00 to 16 00. Track renewal.

241A Arrochar & Tarbet and

Ardlui

Single BLOCKED

07 30 to 17 15. Track renewal.

242 Crianlarich and Single BLOCKED Tyndrum Upper

SECTION B - TEMPORARY ENGINEERING WORKS - continued				
At or between	Lines affected	Remarks		
CRIANLARICH TO OBAN SUNDAY 7 DECEMBER				
243 Dalmally and Taynuilt	Single BLOCKED	08 00 to 16 00. Track renewal.		
MALLAIG JN TO MALLAI SUNDAY 7 DECEMBER	<u>.G</u>			
243A Annat and Mallaig	Single <b>BLO</b> CKED	07 00 to 17 00. Track renewal.		
TWEEDMOUTH TO EDINBU		•		
244 Beal and Tweedmouth	A11	$08\ 00\ to\ 16\ 00\ daily.$ Signalling work between $58m1140yd$ and $65m1720yd$ .		
245 Reston GSP and Grantshouse	Down and Up Between Trains	08 00 to 18 00 daily. Bridgework (OB No.128).		
246 Longniddry and Prestonpans	Down and Up Between Trains	08 00 to 18 00 daily. Earthwork and bridgework (OB No.40AA).		
247 Waverley (East End) and Waverley (West End)	North Loop Siding and North Loop Between Trains	08 00 to 17 00 daily. Construction work.		
SATURDAY 6 and SUNDA	Y 7 DECEMBER			
248 Berwick-upon- Tweed and Reston GSP	Down BLOCKED Up Between Trains	22 45 Sat to 16 40 Sun. Track reballasting, unloading rails, track maintenance and overhead line construction work between 54m704yd and 54m220yd. Single line working over Up line 03 00 to 16 40.		
249 Grantshouse and Innerwick GSP	Down BLOCKED Up BLOCKED	22 40 Sat to 11 00 Sun ) Track maintenance 00 30 to 09 30 ) between 41m310yd and 34m880yd. Possession to be given up for the passage of 1870 20 12 (SO) Kings Cross to Aberdeen, 1877 22 35 (SO) Kings Cross to Edinburgh and 1838 23 25 (SO) Kings Cross to Edinburgh over Down line.		
250 Reston GSP and Grantshouse	Down and Up BLOCKED	00 30 to 09 45. Bridgework (OB No.128) and track maintenance between 47m310yd and 41m310yd.  Possession to be given up for the passage of 1870 20 12 (SO) Kings Cross to Aberdeen, 1877 22 35 (SO) Kings Cross to Edinburgh and 1838 23 25 (SO) Kings Cross to Edinburgh over Down line.		
251 Oxwellmains and Dunbar	Down and Up BLOCKED	00 30 to 09 30. Bridgework (UB No.88).  Possession to be given up for the passage of 1870 20 12 (SO) Kings Cross to Aberdeen, 1877 22 35 (SO) Kings Cross to Edinburgh and 1838 23 25 (SO) Kings Cross to Edinburgh over Down line.		
252 Stenton GSP and Drem	Down and Up BLOCKED	00 30 to 09 30. Track renewal between 24m880yd and 18m880yd. Possession to be given up for the passage of 1870 20 12 (SO) Kings Cross to Aberdeen 1877 22 35 (SO) Kings Cross to Edinburgh and 1838 23 25 (SO) Kings Cross to Edinburgh over Down line.		

At or between Lines affected Remarks

TWEEDMOUTH TO EDINBURGH WAVERLEY - continued SUNDAY 7 DECEMBER - continued

Up and Up Loop 253 Drem Jn

BLOCKED

00 30 to 09 00. Track renewal.

254 Drem and St Germains LC Down and Up BLOCKED

00 30 to 09 30. Slip treatment and loading material. Possession to be given up for the passage of 1870 20 12 (SO) Kings Cross to Aberdeen 1877 22 35 (SO) Kings Cross to Edinburgh and 1838 23 25 (SO) Kings Cross to

Edinburgh over Down line.

255 St Germains LC and Prestonpans Down and Up BLOCKED

00 00 to 09 30. Bridgework (OB No.40AA). Possession to be given up for the passage of

1870 20 12 (SO) Kings Cross to Aberdeen 1877 22 35 (SO) Kings Cross to Edinburgh and 1838 23 25 (SO) Kings Cross to Edinburgh over Down

line.

256 Monktonhall Jn and Prestonpans Up BLOCKED Down Between Trains 00 15 to 09 30. Loading material.

257 Craigentinny and Abbeyhill Jn

Down and Up BLOCKED

00 00 to 08 30. Drainage work.

Trains to be diverted via Lochend Jn.

258 Waverley (East End) and

North Loop Siding and North Loop BLOCKED **Platforms** 

00 00 to 08 00. Bridgework (OB No.6).

Waverley (West End)

Nos.1 and 19 Between Trains

MONDAY 8 DECEMBER

259 Monktonhall Jn and Prestonpans Up Between Trains

00 30 to 06 30. Track maintenance between

5m1720yd and 6m90yd.

TUESDAY 9 to THURSDAY 11 DECEMBER

260 Innerwick GSP

and Grantshouse

Up BLOCKED

Ol 50 to 06 45 daily. Track maintenance between 34m880yd and 41m310yd.

Single line working over Down line.

TUESDAY 9 to FRIDAY 12 DECEMBER

261 Reston GSP and Up BLOCKED

Down Between Trains

02 00 to 06 30 daily. Overhead line construction work between 47m310yd and 54m1080yd. Mechanical

equipment in use.

Berwick-upon-

Tweed

THURSDAY 11 and FRIDAY 12 DECEMBER

262 Berwick-Upon-Tweed and Reston GSP

Down BLOCKED

22 30 Thu to 01 00 Fri. Track maintenance

between 54ml080yd and 47m310yd.

At or between Lines affected Remarks

PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)

UNTIL FURTHER NOTICE

263 Portobello and Leith South Single

Between Trains

05 00 to 19 00 daily. Construction work.

Mechanical equipment in use.

SUNDAY 7 DECEMBER

264 Portobello and Leith South

Single BLOCKED

0800 to 1600. Earthwork.

MONKTONHALL JN TO MILLERHILL SOUTH JN (GOODS LINE)

MONDAY 8 DECEMBER

265 Monktonhall Jn and Millerhill

Down and Up Between Trains 03 00 to 07 00. Track maintenance.

South Jn

BILSTON GLEN TO MILLERHILL SOUTH (GOODS LINE)

SUNDAY 7 DECEMBER

266 Millerhill Yard All Between Trains

07 00 to 17 00. Signalling work.

NIDDRIE SOUTH JN TO HAYMARKET WEST JN SUNDAY 7 DECEMBER

JUNDAL / DECEMBER

267 Niddrie West Jn Down BLOCKED

and

Craiglockhart Jn

10 00 to 16 00. Track maintenane between

6m730yd and 1m370yd.

HAYMARKET WEST JN TO ABERDEEN

UNTIL FURTHER NOTICE

268 Tay Bridge South and

Dundee Central Jn Down and Up Between Trains 00 00 to 17 00 daily. Bridgework (Tay Bridge) and signalling work. Crane and mechanical

equipment in use.

269 Dundee Central

Jn and

Camperdown Jn

Camperdown Jn

All Between Trains

00 00 to 24 00 daily. Tunnel work (Dock Street),

work at lineside and signalling work. Crane and mechanical equipment in use.

270 Dundee Central

Jn and

Down Through/ Down Platform and Down Main Between Trains

07 00 to 19 00 daily. Bridgework (OB No.188J). Crane and mechanical equipment in use.

271 Newtonhill and

Ferryhill Jn

Down and Up Between Trains 00 00 to 24 00 daily. Earthwork, rock blasting and work at lineside between 230ml300yd and 239m640yd. Crane and mechanical equipment in use.

SATURDAY 6 and SUNDAY 7 DECEMBER

272 Dundee Central

Jn and Tay Bridge South Up BLOCKED
Down Between Trains

23 30 Sat to 16 15 Sun. Track renewal and track maintenance between 57m220yd and 56m910yd. Single line working over Down line 08 00 to

16 00. Crane and mechanical equipment in use.

273 Carnoustie LC and Arbroath LC

Down and Up Between Trains 22 00 Sat to 17 00 Sun. Track renewal and work at lineside between 10m640yd and 16m1320yd. Mechanical equipment in use.

## WON-B19

SECTION B - TEMPORARY ENGINEERING WORKS - conti	nued
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At or between	Lines affected	Remarks		
HAYMARKET WEST JN TO ABERDEEN - continued SATURDAY 6 and SUNDAY 7 DECEMBER - continued				
274 Newtonhill and Ferryhill Jn	Down BLOCKED Up Between Trains Down Between Trains	23 30 Sat to 08 00 Sun ) Track renewal, track 23 30 Sat to 17 00 Sun ) maintenance and work 08 00 to 17 00 Sun ) at lineside between 230ml300yd and 240m880yd and signalling work. Single line working over Up line 02 45 to 06 30. Mechanical equipment in use		
SATURDAY 6 to FRIDAY	12 DECEMBER	<b>i</b>		
275 Camperdown Jn and Broughty Ferry LC	Down and Up Between Trains	08 00 to 17 00 daily. Work at lineside between Om460yd and 3m990yd. Mechanical equipment in use.		
276 Craigo and Laurencekirk	Down and Up Between Trains	08 00 to 16 00 daily. Work at lineside between 205ml·76yd and 210ml·320yd. Mechanical equipment in use.		
SUNDAY 7 DECEMBER		•		
277 Haymarket West Jn and Dalmeny	Down and Up Between Trains	00 00 to 07 00. Track maintenance and track renewal.		
278 North Queensferry and Dalmeny	Up BLOCKED Down Between Trains	07 30 to 17 00. Bridgework (Forth Bridge). Up trains to run over Down line.		
279 North Queensferry and Inverkeithing	Down and Up Between Trains	00 00 to 08 00. Tunnel work (North Queensferry).		
280 Inverkeithing East Jn and Burntisl <b>a</b> nd	Down and Up Between Trains Down Between Trains	00 00 to 05 00 ) Track renewal, track maintenance ) and drainage work between 08 00 to 12 00 ) 13m460yd and 20m220yd.		
281 Sinclairtown and Thornton North Jn	Down BLOCKED Up Between trains	00 05 to 16 40. Re-ballasting, track renewal and track maintenance between 30m580yd and 30m840yd. 5T74 05 15 Craigentinny to Dundee diverted via Cowdenbeath. Single line working over Up line 05 00 to 16 00.		
282 Ladybank and Cupar	Down and Up Between Trains	00 00 to 07 00. Track maintenance between 39m220yd and 44m1100yd.		
283 Dundee Tay Bridge	A11	07 30 to 17 00. Signalling work.		
284 Camperdown LC	A11	07 30 to 17 00. Signalling work.		
285 Arbroath LC and Inverkeilor	Down and Up Between Trains	08 00 to 16 30. Bridgework (OBs Nos.232, 233, and 237). Track renewal between 16ml320yd and 23m240yd.		
286 Usan and Montrose South	Single Between Trains	08 00 to 17 00. Track renewal between 28m880yd and 30m810yd.		
287 Ferryhill Jn and Aberdeen	A11 .	07 30 to 17 00. Signalling work.		

At or between Lines affected Remarks

HAYMARKET WEST JN TO ABERDEEN - continued MONDAY 8 DECEMBER

288 Seafield Shunting Frame

and Kirkcaldy

Down Between Trains

00 00 to 06 00. Track maintenance between

23m1280yd and 26m20yd.

289 Dundee Central Jn and Tay

Bridge South

Up BLOCKED Down Between Trains Up Between Trains

00 30 to 05 45 ) Track renewal and track 00 00 to 24 00 ) maintenance between 57m220yd

05 45 to 24 00 ) and 56m910yd.

MONDAY 8 to FRIDAY 12 DECEMBER

290 Carnoustie LC and Arbroath LC

Down and Up Between Trains 08 00 to 17 00 daily. Work at lineside between 10m640yd and 16m1320yd. Mechanical equipment in

use.

291 Newtonhill and Ferryhill Jn

Down and Up Between Trains 00 00 to 07 00 daily. Track renewal, track maintenance and work at lineside between 230ml300yd and 240m880yd. Mechanical equipment

in use.

TUESDAY 9 and WEDNESDAY 10 DECEMBER

292 Haymarket West Jn and Dalmeny Down Between Trains

00 00 to 06 30 daily. Track renewal between

8mp and 8m1320yd.

293 Sinclairtown and Thornton North In

Down BLOCKED

00 00 to 04 00 daily. Track maintenance between 27m90yd and 30ml360yd. Down trains diverted via

Cowdenbeath.

TUESDAY 9 to FRIDAY 12 DECEMBER

294 Tay Bridge

South and Dundee Central Jn

Down and Up Between Trains 00 00 to 24 00 daily. Track renewal and track

maintenance between 56m910yd and 57m220yd.

THURSDAY 11 DECEMBER

295 Haymarket West Jn and Dalmeny Down Between Trains

00 00 to 06 30. Track renewal between 9mp and

9m880yd.

FRIDAY 12 DECEMBER

296 Dalmeny and Haymarket West .In

Up Between Trains

00 00 to 06 30. Track renewal between 9m880yd

and 9mp.

LADYBANK JN TO HILTON JN SUNDAY 7 DECEMBER

297 Ladybank Jn and Hilton Jn Single BLOCKED

07 30 to 16 30. Loading material between Omp and

13m1320yd.

SECTION B - TEMPORAR	Y ENGINEERING WORKS -	WON-B21 continued
At or between	Lines affected	Remarks
PERTH TO INVERNESS UNTIL FURTHER NOTICE		
298 Dunkeld and Pitlochry	Single Between Trains	08 00 to 18 00 daily. Work at lineside, tunnel work (Inver) and bridgework (UB No.47) between 16m188yd and 24m700yd. Crane and mechanical equipment in use.
299 Blair Atholl LC and Dalwhinnie	Down and Up Between trains	08 00 to 20 00 daily. Bridgework (UB's Nos.86J and 126 and 99). Work at lineside between 35ml32yd and 58ml188yd. Crane and mechanical equipment in use.
300 Culloden Moor and Inverness	A11	07 30 to 17 00 daily. Signalling work.
SATURDAY 6 and SUNDA	Y 7 DECEMBER	
301 Stanley Jn and Dunkeld	Single BLOCKED	22 30 Sat to 18 00 Sun. Track renewal and track maintenance and work at lineside and signalling work between 7m176yd and 15m264yd. Possession to be given up for the passage of 0Z21, 20 55 (Sat) Inverness to Perth, 1Z45, 01 34 (SO) Perth to Inverness, 1S03, 20 33 (Sat) Euston to Inverness and 1S07, 21 00 (Sat) Euston to Inverness. Crane and mechanical equipment in use.
302 Blair Atholl LC and Dalwhinnie	Down and Up Between Trains	22 00 Sat to 17 00 Sun. Track renewal, track maintenance and signalling work between 35ml30yd and 58ml170yd.
303 Millburn Jn and Culloden Moor	Up BLOCKED Down BLOCKED Down Between Trains	21 15 Sat to 16 50 Sun ) Track renewal, track 22 00 Sat to 04 30 Sun ) maintenance, earthwork 04 30 to 17 00 Sun ) and work at lineside between 117m440yd and 11lm660yd. Crane and mechanical equipment in use.
304 Millburn Jn and Welsh's Bridge	Down Aviemore BLOCKED Up Aviemore Between Trains	21 00 Sat to 18 00 Sun. Track renewal, track maintenance, earthwork and work at lineside between 117m440yd and 117m1230yd and signalling work. Single line working over Up Aviemore line 07 00 to 18 00. Crane and mechanical equipment in use.
305 Millburn Jn and Inverness	Single Forres Between Trains	21 00 Sat to 18 00 Sun. Signalling work, track renewal, track maintenance, earthwork and work at lineside between 117m440yd and 118m70yd.

## SATURDAY 6 to FRIDAY 12 DECEMBER

306	Pitlochry and Blair Atholl LC	Single Between Trains	08 00 to 17 00 daily. Work at lineside between 28m640yd and 35m130yd. Mechanical equipment in use.
307	Kingussie LC and Kincraig Loop	Single Between Trains	08 00 to 17 00 daily. Work at lineside and loading material between 71ml056yd and 77m880yd. Mechanical equipment in use.

Crane and mechanical equipment in use.

## SUNDAY 7 DECEMBER

308 Perth and All 07 30 to 17 00. Signalling work. Stanley Jn

SECTION B - TEMPORARY ENGINEERING WORKS - continued	SECTION B	<ul> <li>TEMPORARY</li> </ul>	ENGINEERING	WORKS	-	continued
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SECTION B - TEMPORAR		- continued			
At or between Lines affected Remarks					
PERTH TO INVERNESS - continued SUNDAY 7 DECEMBER - continued					
309 Pitlochry Station	Down and Up Between Trains	08 30 to 16 00. Bridgework (FB No.65).			
310 Dalwhinnie and Kingussie LC	Single Between Trains	08 00 to 17 00. Loading material between 58ml170yd and 71ml060yd.			
311 Carrbridge Loop and Slochd Loop	Single Between Trains	08 00 to 17 00. Track renewal and signalling between 90mp and 95m3l0yd.			
312 Slochd Loop and Tomatin Loop	Single Between Trains	$08\ 00$ to $17\ 00$ . Loading rails and material and signalling work between $95m310yd$ and $99m240yd$ .			
313 Tomatin Loop and Moy Loop	Single Between Trains	08 00 to 17 00. Loading rails and material between 99m240yd and 103m510yd and signalling work.			
314 Moy Loop and Culloden Moor	Single Between Trains	08 00 to 17 00. Work at lineside between 103m510yd and lllm660yd.			
315 Culloden Moor and Locomotive	All	08 00 to 17 00. Signalling work.			
MONDAY 8 to FRIDAY 1	2 DECEMBER				
316 Stanley Jn and Dunkeld	Single Between Trains	00 00 to 24 00 daily. Work at lineside, work at Murthly LC and track renewal and track maintenance between 7ml80yd and 15m260yd. Mechanical equipment in use.			
317 Culloden Moor and Millburn Jn	All Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.			
318 Millburn Jn and Welsh's Bridge	Down Aviemore Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthwork and work at lineside between 117m440yd and 117m 1230yd. Crane and mechanical equipment in use.			
319 Millburn Jn and Inverness	Single Forres Between Trains	00 00 to 24 00 daily. Earthwork, work at lineside, track renewal, track maintenance and signalling work between 117m440yd and 118m70yd. Crane and mechanical equipment in use.			
TUESDAY 9 to FRIDAY	TUESDAY 9 to FRIDAY 12 DECEMBER				
320 Blair Atholl LC and Dalwhinnie	Down and Up Between Trains	22 00 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 35ml30yd and 58ml170yd.			
WEDNESDAY 10 to FRIE	DAY 12 DECEMBER				
321 Moy Loop and Culloden Moor	Single Between Trains	22 00 Wed and Thu to 06 00 Thu and Fri. Track maintenance between 103m510yd and 111m660yd.			

SECTION B - TEMPORAL	RY ENGINEERING WORKS -	WON-B23		
At or between	Lines affected	Remarks		
PERTH TO DUNDEE CENTURY OF THE PROPERTY OF THE				
322 Perth and Barnhill	Single Between Trains	08 00 to 16 00. Bridgework (UB No.35). Work at lineside between 20ml100yd and 20ml300yd. Mechanical equipment in use.		
323 Longforgan LC and Dundee Central Jn	All Between trains	07 30 to 21 00 daily. Bridgework (OB No.5/1) and work at lineside between 3m550yd and 3mp and signalling work. Crane and mechanical equipment in use.		
SUNDAY 7 DECEMBER				
324 Perth	A11	07 30 to 17 00. Signalling work.		
325 Errol LC and Longforgan LC	Down and Up Between Trains	08 00 to 17 00. Track maintenance, work at lineside and work at Longforgan signal box between 10m990yd and 5m1210yd and signalling work. Mechanical equipment in use.		
326 Dundee Central Jn	All	07 30 to 17 00. Signalling work.		
SUNDAY 7 to FRIDAY	12 DECEMBER			
327 Barnhill and Errol LC	Down and Up Between Trains	08 00 to 17 00 daily. Bridgework (OB No.25), work at lineside and work at Inchcoonans signal box between 19m1520yd and 10m990yd and signalling work. Mechanical equipment in use.		
328 Errol LC and Longforgan	Down and Up Between Trains	00 00 to 24 00 daily. Track maintenance, work at lineside, work at Longforgan signal box between 10m990yd and 5m1210yd. Mechanical equipment in use.		
ABERDEEN TO INVERNE				
329 Huntly and Keith	Single Between Trains	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45mll00yd. Mechanical equipment in use.		
330 Forres and Nairn	Single Between Trains	00 00 to 24 00 daily. Work at lineside between 128m1200yd and 128m1400yd. Mechanical equipment in use.		
331 Nairn and Inverness	A11	07 30 to 17 00 daily. Signalling work.		
SATURDAY 6 DECEMBER				
332 Millburn Jn and Inverness	All Between Trains	00 00 to 08 00. Unloading signalling material.		
SATURDAY 6 and SUNDA	AY 7 DECEMBER			
333 Keith and Elgín	Single BLOCKED	22 45 Sat to 10 15 Sun. Undertrack excavation and bridgework (OB No.21) between 13m180yd and 13m380yd. Mechanical equipment in use.		
334 Elgin and Forres	Single Between Trains	22 00 Sat to 17 00 Sun. Track maintenance between 11m1630yd and 0m330yd.		

CECTION B TEMPORAR	W ENCLUEDANG LIONIG	WON-B24		
At or between	Y ENGINEERING WORKS - Lines affected	Remarks		
ABERDEEN TO INVERNES		ued		
335 Nairn and Millburn Jn	Single BLOCKED Single Between Trains	23 00 Sat to 18 00 Sun ) Track renewal, track 10 00 to 18 00 Sun ) maintenance, earthwork ) and work at lineside between 128m1580yd and 143m440yd signalling work and unloading signalling material. Crane and mechanical equipment in use.		
336 Millburn Jn and Welsh's Bridge	Down Aviemore BLOCKED Up Aviemore Between Trains	21 00 Sat to 18 00 Sun. Track renewal, track maintenance, earthworks, work at lineside and signalling work between 117m440yd and 117m1230yd. Single line working over Up Aviemore line 07 00 to 18 00. Crane and mechanical equipment in use.		
337 Millburn Jn and Inverness	Single Forres Between Trains	21 00 Sat to 18 00 Sun. Signalling work, earthwork, track renewal, track maintenance and work at lineside between 117m440yd and 118m70yd. Crane and mechanical equipment in use.		
SATURDAY 6 DECEMBER	to FRIDAY 12 DECEMBER	<u> </u>		
338 Dyce Jn and Inverurie	Single Between Trains	08 00 to 17 00 daily. Work at lineside between 6m242yd and 16m1738yd. Mechanical equipment in use.		
339 Inverurie and Insch LC	Single Between Trains	08 00 to 17 00 daily. Work at lineside between 16m1738yd and 27m1034yd. Mechanical equipment in use.		
SUNDAY 7 DECEMBER				
340 Aberdeen and Dyce Jn	All	07 30 to 17 00. Signalling work.		
341 Insch Station	Down and Up Between Trains	08 00 to 16 30. Bridgework. (FB No.106).		
342 Huntly and Keith	Single Between Trains	08 00 to 16 30. Bridgework. (OB No.184).		
343 Nairn Station	All Between Trains	08 00 to 17 00. Bridgework (FB No.80).		
SUNDAY 7 to FRIDAY 1	2 DECEMBER			

## SUNDAY 7 to FRIDAY 12 DECEMBER

344 Elgin and	Single	22 00 Sun to Thu to 06 00 Mon to Fri. Track
Forres	Between Trains	maintenance between 11m1630yd and 0m330yd.

## MONDAY 8 to FRIDAY 12 DECEMBER

MON	MONDAY 8 to FRIDAY 12 DECEMBER				
345	Nairn and Millburn Jn	Single Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthwork and work at lineside between 128m1580yd and 143m440yd. Crane and mechanical equipment in use.		
346	Millburn Jn and Welsh's Bridge	Down Aviemore Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthworks and work at lineside between 117m440yd and 117m1230yd. Crane and mechanical equipment in use.		
347	Millburn Jn and Inverness	Single Forres Between Trains	00 00 to 24 00 daily. Earthwork, work at lineside, track renewal, track maintenance and signalling work. Crane and mechanical equipment in use.		

CECTION B TEMPORAD	V ENCINEERING HORVE	WON-B25								
At or between	Y ENGINEERING WORKS - Lines affected	Remarks								
INVERNESS TO WICK UNTIL FURTHER NOTICE										
348 Inverness and Lentran	A11	07 30 to 17 00 daily. Signalling work.								
349 Dingwall and Invergordon	Single Between Trains	00 00 to 24 00 daily. Bridgework (OB No.69/1) and platform work at Alness. Crane and mechanical equipment in use.								
350 Invergordon Station	Down and Up Between Trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.								
351 Fearn Station	Single Between Trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.								
352 Tain Station	Down and Up Between Trains	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.								
353 Dunrobin Station	Single Between Trains	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.								
SATURDAY 6 DECEMBER										
354 Inverness Station and Rose Street	Platforms Nos.5 and 7 <u>Between Trains</u>	00 00 to 08 00. Unloading signalling material.								
SATURDAY 6 DECEMBER to FRIDAY 12 DECEMBER										
355 Inverness Station	All Between Trains	08 00 to 20 00 daily. Track renewal, platform work and work at lineside. Crane and mechanical equipment in use.								
356 Welsh's Bridge and Rose Street	All Between Trains	00 00 to 24 00 daily. Track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.								
SUNDAY 7 DECEMBER 357 Welsh's Bridge and Lentran	All Between Trains	07 30 to 17 00. Signalling work and work at lineside.								
357A Lentran and Dingwall	Single Between Trains	08 00 to $16$ 00. Work at lineside between $5m1520yd$ and $18m1280yd$ .								
358 Dingwall and Invergordon	Single Between Trains	08 00 to 17 00. Track renewal and work at lineside between 18m280yd and 31m810yd.								
358A Invergordon and Tain	Single Between trains	08 $00$ to $17$ $00$ . Work at lineside between $57m1540yd$ and $101m880yd$ .								
359 Tain and Ardgay	Single BLOCKED	08 00 to 18 00. Track renewal and track maintenance between 44m890yd and 44m1210yd.  Possession to be given up for passage of 1H91,  08 05 Inverness to Lairg and 2H90, 11 10 Lairg to Inverness.								
360 Helmsdale and Forsinard	Single Between Trains	08 00 to 17 00. Loading material between 101m880yd and 125m1520yd.								
361 Forsinard and Georgemas Jn	Single Between Trains	08 $00$ to $17$ $00$ . Loading material between $125 m1520 yd$ and $147 m440 yd$ .								
MONDAY 8 to FRIDAY 1 362 Tain and Ardgay	2 DECEMBER Single Between Trains	08 00 to 16 00 daily. Track renewal and track maintenance between 44m890yd and 44m1210yd.								

At or between	Lines affected	Remarks
DINGWALL TO KYLE OUNTIL FURTHER NOT		
363 Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.
364 Achnasheen and Strathcarron L	•••-	07 30 to 18 00 daily. Signalling work.
SUNDAY 7 DECEMBER		,
365 Dingwall and Garve	Single BLOCKED	08 00 to 18 00. Overhead cable work, track renewal and track maintenance between 8m1640yo and 11m1430yd.

## MONDAY 8 to FRIDAY 12 DECEMBER

366 Dingwall and Garve Single 08 00 to 16 00 daily. Track renewal and track maintenance between 8m1640yd and 9m880yd.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \*Indicates item which will not appear in future issues

\* and which must be noted

HUNTERSTON - The exit signal from the High level sidings, PH514 has been repositioned together with associated telephone 190 yards nearer the sidings, application unaltered.

## DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 7 DECEMBER - BETWEEN MILLBURN JN AND WELSH'S BRIDGE - The Down Aviemore line will be temporarily slued towards the Up and Down Forres line.

A new connection, facing to Down direction trains on the Down Aviemore line, approximately 376 yards from Welsh's Bridge box will be installed and secured out of use.

## DETAILS OF WORK ALREADY CARRIED OUT

- \* \* LANARK Lanark East and West ground frames, together with the associated notice
   \* boards, have been removed and the connections controlled therefrom secured out of use pending removal.
- The one way stencil indicator, applying to the sidings, associated with Signal M582, position light aspect, has been removed. (37)
- BETWEEN CARSTAIRS EAST JN AND AUCHENGRAY LC A lineside telephone with Sign, for use in emergency by trainmen, connected to Motherwell SC, has been provided at 77m550yd.
- BETWEEN AUCHENGRAY LC AND MIDCALDER JN A lineside telephone with sign, for use in emergency by trainmen, connected to Edinburgh SC, has been provided at 87ml430yd.
- BETWEEN LIVINGSTON SOUTH AND WEST CALDER A lineside telephone with Sign, for use in emergency by trainmen, connected to Edinburgh SC, has been provided at 21m240yd.
- BETWEEN HARTWOOD AND CLELAND A lineside telephone with Sign, for use in emergency by trainmen, connected to Motherwell SC, has been provided at 5m990yd. (38)
- \* \* BETWEEN BRIDGE ST JN AND AYR The maximum permissible speed on the Up and Down lines 
  \* has been altered as follows:-
- BETWEEN BRIDGE ST JN AND 10m630yd 75
  AT JOHNSTONE 75
- BETWEEN 7MP AT PAISLEY AND 10m630yd 80 FOR EMUS ONLY AT JOHNSTONE
- BETWEEN ELDERSLIE AND KILWINNING 40 ON REVERSIBLE SIGNALLED LINES IN REVERSE DIRECTION
- BETWEEN 10m630yd AT JOHNSTONE 90
  AND 39m20yd AT FALKLAND
- BETWEEN KILWINNING AND BOGSIDE 40 UP LINE IN THE DOWN DIRECTION
  See Section D of this Notice. (37)

### WON-C

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

STEVENSTON LC - The level crossing has been converted to a CCTV (Closed-Circuit Television) installation monitored from Paisley SC.

(38)

\* \* INVERNESS LOCOMOTIVE - A new connection, facing to Up direction trains on the Up and

\* Down Forres line, approximately 240 yards from the box, has been installed and secured out of use.

(37)

BETWEEN INVERNESS LOCOMOTIVE AND MILLBURN - The Up and Down Forres line has been temporarily slued towards the Aviemore line.

A new connection, facing to Up direction trains on the Up and Down Forres line, approximately 410yds from locomotive box, has been installed and secured out of use. (39)

## 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 INSTRUCTIONS FOR A.C. ELECTRIFIED LINES - BR.29987

A new book has taken effect which replaces the previous edition dated 3 May 1975 and the amendments thereto.

The book is in loose leaf form, A5 size, with a flexible cover and its format has been designed so that part of the book can be separately issued in place of the existing "Extracts from the Working Instructions" book BR.29988, which is now discontinued.

The new book is divided into three main sections viz:
Section A (BR.29987) - Definitions, Description of System and General Instructions. This is issued to every employee working on or in the vicinity of lines electrified on the A.C. overhead line system.

Section B (BR.29987/14) - Isolation and Earthing of Overhead Line Equipment.

Section C (BR.29987/15) - Protection of Staff Servicing/Maintaining Locomotives or Trains in Sidings/Depots equipped for electic traction.

Note: Sections B and C are issued only to staff involved with the instructions contained therein.

Any member of the staff who was in possession of the previous issue of the A.C. Working Instructions, or Extracts thereto, who has not received a copy of the appropriate section(s) of the new book must advise his Supervisor.

Amended (6/12/86)

# SECTIONAL APPENDIX SECTION 1 TABLE A

Page 2

1:

INDEX

Amend
Shields Jn to Terminus Jn (Up Through Siding)
(Goods Line)

Page
38

to read :-

Shields Jn to Terminus Jn (Up Through Terminus)

(8/11/86)

38

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

SECTIONAL AFFENDIX - SECTION	N 1 - TABLE A - DETAILS OF				· · · · · · · · · · · · · · · · · · ·
Running Lines and	Mileage		anen 1 Up	t Speed Restrictions	
Signalling System   Locat:	ion M Yd	DOM		At or between	Remarks
Page 14  CARLISLE TO GLASGOW  Between Carlisle Some Amend to read:	CENTRAL uth Jn (CE) and Caldew Jn				
(CE)	sle South Jn 68 1610				AWS inductors not provided at Carlisle Station platform signals.
Carling Carlin	69 200				
Carlin	sle North Jn 0 420		<u>20</u>	All lines and connections Other and 68ml340yd.	
		60	<u>60</u>	Otmp and Oml280yd	
Caldet	0 1170 (2 220 Goods line)	30		Main to Goods line	Amended (6/9/86)
Pages 19 and 20					
Between Cleghorn LC Amend to read:-	(AHB) and Garriongill (in	cl)			·
Clegho	orn LC (AHB) 76 530	90 95 100	90	<u>78m620yd_and_79m290yd</u>	,
		90	<u>95</u>	79m290yd and 814mp 814mp and 84mp 81m510yd and 78m620yd	
Carluk	81 1650	80	<u>90</u>	84mp and 84m570yd 84mp and 81m510yd	CW Up 84m70yd

SECTION	D - GENERAL I	NSTRUCTIONS AND NOTICE	25 - c	ontinu		anen	t Speed Restrictions	T	
Running	Lines and		Mil	eage		Permanent Speed Restrictions Down Up			
	ing System	Location	M	¥Ч	mp		At or between	Remarks	
Pages 19	and 20 - Ame	Law Jn	84	150	<u>15</u>	40	Over DPL	UPL 2290f (695m)	DPL 1915f (580m)
		(see page 31)	100		50 70 60	80700	Entering over and leaving UPL Through in to Holytown line 84m570yd and 84mp 84m570yd and 84m970yd 84m970yd and 84m1430yd	UPL 22901 (093m)	
	† ‡	Garriongill Jn (see page 27)	84	1300					(27/9/86)
Page 28		TH JN TO HAYMARKET EA							
	Add:- Delete : Camp	$\frac{/T/}{/T/}$ os LC and relevant info		550 1430 on.					(24/11/86) (23/8/86)
Pages 2	<mark>MIDCALDER JN</mark> Add:-	TO HOLYTOWN JN	21	240					24/11/86)
	Between Addie Amend:- to read:-	well and Fauldhouse No	orth		50 60	60 60	$\frac{13\frac{1}{4}mp \text{ and } 11\frac{1}{2}mp.}{13\frac{1}{4}mp \text{ and } 11m1220yd}$		(23/8/86)
	Add:-	Ī	5	990	-	_			(24/11/86)
Page 30	Between Benha	r Jn and Carfin							•
Page 31	Delete:				60 60	50 50	9mp and 7½mp. Over curves 2½mp and 1½mp.		(18/8/86)
	Between Law J Delete:	OINGSTON JN In and Wishaw Central			<u>70</u>	<u>70</u>	Through jn to 84½  (for multiple unit trains)		
	Amend:				<u>50</u>	<u>50</u>	Through jn to 842 (for other than multiple unit		
	to read:				<u>50</u>	<u>50</u>	Through jn to 84tmp	,	(27/9/86)

SECTION	<u>D - GENERAL I</u>	NSTRUCTIONS AND NOTICES	- continu				
			f			Speed Restrictions	
Running Signalli	Lines and .ng System	Location	Mileage M Yd	Down		At or between	Remarks
	Between Ruthe Add:-	NTRAL JN TO FINNIESTON rglen and Rutherglen No Rutherglen Footpath LC (RG)	0 510				Amended (1/11/86)
	RUTHERGLEN WE	ST JN TO RUTHERGLEN NOR	TH JN (WES	T CUR	VE)		1
	Add: -	Rutherglen Footpath LC (RG)	0 470				Amended (1/11/86)
Page 40	GRETNA JN TO Between Dumfr Amend to read	EGLINTON STREET JN (VIA ies South (DS) and Holy :-	KILMARNOC wood LC	<u> </u> 			
	† †	Dumfries South (DS)	92 1010	<u>45</u>	60 45	92m700yd and 93m1120yd. Over curve, 92m700yd and 92mp	
	A B A B	Dumfries Stn. (D) (See page 44)	91 1300	30	<u>30</u>	Through stn. on main lines 92mp to 912mp	
		Holywood LC	88 680				(3/8/86)
Page 41	GRETNA JN TO	EGLINTON ST JN (VIA KIL	MARNOCK)				
	Between Mauch	line and Hurlford	1		}		
	Amend:-			40	65 40 65	35m1630yd and 36mp 36mp and 36m1080yd 36m1080yd and 37m1540yd.	
	to read:-			65 40 65	65 40 65	35ml630yd and 36½mp 36½mp and 36ml080yd 36ml080yd and 37ml540yd	(21/9/86)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D - GENERAL INSTRUCTIONS AND NOTIC	- continu		anan	t Speed Restrictions	-
Running Lines and	Mileage	Down		de Speed Restrictions	
Signalling System Location	M Yd	mp	•	At or between	Remarks
Page 46					
KILMARNOCK TO BARASSIE  Amend:-		<u>50</u>	<u>50</u>	2½mp and 2½mp	·
to read:-		<u>50</u>	<u>50</u>	2tmp and 3m550yd.	
Delete:-		<u>40</u>	40	23mp and 3mp	
		<u>50</u>	<u>50</u>	3mp and 3m550yd.	Amended (25/10/86)
Page 50  BRIDGE STREET JN TO STRANRAER  Amend first five MAXIMUM PERMISSI	BLE SPEED ent	ries	to r	- read:-	
BETWEEN BRIDGE ST JN AND 10M630YD AT JOHNSTONE		75	<u>75</u>	MAXIMUM PERMISSIBLE SPEED	
BETWEEN 7MP AT PAISLEY AND 10M630YD AT JOHNSTONE		<u>80</u>	80	MAXIMUM PERMISSIBLE SPEED FOR EMU'S ONLY	
BETWEEN ELDERSLIE AND KILWINNING		<u>40</u>	40	MAXIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALLED LINES IN REVERSE DIRECTION.	
BETWEEN 10M630YD AT JOHNSTONE AND 39M20YD AT FALKLAND		90	90	MAXIMUM PERMISSIBLE SPEED	
BETWEEN KILWINNING AND BOGSIDE			40	MAXIMUM PERMISSIBLE SPEED OVER UP LINE IN DOWN DIRECTION	Amended (19/11/86)
				~	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D - GENERAL	INSTRUCTIONS AND NOTICES	- continu		anen	t Speed Restrictions		
Running Lines and		Mileage	Down		Topeco Reserved		
Signalling System	Location	M Yd	шр	•	At or between	Remarks	
Pages 51 - 54 - Amen							
	Glengarnock	19 1390	40	40	Through Main line trailing crossover.	UGL 865f (260m) (bi-	directional)
		20 1390	<u>40</u>	40	Through Main line facing crossover.		
			<u>40</u>	<u>40</u>	Entering over and leaving Down Passenger Loop.	(bi-directional) DPL	2290f (695m)
	CE Siding GF (S) (DPL)	21 150			,	·	
•	Brownhill	21 620				,	
	Swinlees (Roche)	21 840	40	<u>40</u>	Entering over and leaving Up Passenger Loop.	UPL2290f (695m) - (bi-	directional
1 1		21 1630	40	40	Through Main line trailing crossover.		
	Dalry	22 920					
	Kilwinning Jn (See page 61)	25 1560	40	<u>25</u>	Through jn to Ardrossan. Entering over and leaving Up Goods Loop.	UGL 1365f (415m) DRS 1054f (32	Om).
	Kilwinning	26 0	40		Through trailing crossover.		
	Byrehill Jn (See page 63)	26 1540		<u>25</u>	Through jn to Dubbs Jn.		
	Bogside (see page 64)	27 1560	40	10	To Snodgrass branch. Through Main line trailing crossover.		
	•						

SECTION D - GENERAL	INSTRUCTIONS AND NOTICES	5 - continu	ied			<u> </u>	
					t Speed Restrictions		
Running Lines and		Mileage	Down	•		1	
Signalling System	Location	M Yd	<u> </u>	<u>, n</u>	At or between	Remarks	
Pages 51 - 54 - Amen	d - continued	!					
	<u>Irvine</u>	29 620	<u>'</u>				
1 1	Gailes LC (AHB-X)	31 370	<u>x40</u>	<u>x40</u>	Approaching level crossing in wrong direction.		
			40		Over Main line trailing crossover.		
}			<u>60</u>	75	32ml610yd and 0m370yd.		
	Barassie	33 0 33 180					
		0 0	30	<u>30</u>	Over connection, DPL to Kilmarnock single line		
	Barassie Jn (See Page 47)	0 20	40	40	Entering, over and leaving DPL Through Main line facing		DPL 1180f (355m)
]				_	crossover.		
	Up main signal PB286	0 1630	75	40 75	Entering, over and leaving UGL Om370yd and Om950yd	UGL 1305f(395m)	
			75 60 75	60	Over curves, Om950yd and lm570yd lm570yd and 35m200yd		
	Troon	1 350	-	_	(total distance 1610yd)		
		2 330					
]	Monkton Siding GF (S)	35 110 36 620					
	<u>Prestwick</u>	37 750					
1 + +	Falkland	38 1610			20.00 1 1/0.000 1		706 (000 )
<b>!</b>			50	30	39m20yd and 40m290yd	ĺ	DGL 760f (230m)
	<u> </u>					<u></u>	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D - GENERAL	INSTRUCTIONS AND NOTICES	- continu				
		-	Peri	anen	t Speed Restrictions	
Running Lines and		Mileage	Down Up		·	
Signalling System	Location	M Yd	m	ph	At or between	Remarks
Pages 51-54 - Amend	- continued					
ł t l	Newton-on-Ayr	39 730				
	Newton Jn (See page 64)	39 880		10	Through jn to Ayr Harbour Jn.	
🛊 🖶	OHNS	39 900	<u>20</u>		Through jn to Killoch branch	
	Down Ayr Signal PA340	39 970	1	<u>40</u>	40m290vd and 40m680vd	
	Ayr	40 1080	40 40 50	25 50	40m680yd and 40m920yd 40m920yd and 40m1740yd	Permissive working is authorised on the Up and Down lines through Ayr Station for
†	Belmont LC (CCTV)	40 1360 41 990	30	30 45	Through crossover. Through crossover.	passenger train connection purposes. Controlled from Paisley S.C.
1 1 1	Dalrymple Jn (See page 65)	43 1170	20		Through jn to Benbane branch	Amended ( 1 / 1 / 86)
Page 55  Between Girva  Amend:-  to read:-	an and Pinwherry		<u>20</u> <u>45</u>		Bridge No.9, lm680yd and lm730yd.  Bridge No.9, lm680yd and lm730yd.	(1/9/86)

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- NORDHOTT ONG TTCEC

SECTION D - G	ENERAL	INSTRUCTIONS AND NOTICE	S - contin				<u>,                                      </u>				
					1					t Speed Restrictions	
	unning Lines and		Mileage		n Up	1	1				
Signalling Sy	<u>stem</u>	Location	M Ag	<u> </u>	ph	At or between	Remarks				
Pages 61 and											
Amend	:- KIL	INNING JN TO LARGS table	e to read:	60	<u>60</u>	MAXIMUM PERMISSIBLE SPEED					
	Ī	Kilwinning Jn (See Page 53)	25 1540		40 25	Through jn. Entering over and leaving Up Goods Loop.	The lines between Kilwinning Jn and Largs are controlled from Paisley SC.				
		1		40	40	25m1560yd and 26m150yd					
	†	Kilwinning	26 0		<u>40</u>	Through facing crossover.					
		Dubbs Jn (See Page 63)	26 1500		<u>25</u>	Through Jn to Byrehill Jn.					
				40 40	<u>40</u>	Through trailing crossover. Entering Down Goods loop.	DGL 1515f (460m)				
		Stevenston (See Page 62)	28 550								
		Stevenston LC (CCTV)	28 680	<u>50</u>	<u>50</u>	29m730yd and 29m1690yd					
		<u>Saltcoats</u>	29 1210 30 160	<u>50</u>		Through connection to Up Largs.					
15 1	UP AND DOWN LARGS	Ardrossan Sth Beach (See Page 63)	30 840 30 1060	25 50	<u>50</u>	Through jn to Ardrossan Harbour. 30m1060yd and 31mp.					
14 5 FREIGHT	4 Cr 42	West Kilbride Hunterston (See Page 63)	35 220 36 1140		<u>25</u>	Over connection Single line to Up Freight.					
		Fairlie High Sdg GF (S)	38 1650								

<u>.</u>		[,			nt Speed Restrictions	
Running Lines and		Mileage		ιUp		Dala
Signalling System	Location	M Yd	mj	n i	At or between	Remarks
Pages 61 and 62 - Am	end - continued				<b>.</b>	
	Fairlie High Fairlie Tunnel (990 yards)	39 20 39 260 to 39 1250				
	Admiralty Sdg GF (S)	39 1300	<u>50</u> <u>40</u>	50 40	40m660yd and 40m1540yd 41m660yd and Largs Stn.	·
<u>†</u> .	Largs	42 150				(Amended 23 /11/86)
Page 62 Amend MISK TO STEV	O STEVENSTON NO.1 (GOOD ENSTON (GOODS LINE)	 <u>S_LINE)</u> tab 	  le to 	rea f	 ad:- 	
	Misk	0 1250	5	<u>5</u>	MAXIMUM PERMISSIBLE SPEED	Controlled from Paisley SC.
î	Stevenston (See Page 61)	0 0				(14/9/86)
Page 63 Delete - HOL	M JN TO ARDROSSAN HARBO	UR table.				
Add:- ARDROSSAN SO	UTH BEACH TO ARDROSSAN	HARBOUR		ا		
d and a second s	Ardrossan Sth Beach (See Page 61)	30 840	25	25	MAXIMUM PERMISSIBLE SPEED	Controlled from Paisley SC.
98	See Tage 017	30 1030				No Train Staff.
Last Great	Princes St LC (CCTV)	31 150				Controlled from Ardrossan Hbr LC
9 24	Ardrossan Hbr LC	31 620				
A H	Ardrossan Hbr	31 840				(14/9/86)
1		ļ.,	1	1		<u> </u>

				)`					1
†		Cadder (East end) (CR)	5 880	<u>15</u>		Entering Down slow line.		l	
					<u>30</u>		Over and leaving Down slow line.		
	New								
	F 300								
1	I		Cadder (West end)	4 1010		<u>30</u>	Entering, over and leaving	All lines between Cadder (West end)	
							Up slow line	(incl.) and <u>Queen St</u> are controlled from (23/8/86)	
									,
			ļ	İ					

3

<u> </u>	D GENERAL	INSTRUCTIONS AND NOTICE	Concin		manen	t Speed Restrictions	<del></del>
Running	Lines and		Mileage		n Up		
	ing System	Location	M Yd		ph	At or between	Remarks
Page 81				<del> </del>	i		
	POLMONT JN T	O LARBERT JN		1			
1	Amend: -	 1		50	50	MAXIMUM PERMISSIBLE SPEED	
	to read:-	BETWEEN POLMONT JN		60	60	MAXIMUM PERMISSIBLE SPEED	
		AND 24M1120YD	[				
					ľ		
1		BETWEEN 24M1120YD AND	)	50	<u>50</u>	MAXIMUM PERMISSIBLE SPEED	
		LARBERT JN		1	l	l.,, .	
	Add:-			50 40	50	21m440yd and 212mp.	
İ	Delete:-		l	40	40	Over curves 222mp and 23m22Oyd.	
	A 3 3 .					00 500 1 1	
	Add: -		Ĺ	55	<u>55</u>	Over curves 22m530yd and	
				1	ا در	22m1210yd.	(23/8/86)
1				50	<u>50</u>	23m1340yd and 23m1600yd.	(23/8/86)
Page 85					ì		
ruge 05	ATRORTE TO H	ELENSBURGH		<b>†</b>			-
J	AIRDRIE TO HELENSBURGH Amend 4th and 5th MAXIMUM PERMISSIBLE SPEEDS to				ad:-		
		HTSWOOD NORTH JN AND 22		, 60	60	MAXIMUM PERMISSIBLE SPEED	
				1-	1 —		
Į.	BETWEEN 22ml	140yd AND HELENSBURGH		40	40	MAXIMUM PERMISSIBLE SPEED	(5/10/86)
				—			
Page 93			l	ļ			
		T JN TO DALMUIR PARK (V	IA CLYDEBA	NK)		l	
	Clydebank Do	ck Jn	1	1	ĺ		(14/6/86)
	<u>Add</u> :-		•	30		Through east end main line	
1			ļ			trailing crossover.	
					30	Through west end main line	(1) (2)
h				1		facing crossover.	(14/9/86)
Page 94	Amond CIVIER	AND CENTRAL IN TO OZE P	I TI DAMDI <i>c</i> y	(0000	 	[ 	
	To read:-	ANK CENTRAL JN TO OLD K	ILPAIRICK	(GUUD	PTW	<u> </u>	
		NTRAL JN TO OLD KILPATR	יז כיע (כחסים	IINE	}	1	
ł	1	NATIONAL PROPERTY.	TOR (GOODS	5		MAXIMUM PERMISSIBLE SPEED	
	!	Clydebank Central Jn	l o o	1 -	1 -		Controlled from Clydebank Dock Jn
1	¦	(See page 93)		1	1	1	1
1	Ť		0 90	1	J		Only one train may be allowed on the line
	!		109 110	1			at a time (30/8/86)
	;			i i		1	
1	i	Old Kilpatrick	111 570		]		

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

	INSTRUCTIONS AND NOTICE	T	Per	nanen	t Speed Restrictions	T
Running Lines and	1	Mileage		ı Up		
Signalling System	Location	M Yd		ph _	At or between	Remarks
Page 95	JN TO FORT WILLIAM					~
Delete:-			<u>25</u>	<u>35</u>	OmllOyd and Otmp	. (5/10/86)
Page 101  MALLAIG JN 1  Morar LC (AC		36 1230				
<u>Delete</u> :- not	e in remarks column					(21/9/86)
Page 102  TWEEDMOUTH 1  Between Twee	O EDINBURGH WAVERLEY edmouth and Berwick-upon	I-Tweed				
Tweedmouth (	1	65 1720				(13/9/86)
Berwick-upor Add:- mileag	1	67 00				

		1 .			t Speed Restrictions	
Running Lines and	l	Mileage	Down			<u> </u>
Signalling System	Location	M Yd	m	h	At or between	Remarks
Page 112	END JN TO BONNINGTON SOL	TH (GOODS	LINE)	tab	le	
in it.	1	1			<u></u>	
to read:- LOCHEND JN T	O LEITH WALK (GOODS LINE	! <u>:)</u>				
BETWEEN LOCH	END JN AND EASTER ROAD	IN	15	15	MAXIMUM PERMISSIBLE SPEED	
BETWEEN EAST	ER ROAD JN AND LEITH WAI	K I	10	10	MAXIMUM PERMISSIBLE SPEED	
ī 1 A	Lochend Jn (See Page 111)	0 0		<u>25</u>	Through jn to Abbeyhill line	The line between Lochend Jn and Leith Walk is controlled from Edinburgh.
1 1 1	Easter Road Jn (See below)	0 880	10	<u>10</u>	Over connections to and from Leith Walk.	
O ! T	Leith Walk	1 1320				(15/11/86)
	TO CROMBIE RNAD (GOODS I	LINE)				Train Staff is kept in Elbowend Jn GF.
to read.	·					(2/11/86)
	TO BOWHILL (GOODS LINE	<u>)</u>				
to read:-	NOTE TH REMAINS COTOMIN					Train Staff is kept in Glencraig GF. (2/11/86)
Page 129 PERTH TO INV	PERNESS					
	n Remarks column					The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86

مس ممير

	INSTRUCTIONS AND NOTICE			nanen	t Speed Restrictions		ĭ
Running Lines and		Mileage	Dow	n Up	1		
Signalling System	Location	M Yd	<u> </u>	ph	At or between	Remarks	1
Pages 134 and 135							
Amend Between	n Culloden Moor and <u>Inv</u>	erness to r	ead:				Ì
1 1	Culloden Moor	111 660		40	<u>Up line to single line</u>		l
	<u>/T/</u>	114 880	<u>55</u>	<u>55</u>	Over curves, 116ml120yd and		
AB JAB			1 /	1	117m310yd 117m310yd and 117m380yd		
1 .5	Millburn Jn (see page 141)	117 440	40 15	15 15	117m380yd and 118m70yd		
A B DA B	Welsh's Bridge (see pages 141 and 143)	117 1230					WON-D16
· · · · · · · · · · · · · · · · · · ·	Locomotive	117 1470			· -	·	
, ş; ( <sup>1</sup>	Inverness	118 70		ĺ		(28/9/86)	l
Page 140 ABERDEEN TO	TABLEDNIECC				·		ı
Amend: - to read:-	Kinloss LC (AHB) Kinloss LC (AHB)	3 220 2 1650				·	
Amend:- to read:-	Forres LC Forres LC	0 330 0 352				(2/8/86)	
Between Loch	 dhu LC (RG) and Dalcros	s LC (AHB)					l
Amend			20 60	20 60	131ml210yd and 132ml10yd.		
to read:-			20 60	<u>20</u> 60	131m1210yd and 132m110yd.	(9/8/86)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued							
					t Speed Restrictions		
Running Lines and	Mileage				<u> </u>		
Signalling System	Location	M Yd	Ul)	oh	At or between	Remarks	
Page 141							
Amend betwee	n Allanfearn LC (AOCL)	and <u>Inverne</u>	ss t	rea	d:		
	Allanfearn LC (AOCL)	140 1210	25 40	35 55	Approaching LC	_	
ET	Raigmore LC	143 200	15	<u>15</u>	143m170yd and 143m440yd		
P B A B A B	Millburn Jn (see page 134)	143 440 117 440	10	<u>10</u>	Over single connecting line between Forres and Aviemore lines		
Up independ	Welsh's Bridge (see pages 135	117 1230	<u>15</u>	<u>15</u>	117½mp and 118m70yd		
Ruce (	and 143) Locomotive	117 1470		] ]			
<u>\$</u> (1	Inverness	118 70				(28/9/86)	
Page 143 INVERNESS TO Between Wels	WICK h's Bridge and Clachnah	arry				,	
Amend			20	20	117m1230yd and 0m900yd (total distance 1010yd)		
tó read:			<u>15</u>	15	117m1230yd and 0m500yd (total distance 610yd)		
Ì			20	20	0m500yd and 0m900yd	(28/9/86)	
					. , .	· · · ·	

SECTION	n -	GENERAL.	INSTRUCTIONS	AND	NOTICES	_	continued

			Per	maner	t Speed Restrictions	
Running Lines and	· 1	Mileage		n Up		
Signalling System	Location	M Yd		ph_	At or between	Remarks
		Į į		ļ		
Page 144	1			İ		
Delny LC (AC	oct.)	ł	30	30	Approaching L.C.	
Amend:	1	,	55	55	ipproducing new	
	1	ı	"			
to read:-	1	1	30 55	30 55	Approaching L.C.	(30/8/86)
}		ł	55	55		
		j	]			
		ļ		1		
Page 1/5		i	{	ł	İ	1
Page 145	ra L.C. (AOCL) and Brora	ł	}	l	1	
Amend:-	, Brora LC (AOCL)	90 680	10	٠,		
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Brora	90 1060	10 15	15	ſ	
		1		\ <del></del>	4	
to read:-	Brora LC (AOCL)	90 680	$\frac{10}{15}$	10 15		
]	1_	1	15	15		(22,12,12)
	Brora	90 1060	[	[	(	(30/8/86)
ł	l	ł	1	ł		,
	1	ļ	1	ļ		
HAYMARKET W	EST JN TO ABERDEEN	i	1			
Page 157	1		(	(	{	
Amend:-	Portlethan	ł	1	}	}	7
to read:-	Portleth <u>e</u> n	)	]	Į.	):	(30/8/86)
	1	l l	l l	}		
	1	1	İ	1	ĺ	
Page 159		l	ł	1	<b>}</b>	
PERTH TO IN		}	1	1		
Amend note	in Remarks column	Į.	ì			
to read:-	1	•	ľ	1	1	The line in both directions between Moy
}		}	1		}	(incl) and Inverness is not AWS fitted.
j	1	]		]	]	(2/11/86)
					Į.	
	1	1	1	1	1	
	1	1	1	1	}	
į			1	1		
		{	1	1	1	1

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

	İ	1	Per	manen	t Speed Restrictions	
Running Lines and Signalling System	Location	Mileage M Yd		n Up ph	At or between	Remarks
Page 166 Amend between	n Culloden Moor and Inv	verness to 1	read:			
, ,	Culloden Moor	111 660		40	Up line to single line	
A B A B	<u>/</u> T/	114 880	<u>65</u>	65	Over curves, 116m1120yd and 117m310yd	
			40	40	117m310yd and 117m380yd	
			15	<u>15</u>	117m380yd and 118m70yd	
3 A B y A B	Millburn Jn (see page 141)	117 440				
A A B B B B B B B B B B B B B B B B B B	Welsh's Bridge (see pages 141 and 143)	117 1230				
limits	Locomotive	117 1470				
35	Inverness	118 70			·	(28/9/86)
					-	

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - continued

# SECTION 2

TABLE_BSPECIAL_WORKING_ARRANG Between	Lines	Authorities	Restrictions
Page 2			
Delete:-			
Stevenston No.2/Stevenston	No.1 entry		(10/9/96)
Amend Misk to Stevenston No	1 (Coods Line	) and walstine an	(10/8/86)
Misk to Stevenston (Goods L		/ and relactive en	cry to read.
Stevenston Misk	Single	F	Freight trains BV
	01610	•	(8/11/86)
Page 4			
Delete:-			
Clydebank Central Jn to Old	Kilpartick (G	<u>oods Line)</u> and re	
			(30/8/86)
2200 6			
Page 6 Perth to Inverness			
Delete: - last four entries			
Add:-			
Millburn Jn/Locomotive box	Single	F	ECS
Locomotive box/Millburn Jn	Single	F	ECS
thandar to Tonorno			
Aberdeen to Inverness  Delete: - last two entries			
belete Tast two entitles			
Add:-			
Millburn Jn/Locomotive box	Single	F	Trains for goods yard
Page_7			
Inverness to Wick			
Amend:-	_	_	
Velsh's Bridge/Rose Street	Down	F	30 freight vehicles BV
			or 6 fitted freight vehicles.
To road:-			venicles.
To read:- Velsh's Bridge/Rose Street	Down	F	30 freight vehicles BV
tersa a birage/ Rose Street	DOWN	r	or 6 fitted freight
			vehicles ECS (28/9/86)
	nurva b. aanu	na ouen coope co-	TS OR GOODS 1007
TABLE C - WORKING OF TRAINS CONV	EYING PASSENGE	RS OVER GOODS LIN	ES OR GOODS LOOP
Page 8			
Amend: - LONDON ROAD JN TO BONN	INGTON_SOUTH (	GOODS_LINE)	
to read: - LONDON ROAD JN TO LEIT			(15/11/86)
<del></del>			
ABLE E - RULE BOOK, SECTION C,	OT AUCED / C ::	n	

P	2	o	0	q

Perth to Inverness
Amend entry under this heading to read:
Inverness Locomotive Down home

For backing movements from Millburn Jn to passenger (28/9/86) station.

# WON-D21

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL	APPENDIX	_	SECTION	2	-	continued	_

?rom	To	Type of Train	Conditions	Remarks
Page 11				
Add:-			•	
ilwinning Jn to La	arg <u>s</u>			
tevenston	Largs	Engineer's Trains (Unfitted)	R	See Local Instructions Page 32
args	Stevenston	Engineer's Trains (Unfitted)	R	See Local Instructions Page 32
his reinstates the	e item published in	Weekly Operating Not	ice No.16	Amended (27/9/86)
age 12		·		
<u>Add</u> : ~				
laymarket West Jn t	o Aberdeen	_		
Oundee Central Jn This amends the it	camperdown In tem published in WO	F N No.30)	-	- Amended (25/10/86)
′				
Add :- Perth to Inverness				
ocomotive box	Millburn Jn	ECS	RD	-
illburn Jn	Locomotive box	ECS	RD	-
Add :- berdeen to Inverne				
illburn Jn	Welsh's Bridge	ECS	RD	-
Jelsh's Bridge	Millburn Jn	ECS	RD	-
nverness to Wick				
Add :-				
elsh's Bridge	Rose Street	ECS	RD	-
ose Street	Welsh's Bridge	ECS	RD	(28/9/86)
SECTION 3	CENI	ERAL INSTRUCTIONS		
age (i) - INDEX Add:-	ODIN	Side And And Office		
Class 318	Electric Multiple	Units-Emergency Coupl:	ings	Page 56
age (ii)				(1/9/86)
Add:- Instructio	ons for Working of	Trains under the Strat	thclyde	84 (8/11/86)
Manning Ar				(0) == (00)
Manning Ar	Solation procedure			53

## LINES WORKED BY THE TRACK CIRCUIT BLOCK SYSTEM

# Page 5 2.

2. General Appendix

2.1 Single lines worked by the Track Circuit Block System - Instructions to Trainmen.

Clause 6

Delete: - Usan - Montrose South

Add:-

3. Relay rooms equipped with local signal panels

The relay rooms at Kilwinning, Barassie, Ayr and Hunterston are provided with signal panels which can, if necessary, during certain failure conditions be brought into use, functioning as block posts independent of Paisley SC.

For the duration of the failure, all signal post etc telephones within the area of control of the relay room concerned will give communication with the appropriate relay room, not Paisley SC. (15/11/86)

STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

Signal Box	Area/Location	Line	Remarks	

# Page 8

Amend: - 4th Perth entry, reference in Remarks column to signal P223 to read: - signal P221 (2/11/86)

# SINGLE LINES WORKED BY THE SCOTTISH REGION TOKENLESS BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

# Page 11 - 8. Shunting keys

Add:-

Usan Montrose South (23/8/86)

Millburn Jn Locomotive box (28/9/86)

Delete:-

Hunterston Largs (8/11/86)

# Page 12

SECTION OF LINE

Add: - Usan to Montrose South (23/8/86)

# SINGLE LINES WORKED BY THE RADIO ELECTRONIC TOKEN BLOCK SYSTEM INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

#### Page 13

.2 Types of Electronic Token
Amend paragraph (b) to read:-

(b) Long section - unidirectional token applicable from a stop board or section signal at one token exchange point to a stop board, or the first stop signal, at the second token exchange point ahead.

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

# Page 15

- Transference of Tokens
  Amend clauses 3.2.5. 3.2.6 and 3.2.7 to read:-
- 3.2.5 In the case of a "Long section" token, the Signalman will, when giving permission to proceed, specify to the Driver that he is authorised to pass the stop board at the intermediate token exchange point, referring to it by name. This does not excempt the Driver from stopping at any level crossing where this is necessary.
- 3.2.6 When a train is in possession of a "Long section" token, the "loop clear" procedure must be carried out at the intermediate token exchange point.
- 3.2.7 In exceptional circumstances, should it be necessary to stop a train to which a "Long section" token has been issued at the intermediate token exchange point, the Driver must when the train has come to a stand return the "Long section" token in the usual way. The signalman will inform the driver that he no longer has authority to proceed and the driver must conform that this is understood. When the train is to be allowed to proceed, a new token to permit the train to depart from the token exchange point concerned will be issued.

# Page 18

- 5 Admission of a Train to an Obstructed Section
- 5.1 Train failed on single line
  Amend: Clause 5.1.4 to read: -
- 5.1.4 When the disabled train is in possession of a "Long section" token, the assisting train will require to proceed from one of the token exchange points between which the disabled train was authorised to proceed in accordance with clause 5.1.3. In these circumstances, the Driver must be careful to establish between which two token exchange points the disabled train is located. If the assisting train has to travel through one of the single line block sections before entering the section in which the disabled train is located, the Driver of the assisting train must stop at the stop board at the intermediate token exchange point and not proceed past the stop board without the specific permission of the Signalman. When authorising the Driver of the assisting train to pass the last stop board before reaching the disabled train, the Signalman will remind the Driver in accordance with clause 5.1.3. (9/11/86)

# Page 21 SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFF

Add:- Ardrossan South Beach to Ardrossan Harbour Carmondean Jn to Bathgate Station

(14/9/86)

Amend:- Easter Road to Bonnington South to read:- Easter Road to Leith Walk (15/11/86)

#### Page 26

## SNOW CLEARANCE ARRANGEMENTS

## Independent Snow Ploughs and Snow Plough Tenders

Paragraph four:-

Amend table to read

Class

40

2000 HP English Electric

45

2500 HP BR

Paragraph six:-

Amend instruction to read:-

Drivers are responsible for seeing that the air brake, where provided, is coupled and operative on the plough.

#### Page 27

Paragraph four:-

Amend table to read:-

Depot Fort William	Type 1-Independent	Snow	Plough	Numb	965217
Fort William	1-Independent		Ü		965220
	•		· ·		965223
Inverness	1-Independent		ū		
Inverness	l-Independent	Snow	Plough		965234
Perth	1-Independent	Snow	Plough	ADB	965231
Perth	1-Independent	Snow	Plough	ADB	965219

# PROVISION OF ELECTRIC POWER SUPPLY TO LOCOMOTIVE HAULED TRAINS FOR HEATING, AIR CONDITIONING ETC.

## Page 48

#### 13 Precautions in case of fire

13.1 Amend reference to Instruction 107 of the Working Instructions for AC Electrified

to read:- The General Appendix page 3.6 Operation of Fire Extinguishers.

(6/12/86)

# Page 53

# Removal of Obstructions from Overhead Line by Area Manager's Staff using Insulated Poles.

Amend: - date of Standing Order No.RMEE/EDO/22

to read: - May 1986

Delete: - Isolation Procedure and associated instruction.

(6/9/86)

(6/12/86)

#### WON-D25

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

# Page 55 - Operation of Thyristor Controlled Traction Units

Amend instruction to read:-

The undernoted Thyristor controlled electric locomotive must not be allowed to run between Shields Jn (exclusive) and Gourock/Wemyss Bay:-

Class 87/1 No.87.101

(30/8/86)

# Page 56

Amend heading "Route Availability of Class 303/311 and 314 multiple unit trains to read: - Route Availability of Electric Multiple Units. (6/9/86)

Class 303 and 311 Electric Multiple Units Delete: - final paragraph.

(6/12/86)

Add:-

Class 318 Electric Multiple Units - Emergency couplings
Emergency couplings for use with Class 318 Electric Multiple Units are kept at
Shields ETD, Ayr TMD and Motherwell TMD. (1/9/86)

CONTINUOUS BRAKE TRAIN OPERATION

From To Line Maximum Unfitted load (tonnes)

Engineer's trains

1. Assisting in rear

Page 81:-

Add:-

Airdrie to Helensburgh

Parkhead North Jn Sunnyside Jn

Uρ

115

(16/11/86)

P	age	_83

		CONTINUOUS BRAKE TRAIN OPERATION	
			Applicable to trains with unfitted portion
From	To	Line	exceeding (tonnes)
	<del></del>		

## Airdrie to Helensburgh

Delete:-

Parkhead North Jn Sunnyside Jn

Up

115

(16/11/86)

Haymarket West Jn Aberdeen

Delete:Dundee Central Jn Camperdown Jn Down and Up
(This amends the item published in WON No.30)

60

Amended (25/10/86)

# Page 84

<u>Add</u>:-

# INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDE MANNING ARRANGEMENT

These instructions apply to the running of radio equipped electric multiple units on the following lines of route:-

Between Glasgow Central and Ayr via Bridge St Jn

Between Glasgow Central and Gourock/Wemyss Bay via Bridge St Jn

Between Glasgow Central and Shields ETD/Corkerhill CSMD via Bridge St Jn (including all lines in the Shields Jn area)

- Correct headcodes and train descriptions <u>must</u> be used at all times.
- 2. With the exception of a platform line, drivers must only carry out the set-up procedure when the train is at a stand at a signal capable of displaying a main red aspect and prefixed "G", "P", "PE", "PG", "PK", "PB", or "PA", or any of the position light signals, not associated with a main aspect, specified below. The set-up procedure must not be carried out at Up Ayr line signal P5A between Arkleston Jn and Hillington West, or at Down Gourock line signal P62A between Langbank and Woodhall. The set-up procedure need only be carried out at the position light signals listed below if the train will commence a journey from the signal concerned.

Position light signals, not associated with a main aspect, where the set-up procedure is permitted (all near Shields Jn area) :-

Signal No.	Line
G532	No.1 Headshunt (Shields ETD)
G508	Up City Union

During the set-up procedure, drivers must ensure that the headcode displayed is correct.

- 3. Drivers must not carry out the set-up procedure in a platform line if another train is occupying the platform line ahead up to the exit signal, including No.9 platform at Glasgow Central. When carrying out the set-up procedure in a platform line, the signal number of the first stop signal ahead of the train must be entered. A list of platform signals at terminal stations is shown at the end of these instructions.
- 4. Signalmen must not cancel the description of a terminating train from the train describer apparatus until the train has arrived in a platform or passed clear of all track circuits into a depot and, where the route has not been set automatically, the signal button controlling the route to the platform or depot concerned has been normalised. The same train description must not be used for two trains at the same time.
- 5. These instructions and use of the radio equipment are exempt during all shunting operations including those being carried out on any line between Glasgow Central station platforms and Bridge St Jn.
- 6. Drivers must ensure that radio channel changes take place at the marked locations.

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued Page 84 - Add - INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDE

MANNING ARRANGEMENT - continued

13

7. In the event of a train failing and assistance is required, a competent person will be provided to couple the assisting and failed trains.

SIGNALS AT TERMI	NAL STATIONS		•
Mid Signal*	Exit Signal	Platform No	Exit Signal
		<u>Ayr</u>	
G2	G38	1	PA344
G4	G39	2	PA346
-	G6	3	PA348
<u>-</u>	G8	4	PA352
<u> </u>	G11	•	119.
-	G13		*
· -	G15	Gourock	
<u>-</u>	" G18	1 ,7	P113'
G21 & G43	G44	2	P115
G35	G45	3 '	P117
G37 & G46	G54	•	•
-	G72	Wemyss Bay	
-	G63	1	P139
	G2 G4	G2 G38 G4 G39 - G6 - G8 - G11 - G13 - G15 - G18 G21 & G43 G44 G35 G45 G37 & G46 G54 - G72	Mid Signal*         Exit Signal         Platform No           G2         G38         1           G4         G39         2           -         G6         3           -         G8         4           -         G11           -         G13           -         G15         Gourock           -         G18         1           G21 & G43         G44         2           G35         G45         3           G37 & G46         G54           -         G72         Wemyss Bay

\* First signal quoted is nearest buffer stop.

(28/9/86)

P138

Page

# Page 101

## STABLING OF VEHICLES ON RUNNING LINES AND LOOP LINES

G67

Delete: Cadder Down Goods line from table.

(3/8/86)

# SECTION 4

# LOCAL INSTRUCTIONS INDEX

Page (iv)	- 480	
Add :- Largs entry	35	(27/9/86)

(27/9/86)Add :- Millerhill Electrification 72 Depot

## Page 2

# CARLISLE

Collier Lane Sdgs

Amend reference instruction 58 of the Working Instructions to Electrified Lines.

to read:- Instruction 42 of the Working Instructions for AC Electrified Lines. (6/12/86)

## Page 3

# BEATTOCK

Beattock Up Sdg

Amend: - reference to "Instruction No.3 of Working Instructions Electrified Lines"

to read:- "Instruction No.2 of Working Instructions for AC Electrified Lines". (6/12/86)

#### Page 5

## SHIELDMUIR

Delete: - Between Dalzell/New Yard and Park Street and relative instruction.

#### Page 13

Delete: DALZELL NEW YARD TO RAVENSCRAIG NO.1 (GOODS LINE) and relative instruction. (29/11/86)

## Page 23

#### DUMFRIES

# Reception and departure sidings between Dumfries South and Dumfries Station Signal Boxes.

Amend 2nd paragraph to read:-

The Down reception and departure siding between these Signal Boxes must only be worked in the Down direction except in the following circumstances:-

- A Locomotive may set back from the Down main line to the Down departure siding for the purpose of attaching to a train.
- A train from the Maxwelltown branch may proceed onto the Down departure via the Down main line.

In both circumstances the train must be brought immediately to a stand inside Signal D88 and await a handsignal from the guard or shunter. (10/8/86)

# Page 32 - Add - ARDROSSAN SOUTH BEACH

Terminating EMU trains - These trains must be brought to a stand short of the "S" Car Stop Marker which is located approximately 75 yards from and on the approach side to Down direction signal PK477.

## BETWEEN HUNTERSTON AND LARGS

# Add:-

All unfitted Engineer's trains requiring to work between Hunterston and Largs must have a locomotive in rear in accordance with the conditions authorised in Table J.

(Amended)(22/7/86)

# Pages 32/34

#### HUNTERSTON ORE/COAL HIGH LEVEL LOADING TERMINAL

Speed of trains - Add as second sentence:-

Departing trains may, however, accelerate to 15mph before the whole of the train has passed exit signal PH514. (21/11/86)

Paragraph 1.12

Amend reference in second line to "Hunterston signal box" to read "Paisley Signalling Centre". (9/11/86)

# KILWINNING TO LARGS

# Page 35 Add:-

## FAIRLIE HIGH/ADMIRALTY SIDINGS GROUND FRAMES

The permission of the signalman at Paisley SC must be obtained before a train, which has not 'shut-in' at either of the ground frames, proceeds from the siding towards Hunterston. (15/11/86)

# Add:-

## LARGS

<u>Friction buffer stops</u> - Drivers of trains, and persons in charge of shunting movements working into Nos.1 and 2 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 A.C.E to have the buffers reset.

(26/9/86)

#### WON-D29

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

# Page 35

# MISK TO STEVENSTON NO.1 (GOODS LINE)

Amend heading and sub-heading to read:-

# MISK TO STEVENSTON (GOODS LINE) BETWEEN MISK AND STEVENSTON

(8/11/86)

Page 35 and 36

Delete: HOLM JN TO ARDROSSAN HARBOUR and relative instructions.

(3/8/86)

Page 39

STIRLING

Delete: Cape Insulation Works sdgs and relevant instructions.

(22/11/86)

Page 42

# WORKING OF FREIGHT TRAINS BETWEEN MOSSEND SOUTH JN AND DALZELL NEW YARD VIA RAVENSCRAIG NO.3 YARD

Add: Between Dalzell New Yard and Park Street - The Down line to Park Street and the Up line from Park Street are worked in both directions under Yard Working arrangements.

Add:-

# DALZELL NEW YARD TO RAVENSCRAIG NO.1 (GOODS LINE)

Between Dalzell New Yard and Ravenscraig No.1 - Trains between Dalzell New Yard and Ravenscraig No.1 must travel over the Up/Down line under 'Yard Working' arrangements. (29/11/86)

Page 48

# BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)

#### ASCENDING

Amend sixth paragraph after tabular information to read:When trains are assisted in front, the train must be brought to a stand at signal C30 or
C31 for the leading loco to be uncoupled. (28/6/86)

Page 54 AIRDRIE STATION - Add:-

Shunting movements - Drivers of shunting movements proceeding from the Carriage sidings to the Down main line are authorised to drive from the cab nearest the buffer stop provided the provisions of clause 1 of the instructions "Light locomotives, push-pull and multiple-unit trains - driving from the leading cab", appearing at page 2.2 of the General Appendix, are observed. Clause 2(a) of the General Appendix instructions is modified accordingly. (4/10/86)

Page 56 BRIDGETON CENTRAL - Add:-

Shunting movements at Bridgeton CSD - Drivers of shunting movements proceeding from Bridgeton CSD past the signal box towards Bridgeton Central tunnel are authorised to drive from the cab nearest the buffer stop provided the provisions of clause 1 of the instructions "Light locomotives, push-pull and multiple-unit trains - driving from the leading cab" appearing at page 2.2 of the General Appendix are observed. Clause 2(a) of the General Appendix instructions is modified accordingly. (4/10/86)

# SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

# Page 57

Add: -

# CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)

Propelling of trains is prohibited EXCEPT as follows:-

- Between Old Kilpatrick and Dalmuir Riverside Freight trains less than 340ft in length provided a brake van (in which the guard or shunter will ride) is formed as the leading vehicle.
- Between Chivas Regal Sidings and Dalmuir Riverside Fully fitted freight trains less than 170ft in length. (30/8/86)

Page 72

Add :-

## MILLERHILL ELECTRIFICATION DEPOT

Before allowing a train to proceed towards the Electrification Depot the signalman will obtain the permission of the person in charge of the Depot. Such permission must not be given unless the person in charge is satisfied it is safe to do so and no conflicting movement has been permitted.

(17/9/86)

# INVERNESS

Page 90

Delete:- Working in the wrong direction from Welsh's Bridge to Locomotive signal box on Up line and relative instruction. (28/9/86)

Page 91

Propelling passenger trains Delete:- Final paragraph.

(28/9/86)

Millburn Yard ground frame -

Amend heading and relative instructions to read:-

Millburn Yard - When Millburn yard is unstaffed, the guard of a train terminating there, on arrival via the Up Aviemore line or Up Independent line, must ensure that all points within the yard are properly set for a movement in to an empty siding.

When Millburn yard is unstaffed, the guard of a train departing from the yard must ensure that all points are properly set for a movement from the yard to the main line and then advise the signalman at Millburn Jn that the train is ready to depart. The guard must not signal the driver to start the train until the yard exit signal has been cleared.

(27/8/86)

# The Rule Book, Section H, clause 8.1(d)

Amend Instruction to read:-

ECS being propelled on the Forres single line from Millburn signal box must carry a red light on the leading vehicle. (28/9/86)

# SECTION D GENERAL INSTRUCTIONS AND NOTICES - continued MISCELLANEOUS INSTRUCTIONS

# SCOTTISH REGION SECTIONAL APPENDIX - RE-ISSUE OF PAGES

A re-issue of pages of the above publication, Replacement Pages - Issue No.3 is being printed and will be distributed shortly, coming into operation on Saturday 13 December 1986.

All staff issued with the Sectional Appendix who have not received a copy of this re-issue by Thursday 11 December should advise their Supervisor.

(MR/OP PUB5A) (6/12/86)

- RULE BOOK AMENDMENT PAGES ISSUE NO. 13 BR87109/39
- 2. GENERAL APPENDIX AMENDMENT PAGES ISSUE NO.8 BR29944/35
- 3. SIGNALMEN'S GENERAL INSTRUCTIONS ISSUE NO.4 BR30062/12

The above mentioned publications are in the course of printing and distribution, and will operate from Saturday 7 February 1987. The publication must be made available to staff concerned immediately on receipt.

Any member of the staff who is in possession of the current issue of the Rule Book, General Appendix or Signalmen's General Instructions who does not receive a copy of the appropriate amendment pages/supplement by 12 January must promptly advise his supervisor.

(MR/OP PUB) (6/12/86)

# DAMAGE TO LOCOMOTIVES AND FREIGHT VEHICLES - SCOTTISH REGION

For the period 15/2/86 to 16/10/86, the amount of damage to Freight vehicles (and, on 2 occasions locomotives as well) due to collision, damage, derailments, foul crossings, hand brakes left on etc, amounted to approximately £160,000.

A considerable part of this was accounted for by hand brakes left on, or, only partially released before departure and all staff concerned are reminded of the importance of complying with laid down instructions regarding train preparation.

Staff are also reminded to exercise the utmost care during shunting operations etc, thus reducing the amount of damage incurred by Freight vehicles.

(MOF/PG/38/1) (6/12/86)

\*



No.39

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 20 DECEMBER to FRIDAY 26 DECEMBER 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 2721.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW



# WARNING



# A.C. ELECTRIFICATION

Additional equipment as detailed below, will be made ALIVE on and from 00 01 Monday 22 December, 1986 at high voltage (25,000 volts) and must be regarded as being ALIVE AT ALL TIMES.

Overhead line equipment.

Location	Lines affected	At or between
30miles 1740yds (between Ardrossan South Beach and West Kilbride and Largs Station.	Up and Down Largs Single	Existing live equipment at structure No. LB/08/25 to LB/26/14 and LB/26/15 at Largs Station
Largs Station	Nos.1 and 2 Plate	<u>Forms</u>

IT IS EMPHASISED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE.

MR/EL/14/E/4/86

## 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

HUNTERSTON - The exit signal from the High level sidings, PH514 has been repositioned together with associated telephone 190 yards nearer the sidings, application unaltered. (40)

MURTHLY - The gate box has been closed and all associated signals together with AWS equipment have been removed.

An automatic half-barrier (AHB) as described in Section 7 of the General Appendix has been commissioned.

MILLBURN JN - A new trailing crossover has been installed on the Aviemore lines, approximately 1190 yards on the Culloden side of the box, and secured out of use.

(41)

\* \* BETWEEN INVERNESS LOCOMOTIVE AND MILLBURN - The Up and Down Forres line has been \* temporarily slued towards the Aviemore line.

A new connection, facing to Up direction trains on the Up and Down Forres line, approximately 410yds from Locomotive box, has been installed and secured out of use. (39)

BETWEEN MILLBURN JN AND WELSH'S BRIDGE - The Down Aviemore line has been temporarily slued towards the Up and Down Forres line.

A new connection, facing to Down direction trains on the Down Aviemore line, approximately 376 yards from Welsh's Bridge box has been installed and secured out of use.





# No.40/41

# 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 27 DECEMBER 1986

to

FRIDAY 9 JANUARY 1987

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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 2721.

J M SUMMERS
REGIONAL OPERATIONS MANAGER'

GLASGOW

## 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

NIL

## DETAILS OF WORK ALREADY CARRIED OUT

- \* \* HUNTERSTON The exit signal from the High level sidings, PH514 has been repositioned

  \* together with associated telephone 190 yards nearer the sidings, application unaltered.

  (40)
- \* \* MURTHLY The gate box has been closed and all associated signals together with AWS \* equipment have been removed.

An automatic half-barrier (AHB) as described in Section 7 of the General Appendix has been commissioned. (41)

- \* \* MILLBURN JN A new trailing crossover has been installed on the Aviemore lines,

  \* approximately 1190 yards on the Culloden side of the box, and secured out of use.

  (41)
- \* \* BETWEEN MILLBURN JN AND WELSH'S BRIDGE The Down Aviemore line has been temporarily \* slued towards the Up and Down Forres line.

A new connection, facing to Down direction trains on the Down Aviemore line, approximately 376 yards from Welsh's Bridge box has been installed and secured out of use. (40)



No.42

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 10 JANUARY

to

FRIDAY 16 JANUARY 1987

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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 2721.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

# 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 11 JANUARY - TAYNUILT - The Down Loop will be redesignated the Up Loop, and the Up Loop will be redesignated the Down Loop.

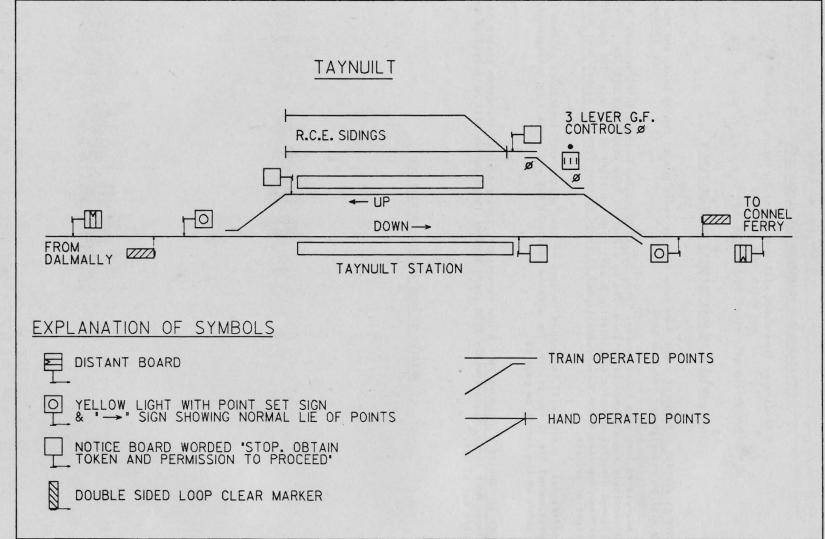
The associated loop stop boards worded "Stop Obtain Token and Permission to Proceed" will be accordingly repositioned as follows. The Up direction loop stop board will be positioned directly opposite the existing board, to be on right of drivers. The Down direction loop stop board will be positioned 33 yards farther from the signal box, to be on right of drivers.

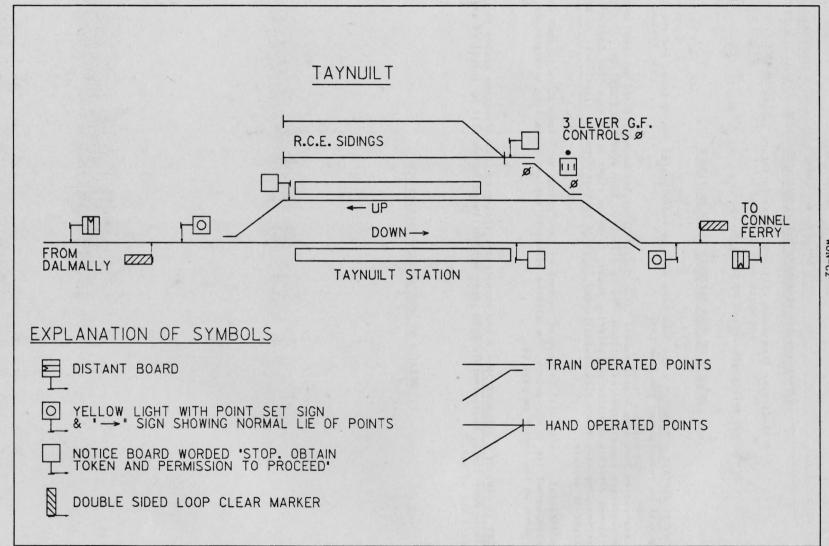
• An additional sign will be mounted on each of the "points set" indicators to show the altered normal lie of the points. The altered permanent way and signalling arrangements are shown on the sketch on page C2. (45)

SUNDAY 11 JANUARY - MILLBURN JN - A new connection, facing to Down direction trains on the Culloden Moor lines, approximately 1250 yards from Millburn Jn box will be installed and secured out of use. (45)

DETAILS OF WORK ALREADY CARRIED OUT

NIL







No.43

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 17 JANUARY

to

FRIDAY 23 JANUARY 1987

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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 2721.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

# 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 18 JANUARY - POLMADIE - A new staff protection system will be introduced on the Second level crane depot sidings. The protection system introduces a red and amber signalling arrangement for the shed on both sidings. Every movement into or out of the shed will be under the control of a red/amber signal. The procedures for making movements into and out of the shed are published at page 8 of Section 4 of the Sectional Appendix. (See Section D of this notice).

SUNDAY 18 JANUARY - EASTFIELD - A new staff protection system will be introduced on Depot sidings Nos.1 to 11 inclusive. The protection system introduces a red and amber signalling arrangement for the shed on each of the sidings concerned. Every movement into or out of the shed will be under the control of a red/amber signal. The procedures for making movements into and out of the shed are published at page 47 of Section 4 of the Sectional Appendix. (See Section D of this notice). (46)

 $\frac{\text{SUNDAY }18\ \text{JANUARY}}{\text{Up Loop will be re-designated the Down Loop}}$  and the  $\frac{\text{Sunday}}{\text{Up Loop will be re-designated the Down Loop}}$ .

The associated loop stop boards worded "Stop, Obtain Token and Permission to Proceed" will be accordingly re-positioned as follows. The Up direction loop stop board will be positioned 18 yards further from the signal box to be on right of drivers. The Down direction loop stop board will be positioned directly opposite the existing board to be on the right of drivers.

An additional  $\longrightarrow$  sign will be mounted on each of the "points set" indicators to show the altered normal lie of the points.

The altered permanent way and signalling arrangements are shown on the sketch on page C3. (46)

SUNDAY 18 JANUARY - NAIRN WEST - The existing connection Down main line to Goods yard will become ground frame operated, released by Annett's key in custody of signalman.

The existing connection shunt spur to Down main line and the associated ground disc signal will be removed. (46)

SUNDAY 18 JANUARY - MILLBURN JN - The existing connection, facing to Up direction trains, on the Up and Down Forres line to Aviemore lines will be removed. The Up and Down Forres line will be slued towards the Aviemore lines at this point and a new connection, facing to Up direction trains, on the Up and Down Forres line to Aviemore lines will be provided. A new connection, facing to Down direction trains on the Up and Down Forres lines, approximately 410 yards from the box will be installed and secured out of use. (46)

SUNDAY 18 JANUARY - WELSH'S BRIDGE - The Down home signal, together with Rose St Down outer distant on the same post, will be removed.

The Aviemore lines trailing crossover, on the Millburn Jn side of the box, will be disconnected and secured out of use pending removal. The associated Up Aviemore line two tier ground disc signal, applying to Down Aviemore line and back along Up Aviemore line, will be removed. (46)

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

MONDAY 19 JANUARY - BETWEEN ARDROSSAN SOUTH BEACH AND ARDROSSAN HARBOUR - A new passenger station will be opened at 31m00yd and named Ardrossan Town with a single platform on the Up side. (See Section D of this notice). (46)

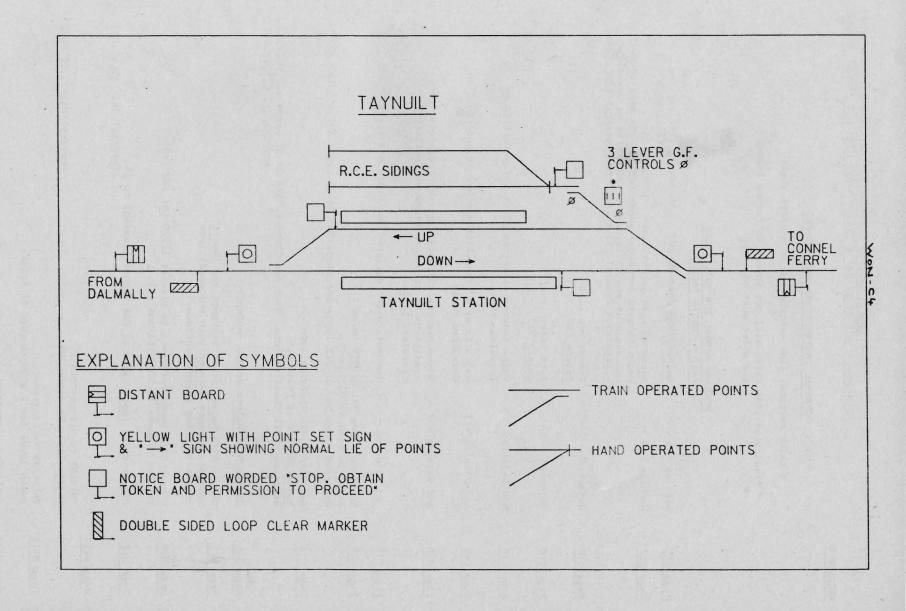
## DETAILS OF WORK ALREADY CARRIED OUT

TAYNUILT, - The Down Loop has been redesignated the Up Loop, and the Up Loop has been redesignated the Down Loop.

The associated loop stop boards worded "Stop Obtain Token and Permission to Proceed" have been accordingly repositioned as follows. The Up direction loop stop board has been positioned directly opposite the existing board, to be on right of drivers. The Down direction loop stop board has been positioned 33 yards farther from the signal box, to be on right of drivers.

An additional — sign has been mounted on each of the "points set" indicators to show the altered normal lie of the points. The altered permanent way and signalling arrangements are shown on the sketch on page C4. (45)

MILLBURN JN - A new connection, facing to Down direction trains on the Culloden Moor lines, approximately 1250 yards from Millburn Jn box has been installed and secured out of use. (45)





No.45

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 31 JANUARY

to

FRIDAY 6 FEBRUARY 1987 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 2721.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

# SIGNALLING AND PERMANENT WAY ALTERATIONS

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

HAYMARKET - The work advised in WON No.44 has been amended and this item should now read:-

- A new two aspect colour light signal, capable of displaying a red or yellow aspect, with a Position 4 junction route indicator, and an associated position light signal has been provided at the Dundee end of Platform No.1, on right of drivers, red aspect 11 feet above rail level, application as follows:-

Aspect	Route Indication	Application to or Towards
Main	Position 4 Junction Indicator	North Goods Loop
Position Light	March Co. 12 Long to	ЕН 907

This signal has been plated EH 515 and a sign provided.

Up North line ground position light signal EH 915 has been removed.

The application of the undernoted existing ground mounted position light signals has been altered as follows:-

Signal	Route Indication	From	Application Towards	
ЕН 905	US	Up South	ЕН 921	
	DN		EH 525	
	L		ЕН 527	
	0		ĖH 917	
	Y		Carriage Sidings	
EH 907	L	Up North	ЕН 527	
	0		EH 917	
	Y		Carriage Sidings	
				(47)

## DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 1 FEBRUARY - BETWEEN SIGHTHILL JN AND COWLAIRS - The connection Up Branch Goods to Siding No.1 and the Branch Goods trailing crossover in tandem will be disconnected and secured out of use pending removal and the associated signals removed. Up Goods two aspect signal C3 will be altered to be capable of displaying a single yellow aspect only and the associated position light aspect removed. (48)

SUNDAY 1 FEBRUARY - BRIDGE OF ORCHY - The Down Loop will be redesignated the Up Loop, and the Up Loop will be redesignated the Down Loop.

The associated loop stop boards worded "Stop. Obtain Token and Permission to Proceed" will be accordingly repositioned as follows. The Up direction loop stop board will be positioned 37 yards further from the signal box to be on right of drivers. The Down direction loop stop board will be positioned directly opposite the existing board to be on right of drivers.

An additional  $\longrightarrow$  sign will be mounted on each of the "points set" indicators to show the altered normal lie of the points.

The altered permanent way and signalling arrangements are shown on the sketch on page C5.

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

SUNDAY 1 FEBRUARY - CULLODEN MOOR - The permanent way and signalling arrangements shown on the sketch appearing on page C6 of this notice will be brought into operation.

Details of altered signals at Culloden are as follows:-

Signal No	Designation/ Application	
20	To Down single line	This signal also acts as the Up Home signal
17	To Down single line	

#### DETAILS OF WORK ALREADY CARRIED OUT

BEATTOCK - The connection Down Passenger Loop to Loco Sidings has been disconnected and secured out of use pending removal and all associated signals has been removed.

The position light signal and 1 way stencil route indicator associated with signal MC731 has been removed. (47)

HAMILTON WEST - Ground position light signal M225 has been renewed on a straight post as an elevated position light signal, ll feet above rail level, at the same location, application unaltered. (46)

BETWEEN FALKLAND AND STRANRAER - The MAXIMUM PERMISSIBLE SPEEDS and permanent speed restrictions on this line of route have been altered.

(See Section D of this notice). (47)

BETWEEN ARDROSSAN SOUTH BEACH AND ARDROSSAN HARBOUR - A new passenger station has been opened at 31m00yd and named Ardrossan Town with a single platform on the Down side.

(See Section D of this notice). (46)

RANNOCH - The Down Loop has been redesignated the Up Loop, and the Up Loop has been redesignated the Down Loop.

The associated loop stop boards worded "Stop. Obtain Token and Permission to Proceed" have been accordingly repositioned as follows. The Up direction loop stop board has been positioned 18 yards farther from the signal box to be on right of drivers. The Down direction loop stop board has been positioned directly opposite the existing board to be on the right of drivers.

An additional  $\longrightarrow$  sign has been mounted on each of the "points set" indicators to show the altered normal lie of the points.

The altered permanent way and signalling arrangements are shown on the sketch on page C7.

(47)

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

SPEAN BRIDGE - The Down Loop has been redesignated the Up Loop, and the Up Loop has been re-designated the Down Loop.

The associated loop stop boards worded "Stop, Obtain Token and Permission to Proceed" have been accordingly re-positioned as follows. The Up direction loop stop board has been positioned 18 yards further from the signal box to be on right of drivers. The Down direction loop stop board has been positioned directly opposite the existing board to be on the right of drivers.

The altered permanent way and signalling arrangements are shown on the sketch on page C8. (46)

\* \* TAYNUILT - The Down Loop has been redesignated the Up Loop, and the Up Loop has been \* redesignated the Down Loop.

The associated loop stop boards worded "Stop Obtain Token and Permission to Proceed" have been accordingly repositioned as follows. The Up direction loop stop board has been positioned directly opposite the existing board, to be on right of drivers. The Down direction loop stop board has been positioned 33 yards farther from the signal box, to be on right of drivers.

An additional —> sign has been mounted on each of the "points set" indicators to show the altered normal lie of the points. The altered permanent way and signalling arrangements are shown on the sketch on page C11. (45)

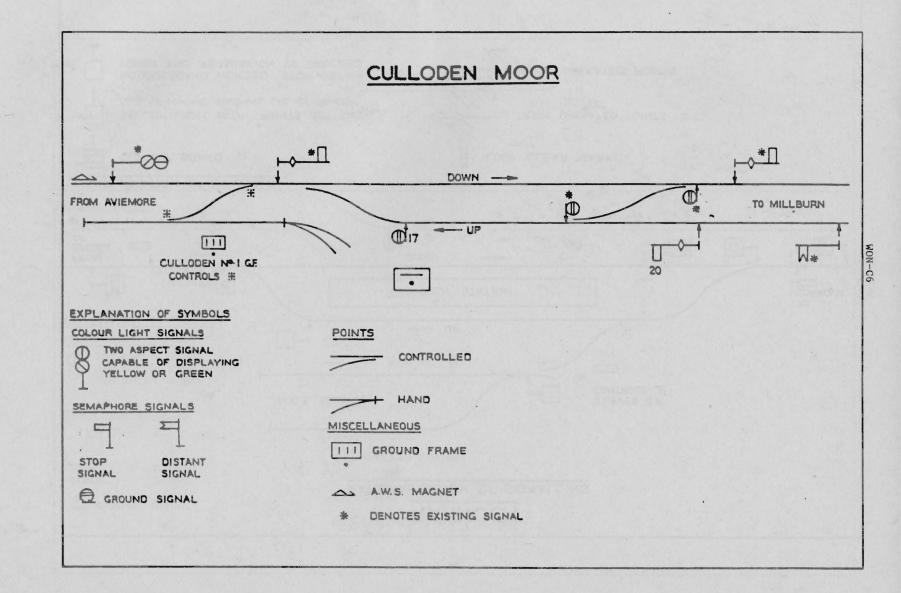
BETWEEN HAYMARKET WEST JN AND ABERDEEN - The MAXIMUM PERMISSIBLE SPEEDS and permanent speed restrictions on this line of route, for both HST and NON-HST traction, have been altered.

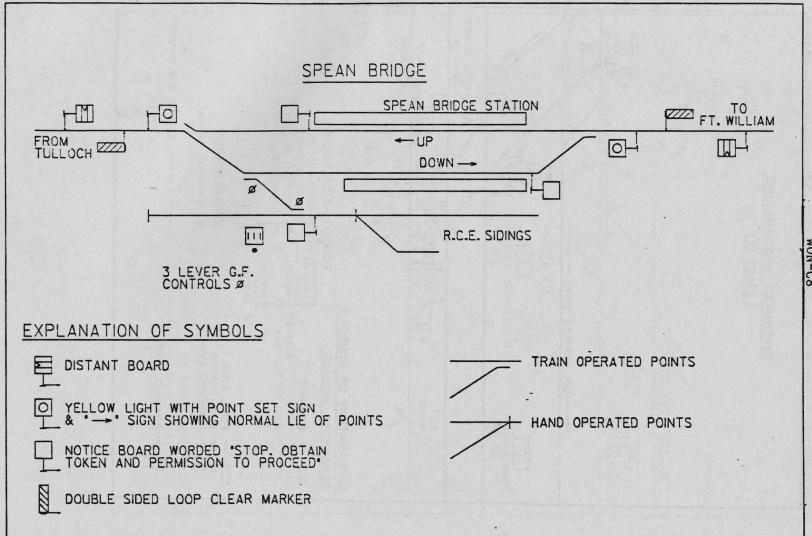
(See Section D of this notice). (47)

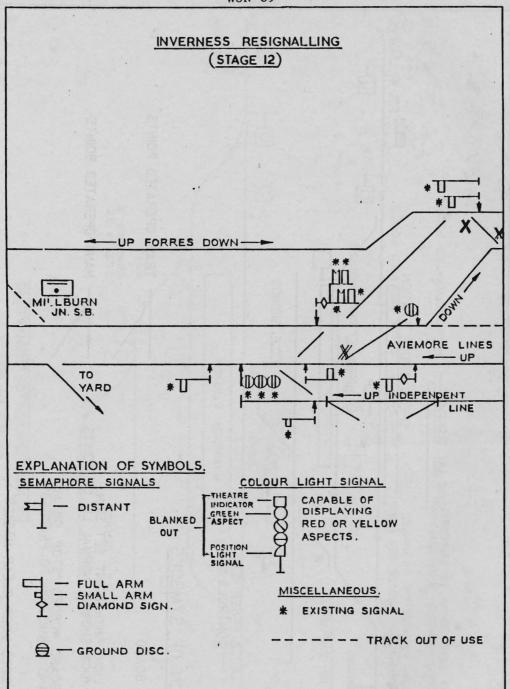
\* \* MILLBURN JN - A new connection, facing to Down direction trains on the Culloden Moor \* lines, approximately 1250 yards from Millburn Jn box, has been installed and secured out of use. (45)

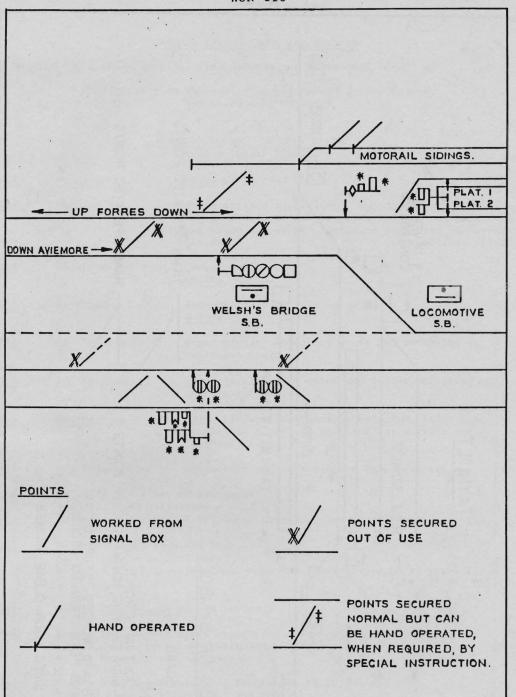
NAIRN WEST - The existing connection Down main line to Goods yard has become ground frame operated, released by Annett's key in custody of the signalman.

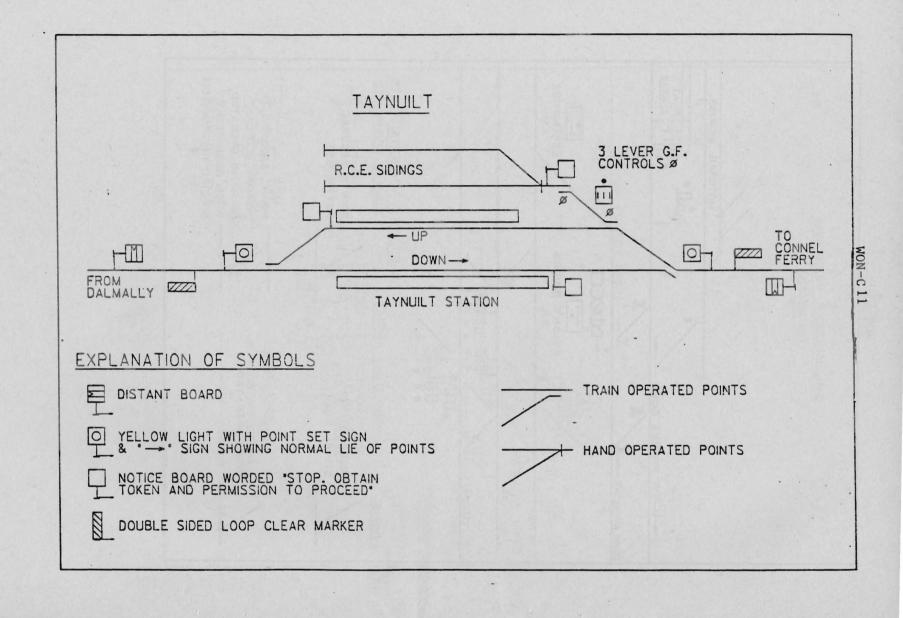
The existing connection shunt spur to Down main line and the associated ground disc signal has been removed. (46)











WON-D42

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

BP OIL TERMINAL

BP oil refinery sidings

Delete :- '...or the release of the ground frame...' from first paragraph.

(13/12/86)

Page 53

GRANGEMOUTH DOCKS

Working of trains and shunting locomotives Delete last paragraph.

Delete :-

Swingbridge and relative instruction.

Carron Dock and relative instruction.

(13/12/86)

Page 59

BETWEEN DALMALLY AND TAYNUILT

Amend to read:-

Pass of Brander - Automatic stone signals - Between the  $51\frac{3}{4}$  and 56 mile posts in the Pass of Brander, 16 automatic stone signals are erected on the south or loch side, and one near the 54 mile post on the north or hill side of the line, at irregular distances from each other, and at points where the best view can be obtained of them from either direction. All these signal posts carry on Up and a Down arm, with the exception of the one at the east end which carries a Down arm only, and the one at the west end which carries an Up arm only. The signals are connected by a number of wires forming a screen which runs along the top of the railway slope on the hill side of the line, and so long as the screen wires remain intact, the signals remain clear; but in the event of a stone falling from the mountain and one or more wires being broken, Up and Down signals go to danger. Every alternate wire passes the first signal post and is connected with the second signal post, and when a driver sights a signal at danger he must reduce speed and proceed cautiously in accordance with the General Appendix instructions "Speed of Trains when Travelling Continuously Through Sections" sending his driver's assistant forward to ascertain if the line is clear, until a second clear signal is reached-as there may be one clear signal between two danger ones-or until the last special signal for the falling stones is passed.

The apparatus is connected with bells in Dalmally signal box and Taynuilt signal box.

The signal lamps are attended to by the S & T engineer's staff.

(31/1/87)

Page 77

BALMOSSIE AND GOLF STREET HALTS

Delete reference to 'Halts' from heading and instruction (2 entries)

(31/1/87)

Pages 83 and 84

INVERKEITHING JN TO THORNTON NORTH JN VIA COWDENBEATH

Delete:-

Townhill and relative instructions

(27/12/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

#### BP OIL TERMINAL

Page 89

#### ABERDEEN TO INVERNESS

Add:-

Radio Communication - Where reference is made in the Rule Book, General Appendix, Regulations for Train Signalling and Signalmen's General Instructions to telephone communication, this will also apply to radio except as shown below.

The radio must not, under any circumstances, be used in connection with Section K of the Rule Book.

Page 90

#### INVERNESS

Add:-

Millburn Jn Up Forres line section signal - Drivers of trains requiring to proceed into the Millburn Jn/Nairn section are permitted, on clearance of the Up Forres line section signal, to proceed without being in possession of the section token. Drivers must, however, bring their trains to a stand at a point opposite Millburn In box and must not proceed further until the section token has been received from the signalman.

The General Appendix instruction 'Single Lines Worked by Electric Token -Instructions to Trainmen', clause 2.1, is modified accordingly.

(25/1/87)

#### MISCELLANEOUS INSTRUCTIONS

- 1. RULE BOOK AMENDMENT PAGES ISSUE NO.13 BR87109/39
- 2. GENERAL APPENDIX AMENDMENT PAGES ISSUE NO.8 BR29944/35
- 3. SIGNALMEN'S GENERAL INSTRUCTIONS ISSUE NO.4 BR30062/12

The above mentioned publications are in the course of printing and distribution, and will operate from Saturday 7 February 1987. The publication must be made available to staff concerned immediately on receipt.

Any member of the staff who is in possession of the current issue of the Rule Book, General Appendix or Signalmen's General Instructions who does not receive a copy of the appropriate amendment pages/supplement by 12 January must promptly advise his supervisor. (MR/OP PUB) (6/12/86)

#### MILLERHILL YARD

UNTIL FURTHER NOTICE - No 3 loop has been blocked to all trains and is in the Absolute Possession of the Engineer in accordance with the Rule Book, Section T, Part III.

(3/12/86)





No.46

## WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 7 FEBRUARY

to

FRIDAY 13 FEBRUARY 1987 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 2721.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

#### SIGNALLING AND PERMANENT WAY ALTERATIONS

SATURDAY 7 FEBRUARY - HAYMARKET - A new four aspect colour light signal capable of displaying a red, yellow, double yellow or green aspect with Position 1, 2, and 3 junction route indicators will be provided on the Up North Line at signals EH525 and EH527, on the left of drivers, red aspect 17 feet above rail level, application as follows:-

Aspect	Route Indication	Application To
Main	Position 1 Junction Indicator	ЕН545
Main	Position 2 Junction Indicator	ЕН543
Main	Position 3 Junction Indicator	ЕН534

This signal will be plated EH517, and associated AWS track equipment will be provided.

The application of the undernoted existing signal will be altered as follows:-

Signal	Aspect	Route Indication	Application to or Towards
EH515	Main	19 ( (a) 4 (a) say ( (a) ( (d)	ЕН517
	Main	Position 4 Junction Indicator	EH527
	Position Light	-	ЕН907

The application of the undernoted existing ground mounted position light signals will be altered as follows:-

Signal	Route Indication	From	Application Towards
EH 905	US	Up South	EH921
	DN		EH525
	UN		EH517
	L		EH527
	0		ЕН917
	Y Color Tongra		Carriage Sidings
EH 907	N	Up North	ЕН517
	L		EH527
	0		EH917
	Y		Carriage Sidings

The Up North line between signals EH515 and EH517 will become bi-directional. (49)

 $\frac{\text{SUNDAY 8 FEBRUARY - ARDLUI}}{\text{Loop will be redesignated the Up Loop,}}$  and the Up Loop will be redesignated the Down Loop.

The associated loop stop boards worded "Stop. Obtain Token and Permission to Proceed" will be accordingly repositioned as follows. The Up direction loop stop board will be positioned directly opposite the existing board on right of drivers. The Down direction loop stop board will be positioned directly opposite the existing board, between the Up and Down loops, on left of drivers.

An additional ——> sign will be mounted on each of the "points set" indicators to show the altered normal lie of the points.

The altered permanent way and signalling arrangements are shown on the sketch on page C5. (49)

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

SUNDAY 8 FEBRUARY - RAIGMORE LC - Electrically operated lifting barriers will be provided, controlled by a crossing keeper. (49)

#### DETAILS OF WORK ALREADY CARRIED OUT

BEATTOCK - The connection Down Passenger Loop to Loco Sidings has been disconnected and secured out of use pending removal and all associated signals has been removed.

The position light signal and I way stencil route indicator associated with signal MC731 has been removed. (47)

\* \*HAMILTON WEST - Ground position light signal M225 has been renewed on a straight post \* as an elevated position light signal, ll feet above rail level, at the same location, application unaltered. (46)

BETWEEN FALKLAND AND STRANRAER - The MAXIMUM PERMISSIBLE SPEEDS and permanent speed restrictions on this line of route have been altered.

(See Section D of this notice). (47)

\* \*BETWEEN ARDROSSAN SOUTH BEACH AND ARDROSSAN HARBOUR - A new passenger station has been 
\* opened at 31m00yd and named Ardrossan Town with a single platform on the Down 
side. (See Section D of this notice). (46)

HAYMARKET - A new two aspect colour light signal, capable of displaying a red or yellow aspect, with a Position 4 junction route indicator, and an associated position light signal has been provided at the Dundee end of Platform No.1 on right of drivers, red aspect 11 feet above rail level, application now as amended in the item in this Notice dated 7 February.

This signal has been plated EH515 and a sign provied.

Up North line ground position light signal EH915 has been removed.

This amends the item published in WON 45 as a consequence of the item dated 7 February in this Notice. (47)

BETWEEN SIGNITHILL JN AND COWLAIRS - The connection Up Branch Goods to Siding No.1 and the Branch Goods trailing crossover in tandem has been disconnected and secured out of use pending removal and the associated signals removed. Up Goods two aspect signal C3 has been altered to be capable of displaying a single yellow aspect only and the associated position light aspect removed. (48)

BRIDGE OF ORCHY - The Down Loop has been redesignated the Up Loop, and the Up Loop has been redesignated the Down Loop.

The associated loop stop boards worded "Stop. Obtain Token and Permission to Proceed" have been accordingly repositioned as follows. The Up direction loop stop board has been positioned 37 yards further from the signal box on right of drivers. The Down direction loop stop board has been positioned directly opposite the existing board on right of drivers.

An additional  $\longrightarrow$  sign has been mounted on each of the "points set" indicators to show the altered normal lie of the points.

The altered permanent way and signalling arrangements are shown on the sketch on page C6.

(48)

RANNOCH - The Down Loop has been redesignated the Up Loop, and the Up Loop has been redesignated the Down Loop.

The associated loop stop boards worded "Stop. Obtain Token and Permission to Proceed" have been accordingly repositioned as follows. The Up direction loop stop board has been positioned 18 yards farther from the signal box on right of drivers. The Down direction loop stop board has been positioned directly opposite the existing board on right of drivers.

An additional —— sign has been mounted on each of the "points set" indicators to show the altered normal lie of the points.

The altered permanent way and signalling arrangements are shown on the sketch on page C7.

(47)

\* \*SPEAN BRIDGE - The Down Loop has been redesignated the Up Loop, and the Up Loop has \* been re-designated the Down Loop.

The associated loop stop boards worded "Stop, Obtain Token and Permission to Proceed" have been accordingly re-positioned as follows. The Up direction loop stop board has been positioned 18 yards further from the signal box on right of drivers. The Down direction loop stop board has been positioned directly opposite the existing board on right of drivers.

An additional  $\longrightarrow$  sign has been mounted on each of the "points set" indicators to show the altered normal lie of the points.

The altered permanent way and signalling arrangements are shown on the sketch on page C8. (46)

BETWEEN HAYMARKET WEST JN AND ABERDEEN - The MAXIMUM PERMISSIBLE SPEEDS and permanent speed restrictions on this line of route, for both HST and NON-HST traction, have been altered.

(See Section D of this notice).

CULLODEN MOOR - The permanent way and signalling arrangements shown on the sketch appearing on page Cll of this notice have been brought into operation.

Details of altered signals at Culloden are as follows:-

Signal No	Designation/ Application	
20	To Down single line	This signal also acts as the Up Home signal
17	To Down single line	

\* \*NAIRN WEST - The existing connection Down main line to Goods yard has become ground \* frame operated, released by Annett's key in custody of the signalman.

The existing connection shunt spur to Down main line and the associated ground disc signal has been removed. (46)

BETWEEN MILLBURN SB AND WELSH'S BRIDGE SB - The facing connection Down Forres line to Down Aviemore line, on the Nairn side of Millburn box, has been removed. The corresponding trailing connection Down Forres line to Down Aviemore line has been secured out of use pending removal.

The Up Forres line has been redesignated Up and Down Forres line.

The Up Forres section signal for Millburn box has been removed, and the Up Forres home signal has been redesignated Up Forres home/section signal with a graph sign provided.

The alignment of the Down Aviemore line has been altered as shown on the sketch on pages C9 and C10.

All signals/connections associated with the former Down Aviemore line have been removed/secured out of use.

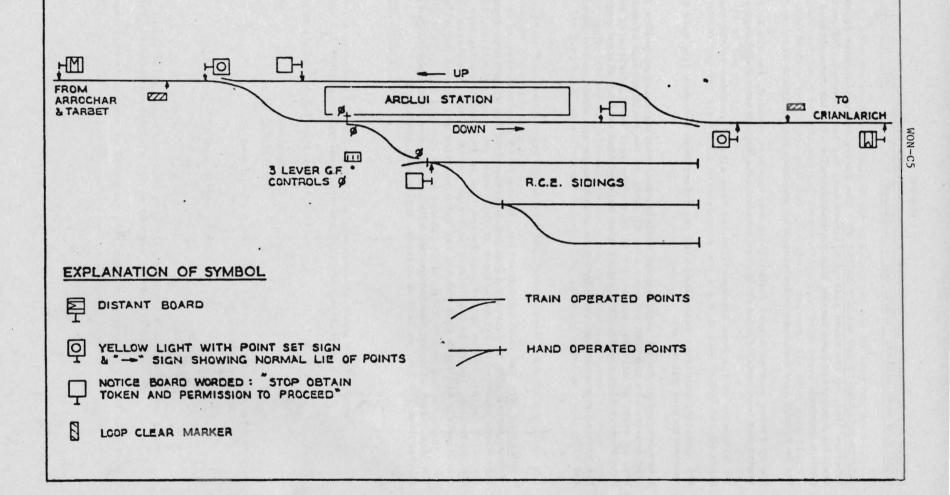
A new two aspect colour light signal capable of displaying a red or yellow aspect, has been provided on the Down Aviemore line 67 yards on the Millburn side of Welsh's Bridge box, on right of drivers, red aspect 12 feet above rail level, designated Welsh's Bridge Down home/section signal. This signal also acts as Rose St Down distant signal.

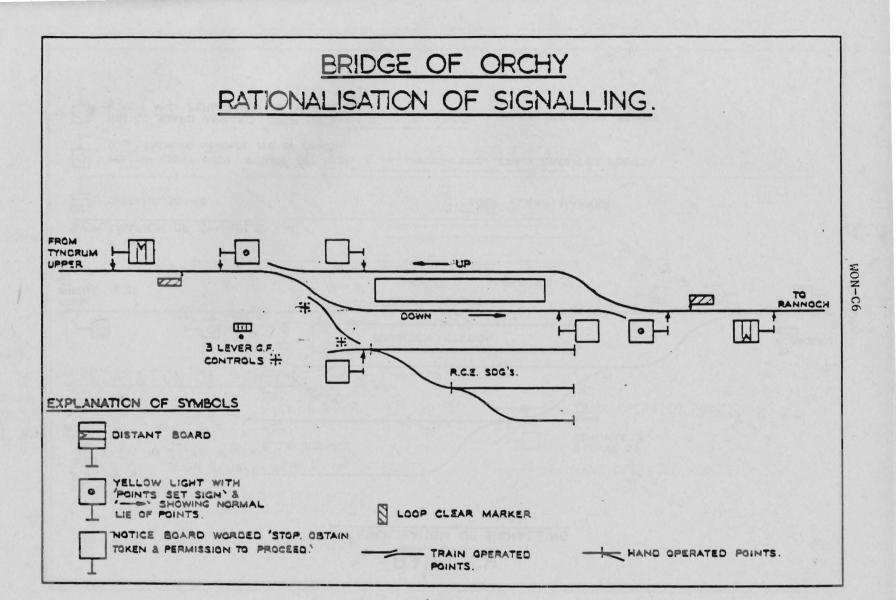
The altered permanent way and signalling arrangements are shown on the sketch on pages C9 and C10. (47)

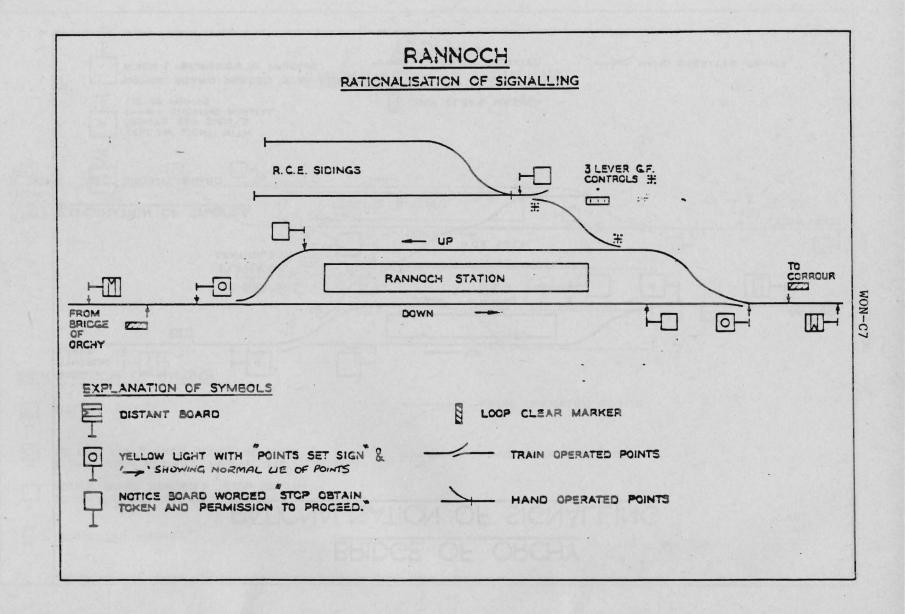
\* \*MILLBURN JN - The existing connection, facing to Up direction trains, on the Up and \* Down Forres line to Aviemore lines has been removed. The Up and Down Forres line has been slued towards the Aviemore lines at this point and a new connection, facing to Up direction trains, on the Up and Down Forres line to Aviemore lines has been provided. A new connection, facing to Down direction trains on the Up and Down Forres lines, approximately 410 yards from the box has been installed and secured out of use.

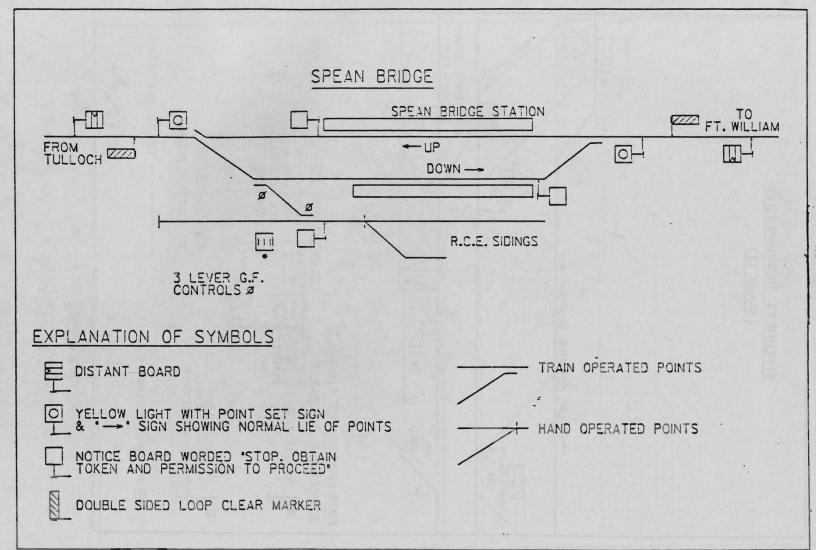
The disc signal applying Down Aviemore to Up Aviemore has been repositioned 40 yards farther from the box, on left of drivers, application unaltered. (46)

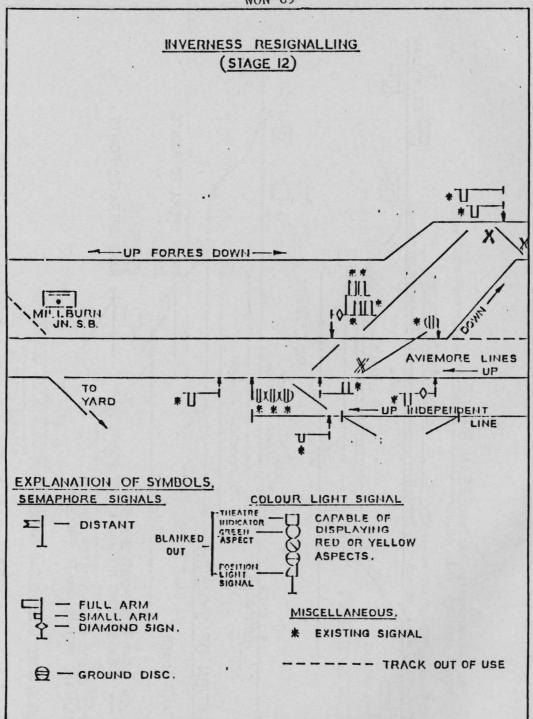
# ARDLUI RATICNALISATION OF SIGNALLING

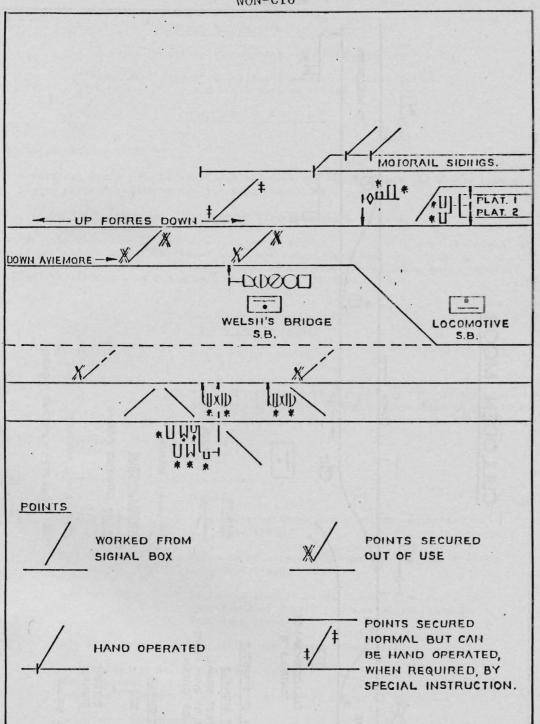


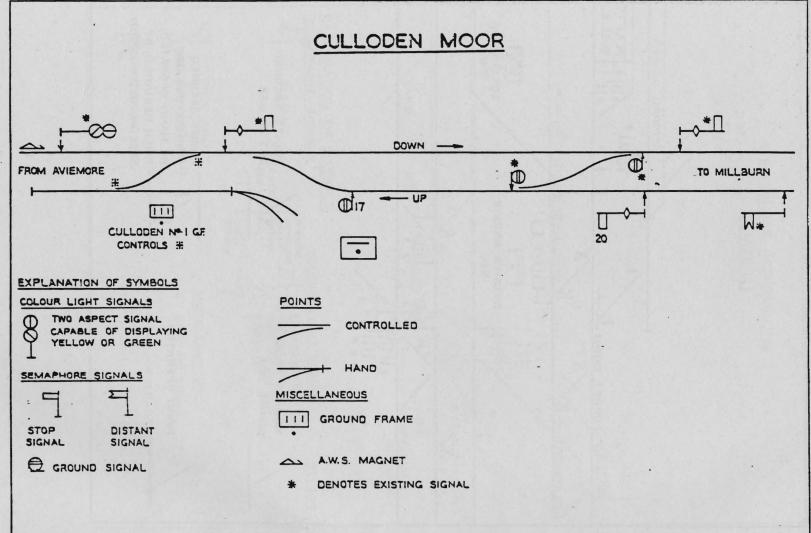














No.47

## WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 14 FEBRUARY

to

FRIDAY 20 FEBRUARY 1987

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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 2721.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

#### 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 FEBRUARY - AIRDRIE - The main line trailing crossover will be secured out of use, pending removal.

The Up main end of the existing facing crossover will be secured Reverse out of use, and and Up main line from this point, through the existing Up main platform, and to the existing termination of the line, will be secured out of use, pending removal, together with all associated signals. (50)

SUNDAY 15 FEBRUARY - GARELOCHHEAD - The Down Loop will be redesignated the Up Loop, and the Up Loop will be redesignated the Down Loop.

The associated loop stop boards worded "Stop. Obtain Token and Permission to Proceed" will be accordingly repositioned as follows. The Up direction loop stop board will be positioned 10 yards farther from the signal box on right of drivers. The Down direction loop stop board will be positioned 4 yards nearer the signal box on right of drivers.

An additional  $\longrightarrow$  sign will be mounted on each of the "points set" indicators to show the altered normal lie of the points.

The altered permanent way and signal arrangements are shown on the sketch on page C6. (50)

SUNDAY 15 FEBRUARY - BETWEEN MILLBURN JN AND ROSE ST - Welsh's Bridge box will be closed as a block post and the section extended to be Millburn Jn to Rose St. All connections at Welsh's Bridge will be secured out of use and associated signals removed.

The Up Aviemore line between Welsh's Bridge and Millburn Jn will be put out of use.

The Down Aviemore line between Millburn Jn and Welsh's Bridge and the Down main line between Welsh's Bridge and Rose St will be redesignated the Up and Down Rose St curve single line, Throughout, and the LOS at the Rose St end removed. Electric Token Block working will apply between Millburn Jn and Rose St boxes on the Up and Down Rose St curve.

Facing and trailing connections between the Rose St curve and the Independent line will be installed and secured out use.

The Up Independent line between Welsh's Bridge and Millburn Jn will be realigned as shown on the sketch on pages C7 and C8 and become bi-directional.

The former Up main line between Rose St and Welsh's Bridge will be connected into the Independent line at Welsh's Bridge and be redesignated Up and Down Independent line.

Yard working arrangements will apply on the Up and Down Independent line. Double sided notice boards as shown on the sketch on pages C7 and C8 will be provided on the Millburn and Rose St side of the hand connections to and from the Carriage Cleaning Sheds.

#### Millburn Jn

The existing connection Up Independent to Up Aviemore will be secured out of use pending removal and the associated signals removed.

The following signals will be removed:-

Up Aviemore inner backshunt disc - No.59

Up Aviemore home 1 - No.73

Back along Up Aviemore miniature arm - No.54

The ground disc signal applying Up Aviemore to Down Aviemore will be replaced, at the same location, by full arm, straight post signal designation Up Rose St curve to Up Aviemore section signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued DETAILS OF WORK REFERRED TO IN SECTION B - continued SUNDAY 15 FEBRUARY - BETWEEN MILLBURN JN AND ROSE ST - continued

The existing Down Aviemore section signal will be redesignated Down Aviemore to Down Rose St curve section signal.

The application of the Up Aviemore outer backshunt signal is altered to be to Down Independent or to Yard.

#### Rose St

Nos.5 and 6 platforms will be put out of use, the connections thereto secured out of use pending removal and the associated signals removed.

The application of the former Up main section signal is altered to be to the up Independent line.

Existing signals with application to Up main line will now apply to the Independent line.

The ground disc signal applying Down main to LOS or Fuelling Road will be replaced by a position light ground signal, 30 yards nearer the box on right of drivers, with two way stencil route indicator, application as under:-

X - to Up Rose St curve

F - to Fuelling Road

The existing ground disc Down line inner backshunt signal applying to Down main line will be altered to apply to the Up Rose St curve.

The route from the Up single line to Up Rose St curve will be via the Up single to Down line connection (existing single line outer backshunt disc signal).

#### No.3 platform line

Drivers entering or leaving No.3 platform line must work to the instructions of the Operations Department Representative in attendance.

A new colour light signal capable of exhibiting a red aspect only, will be provided, applying from No.3 platform line, red aspect lôfeet 3inches above rail level on left of drivers. Drivers must not pass the signal until instructed to do so by the Operations Department Representative in charge.

The altered permanent way and signalling arrangements are shown on the sketch on pages C7 and C8. (50)

SUNDAY 15 FEBRUARY - INVERKEILOR - A " " diamond sign will be provided on the Down Main Home Signal. (50)

#### DETAILS OF WORK ALREADY CARRIED OUT

\* \* BEATTOCK - The connection Down Passenger Loop to Loco Sidings has been disconnected \* and secured out of use pending removal and all associated signals has been removed.

The position light signal and I way stencil route indicator associated with signal MC731 has been removed. (47)

\* \* BETWEEN FALKLAND AND STRANRAER - The MAXIMUM PERMISSIBLE SPEEDS and permanent speed

\* restrictions on this line of route have been altered.

(See Section D of this notice). (47)

HAYMARKET - A new four aspect colour light signal capable of displaying a red, yellow, double yellow or green aspect with Position 1, 2, and 3 junction route indicators has been provided on the Up North Line at signals EH525 and EH527, on the left of drivers, red aspect 17 feet above rail level, application as follows:-

Aspect	Route Indication	Application To
Main	Position 1	EH545
	Junction Indicator	
Main	Position 2	ЕН543
	Junction Indicator	
Main	Position 3	ЕН534
	Junction Indicator	

This signal has been plated EH517, and associated AWS track equipment has been provided.

The application of the undernoted existing signal has been altered as follows:-

Signal	Aspect	Route Indication	Application to or Towards
EH515	Main		EH517
	Main	Position 4 Junction Indicator	ЕН527
	Position Light	<del>-</del>	ЕН907

The application of the undernoted existing ground mounted position light signals have been altered as follows:-

Signal	Route Indication	From	Application Towards
ЕН 905	US	Up South	EH921
	DN		EH525
	UN		EH517
	L		EH527
	0		ЕН917
	Y		Carriage Sidings
EH 907	N	Up North	ЕН517
	L		EH527
	0		EH917
	Y		Carriage Sidings

The Up North line between signals EH515 and EH517 has become bi-directional. (49)

\* \* HAYMARKET - A new two aspect colour light signal, capable of displaying a red or \* yellow aspect, with a Position 4 junction route indicator, and an associated position light signal has been provided at the Dundee end of Platform No.1 on right of drivers, red aspect 11 feet above rail level, application now as amended in the item above.

This signal has been plated EH515 and a sign provied.

Up North line ground position light signal EH915 has been removed.

This amends the item published in WON 45.

(47)

BETWEEN SIGHTHILL JN AND COWLAIRS - The connection Up Branch Goods to Siding No.1 and the Branch Goods trailing crossover in tandem has been disconnected and secured out of use pending removal and the associated signals removed. Up Goods two aspect signal C3 has been altered to be capable of displaying a single yellow aspect only and the associated position light aspect removed. (48)

ARDLUI - The Down Loop has been redesignated the Up Loop, and the Up Loop has been redesignated the Down Loop.

The associated loop stop boards worded "Stop. Obtain Token and Permission to Proceed" have been accordingly repositioned as follows. The Up direction loop stop board has been positioned directly opposite the existing board on right of drivers. The Down direction loop stop board has been positioned directly opposite the existing board, between the Up and Down loops, on left of drivers.

An additional  $\longrightarrow$  sign has been mounted on each of the "points set" indicators to show the altered normal lie of the points.

The altered permanent way and signalling arrangements are shown on the sketch on page C9.
(49)

 $\frac{\text{BRIDGE OF ORCHY}}{\text{been redesignated}}$  - The Down Loop has been redesignated the Up Loop, and the Up Loop has been redesignated the Down Loop.

The associated loop stop boards worded "Stop. Obtain Token and Permission to Proceed" have been accordingly repositioned as follows. The Up direction loop stop board has been positioned 37 yards further from the signal box on right of drivers. The Down direction loop stop board has been positioned directly opposite the existing board on right of drivers.

An additional  $\longrightarrow$  sign has been mounted on each of the "points set" indicators to show the altered normal lie of the points.

The altered permanent way and signalling arrangements are shown on the sketch on page C10.
(48)

\*  $\frac{RANNOCH}{redesignated}$  - The Down Loop has been redesignated the Up Loop, and the Up Loop has been redesignated the Down Loop.

The associated loop stop boards worded "Stop. Obtain Token and Permission to Proceed" have been accordingly repositioned as follows. The Up direction loop stop board has been positioned 18 yards farther from the signal box on right of drivers. The Down direction loop stop board has been positioned directly opposite the existing board on right of drivers.

An additional  $\longrightarrow$  sign has been mounted on each of the "points set" indicators to show the altered normal lie of the points.

The altered permanent way and signalling arrangements are shown on the sketch on page C11.

\* \* BETWEEN HAYMARKET WEST JN AND ABERDEEN - The MAXIMUM PERMISSIBLE SPEEDS and permanent

\* speed restrictions on this line of route, for both HST and NON-HST traction, have been altered.

(See Section D of this notice).

 $\frac{\text{CULLODEN MOOR}}{\text{appearing on page C12 of this notice have been brought into operation.}}$ 

Details of altered signals at Culloden are as follows:-

Signal No	Designation/ Application	
20	To Down single line	This signal also acts as the Up Home signal
17	To Down single line	(48)

\* \* BETWEEN MILLBURN SB AND WELSH'S BRIDGE SB - The facing connection Down Forres line to

\* Down Aviemore line, on the Nairn side of Millburn box, has been removed. The

corresponding trailing connection Down Forres line to Down Aviemore line has been

secured out of use pending removal.

The Up Forres line has been redesignated Up and Down Forres line.

The Up Forres section signal for Millburn box has been removed, and the Up Forres home signal has been redesignated Up Forres home/section signal with a mill sign provided.

The alignment of the Down Aviemore line has been altered as shown on the sketch on pages  ${\rm C}13$  and  ${\rm C}14$ .

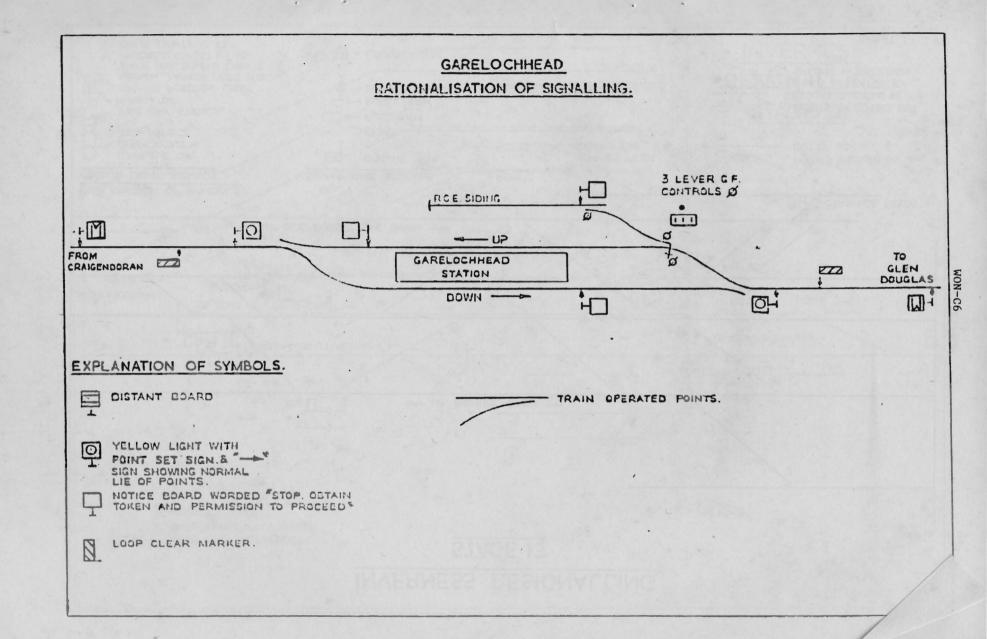
All signals/connections associated with the former Down Aviemore line have been removed/secured out of use.

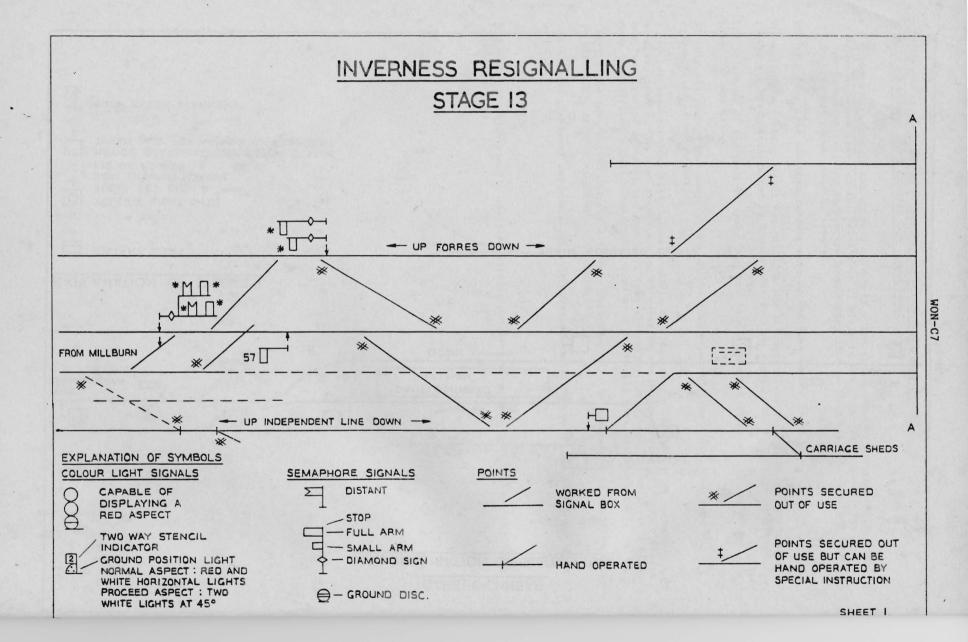
A new two aspect colour light signal capable of displaying a red or yellow aspect, has been provided on the Down Aviemore line 67 yards on the Millburn side of Welsh's Bridge box, on right of drivers, red aspect 12 feet above rail level, designated Welsh's Bridge Down home/section signal. This signal also acts as Rose St Down distant signal.

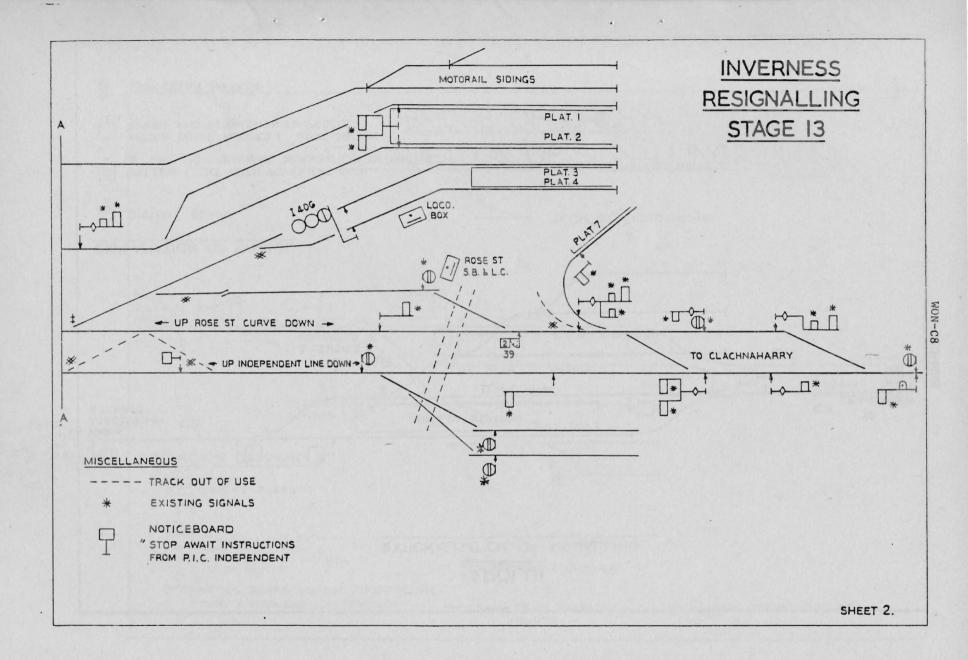
(NOTE - the information contained in this paragraph will be superseded by the item dated 15 FEBRUARY - BETWEEN MILLBURN JN AND ROSE ST).

The altered permanent way and signalling arrangements are shown on the sketch on pages C13 and C14. (47)

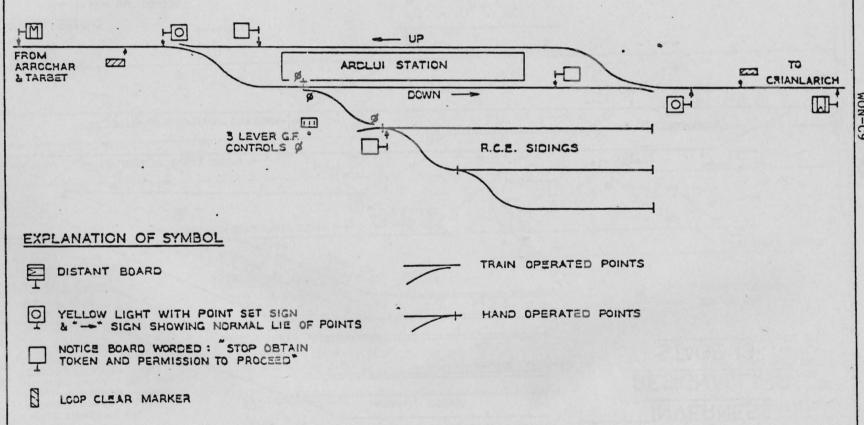
RAIGMORE LC - Electrically operated lifting barriers have been provided, controlled by a crossing keeper. (49)

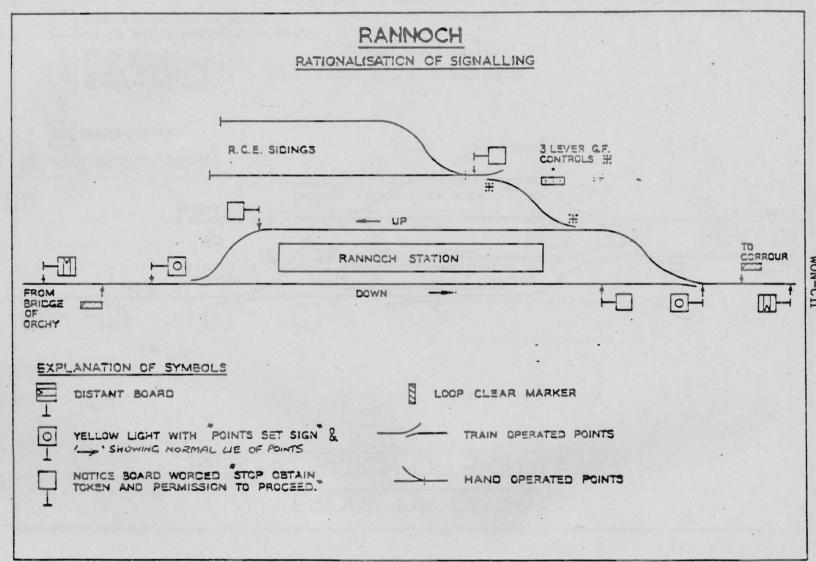


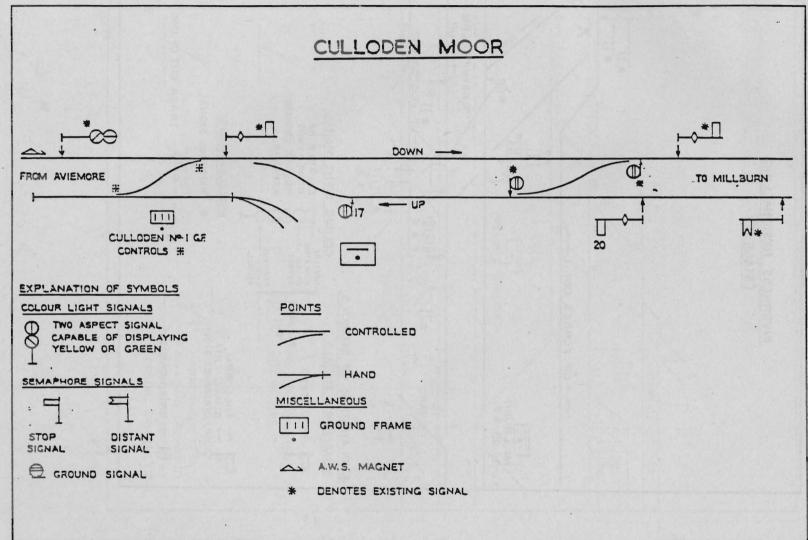




### ARDLUI RATIONALISATION OF SIGNALLING









No.48

## WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

to
FRIDAY 27 FEBRUARY 1987
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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 2721.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

AIRDRIE - The main line trailing crossover has been secured out of use, pending removal.

The Up main end of the existing facing crossover has been secured Reverse out of use, and the Up main line from this point, through the existing Up main platform, and to the existing termination of the line, has been secured out of use, pending removal, together with all associated signals. (50)

GARELOCHHEAD - The Down Loop has been redesignated the Up Loop, and the Up Loop has been redesignated the Down Loop.

The associated loop stop boards worded "Stop. Obtain Token and Permission to Proceed" have been accordingly repositioned as follows. The Up direction loop stop board has been positioned 10 yards farther from the signal box on right of drivers. The Down direction loop stop board has been positioned 4 yards nearer the signal box on right of drivers.

An additional — sign has been mounted on each of the "points set" indicators to show the altered normal lie of the points.

The altered permanent way and signal arrangements are shown on the sketch on page C6. (50)

ARDLUI - The Down Loop has been redesignated the Up Loop, and the Up Loop has been redesignated the Down Loop.

The associated loop stop boards worded "Stop. Obtain Token and Permission to Proceed" have been accordingly repositioned as follows. The Up direction loop stop board has been positioned directly opposite the existing board on right of drivers. The Down direction loop stop board has been positioned directly opposite the existing board, between the Up and Down loops, on left of drivers.

An additional  $\longrightarrow$  sign has been mounted on each of the "points set" indicators to show the altered normal lie of the points.

The altered permanent way and signalling arrangements are shown on the sketch on page C7.

\* \*BRIDGE OF ORCHY - The Down Loop has been redesignated the Up Loop, and the Up Loop has \* been redesignated the Down Loop.

The associated loop stop boards worded "Stop. Obtain Token and Permission to Proceed" have been accordingly repositioned as follows. The Up direction loop stop board has been positioned 37 yards further from the signal box on right of drivers. The Down direction loop stop board has been positioned directly opposite the existing board on right of drivers.

An additional - sign has been mounted on each of the "points set" indicators to show the altered normal lie of the points.

The altered permanent way and signalling arrangements are shown on the sketch on page C8. (48)

\* \*CULLODEN MOOR - The permanent way and signalling arrangements shown on the sketch \* appearing on page Cll of this notice have been brought into operation.

Details of altered signals at Culloden are as follows:-

Signal No	Designation/ Application	
20	To Down single line	This signal also acts as the Up Home signal
17	To Down single line	(48)

#### 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

LOCHDHU LEVEL CROSSING - Lochdhu level crossing has been closed as a miniature red/green installation and retained only for pedestrian use. (52)

SATURDAY 21 FEBRUARY - BETWEEN PERTH AND DALWHINNIE - The MAXIMUM PERMISSIBLE SPEEDS and permanent speed restrictions on this line of route, for both HST and NON-HST, will be altered.

(See Section D of this notice).

SUNDAY 22 FEBRUARY - AIRDRIE - The existing Bay platform will be redesignated Platform 1, and the existing Down main platform will be redesignated Platform 2.

The existing single aspect colour light signal AD50, capable of displaying a red aspect only, located at the east end of the existing Down main platform will be removed.

The portion of the former Down line (now Platform 2 line) beyond the east end of Platform 2, will be put out of use and a buffer stop erected.

Catch points will be provided at the Sunnyside end of Platform 2 line.

The existing miniature yellow colour light aspect application towards the Carriage Sidings, associated with the existing two aspect colour light signal AD41, designated Up Main home signal, will be removed.

The applications of the Up Main home signal will be as follows:-

Aspect	Route Indication	Application to or Toward	is
Main	1	Platform 1	
Position Light	1	Platform 1	
Main	2	Platform 2	
Position Light	2	Platform 2	
Position Light	C	Carriage Sidings	(5

SUNDAY 22 FEBRUARY - NAIRN - The existing East Down distant and West Up distant signals will be removed and replaced with reflectorised distant boards. Associated AWS will be provided.

Nairn West Down home signal will be removed.

A <> signs will be provided on Nairn West Up section signal.

SUNDAY 22 FEBRUARY - BETWEEN MILLBURN JN AND ROSE STREET - The double sided notice boards on the Up and Down Independent goods line will be repositioned to a point nearer the boxes to facilitate permanent way alterations. (51)

(51)

#### DETAILS OF WORK ALREADY CARRIED OUT

HAYMARKET - A new four aspect colour light signal capable of displaying a red, yellow, double yellow or green aspect with Position 1, 2, and 3 junction route indicators has been provided on the Up North Line at signals EH525 and EH527, on the left of drivers, red aspect 17 feet above rail level, application as follows:-

Aspect	Route Indication	Application To
Main	Position 1 Junction Indicator	EH545
Main	Position 2 Junction Indicator	ЕН543
Main	Position 3 Junction Indicator	ЕН534

This signal has been plated EH517, and associated AWS track equipment has been provided.

The application of the undernoted existing signal has been altered as follows:-

Signal	Aspect	Route Indication	Application to or Towards
EH515	Main	-	EH517
	Main	Position 4 Junction Indicator	EH527
	Position Light		ЕН907

The application of the undernoted existing ground mounted position light signals have been altered as follows:-

Signal	Route Indication	From	Application Towards
ЕН 905	US	Up South	ЕН921
	DN		EH525
	UN		EH517
	L		EH527
	0		EH917
	Y		Carriage Sidings
ЕН 907	N	Up North	ЕН517
	L		EH527
	0		ЕН917
	Y		Carriage Sidings

The Up North line between signals EH515 and EH517 has become bi-directional.

(49)

<sup>\* \*</sup>BETWEEN SIGHTHILL JN AND COWLAIRS - The connection Up Branch Goods to Siding No.1 and \* the Branch Goods trailing crossover in tandem has been disconnected and secured out of use pending removal and the associated signals removed. Up Goods two aspect signal C3 has been completely removed. (48

RAIGMORE LC - Electrically operated lifting barriers have been provided, controlled by a crossing keeper. (49)

BETWEEN MILLBURN JN AND ROSE ST - Welsh's Bridge box has been closed as a block post and the section extended to be Millburn Jn to Rose St. All connections at Welsh's Bridge have been secured out of use and associated signals removed.

The Up Aviemore line between Welsh's Bridge and Millburn Jn has been put out of use.

The Down Aviemore line between Millburn Jn and Welsh's Bridge and the Down main line between Welsh's Bridge and Rose St have been redesignated the Up and Down Rose St curve single line, throughout, and the LOS at the Rose St end removed. Electric Token Block working will apply between Millburn Jn and Rose St boxes on the Up and Down Rose St curve.

Facing and trailing connections between the Rose St curve and the Independent line have been installed and secured out use.

The Up Independent line between Welsh's Bridge and Millburn Jn has been realigned as shown on the sketch on pages C9 and C10 and become bi-directional.

The former Up main line between Rose St and Welsh's Bridge has been connected into the Independent line at Welsh's Bridge and been redesignated Up and Down Independent line.

Yard working arrangements will apply on the Up and Down Independent line. Double sided notice boards as shown on the sketch on pages C9 and C10 have been provided on the Millburn and Rose St side of the hand connections to and from the Carriage Cleaning Sheds.

#### Millburn Jn

The existing connection Up Independent to Up Aviemore has been secured out of use pending removal and the associated signals removed.

The following signals have been removed:-

Up Aviemore inner backshunt disc - No.59

Up Aviemore home 1 - No.73

Back along Up Aviemore miniature arm - No.54

The ground disc signal applying Up Aviemore to Down Aviemore has been replaced, at the same location, by a full arm, straight post signal, designation Up Rose St curve to Up Aviemore section signal.

The existing Down Aviemore section signal has been redesignated Down Aviemore to Down Rose St curve section signal.

The application of the Up Aviemore outer backshunt signal has been altered to be to Down Independent or to Yard.

#### Rose St

Nos.5 and 6 platforms have been put out of use, the connections thereto secured out of use pending removal and the associated signals removed.

The application of the former Up main section signal has been altered to be to the Up Independent line.

Existing signals with application to Up main line now apply to the Independent line.

The ground disc signal applying Down main to LOS or Fuelling Road has been replaced by a position light ground signal, 30 yards nearer the box on right of drivers, with two way stencil route indicator, application as under:-

X - to Up Rose St curve

F - to Fuelling Road

The existing ground disc Down line inner backshunt signal applying to Down main line has been altered to apply to the Up Rose St curve.

The route from the Up single line to Up Rose St curve is via the Up single to Down line connection (existing single line outer backshunt disc signal).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued DETAILS OF WORK ALREADY CARRIED OUT - continued BETWEEN MILLBURN JN AND ROSE ST - continued

No.3 platform line

Drivers entering or leaving No.3 platform line must work to the instructions of the Operations Department Representative in attendance.

A new colour light signal capable of exhibiting a red aspect only, has been provided, applying from No.3 platform line, red aspect l6feet 3inches above rail level on left of drivers. Drivers must not pass the signal until instructed to do so by the Operations Department Representative in charge.

The altered permanent way and signalling arrangements are shown on the sketch on pages C9 and C10. (50)

INVERKEILOR - A " sign has been provided on the Down Main Home Signal. (50)



M56

No.49

## WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 28 FEBRUARY to FRIDAY 6 MARCH 1987 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 2721.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

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

BETWEEN BARASSIE JN AND TROON - The 75mph speed restriction on the Up and Down lines between 1m570yd and 35m200yd (total distance 1610yd) now applies between 1m570yd and 35m352yd (total distance 1760yd). (19/2/87)(52)

BETWEEN MILLBURN JN AND ROSE ST - The item in WON 47 refers.

 $\underline{\text{Millburn Jn}}$  - the altered permanent way and signalling arrangements described in paragraph one are amended as follows:-

The portion of the Up Independent line at the Millburn Jn end, previously advised as out of use, together with the associated connection to the Up Aviemore line, has been retained together with the associated signals.

The accompanying sketch is modified accordingly.

(52)

#### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 1 MARCH - ABERDEEN - Position light signal A37 Down Goods to Up Yard will be removed and replaced by a fixed red main aspect colour light signal 12 feet above rail level and associated position lights signal on right of drivers. A sign will be provided.

Down Main signal A67 will be equipped with a position 5 junction route indicator and the existing 1-way stencil indicator removed.

The application of this signal will be altered to be:-

Aspect	Route Indication where provided	Application To or Towards	
Main	<u>-</u>	A75	
Position Light		A75	
Main	Position 4 Junction Indicator	A77	
Position Light	Position 4 Junction Indicator	A77	
Main	Position 5 Junction Indicator	A37	
Position Light	Position 5 Junction Indicator	A37	(52)

SUNDAY 1 MARCH - MILLBURN JN - The existing connection Yard to single Independent goods line will be worked by an Operations Department Representative as necessary.

The following signals will be provided:-

A three aspect colour light signal capable of displaying a red aspect only on left of drivers, red aspect 12 feet above rail level, at the exit from the yard, 172 yards on the Inverness side of Millburn Jn box. (52)

A ground position light signal on left of drivers on the single Independent goods line 130 yards on the Inverness side of Millburn Jn box. (52)

#### WON-C2

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

SUNDAY 1 MARCH - ROSE STREET - The main line facing crossover will be secured out of use pending removal and associated signals removed.

A new main line trailing crossover will be installed and secured out of use.

The Harbour branch will be temporarly secured out of use and associated signals removed.

The single Independent line between the connection to the harbour branch and the single line will be secured out of use and associated signals removed.

The ground disc signal positioned adjacent to the Up main home signal will be removed

The altered permanent way and signalling arrangements are shown on the sketch on pages C7 and C8.

FRIDAY 6 MARCH - CULLODEN MOOR - The main line trailing crossover will be secured out of use pending removal and associated signals removed. (52)

#### DETAILS OF WORK ALREADY CARRIED OUT

\* \* HAYMARKET - A new four aspect colour light signal capable of displaying a red, yellow, 
\* double yellow or green aspect with Position 1, 2, and 3 junction route indicators has been provided on the Up North Line at signals EH525 and EH527, on the left of drivers, 
red aspect 17 feet above rail level, application as follows:-

Aspect	Route Indication	Application To
Main	Position 1 Junction Indicator	ЕН545
Main	Position 2 Junction Indicator	ЕН543
Main	Position 3 Junction Indicator	ЕН534

This signal has been plated EH517, and associated AWS track equipment has been provided.

The application of the undernoted existing signal has been altered as follows:-

Signal	Aspect	Route Indication	Application to or Towards
ЕН515	Main		EH517
	Main	Position 4 Junction Indicator	ЕН527
	Position Light		ЕН907

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \* HAYMARKET - continued

The application of the undernoted existing ground mounted position light signals have been altered as follows:-

Signal	Route Indication	From	Application Towards
ЕН 905	US	Up South	EH921
	DN UN		ЕН525 ЕН517
	L O		EH527 EH917
	Y		Carriage Sidings
ЕН 907	N	Up North	EH517
	L O		EH527 EH917
	Y		Carriage Sidings

The Up North line between signals EH515 and EH517 has become bi-directional.

(49)

AIRDRIE - The main line trailing crossover has been secured out of use, pending removal.

The Up main end of the existing facing crossover has been secured out of use for movements to the Down line, and the Up main line from this point, through the existing Up main platform, and to the existing termination of the line, has been secured out of use, pending removal, together with all associated signals.

The existing Bay platform has been redesignated Platform 1, and the existing Down main platform has been redesignated Platform 2.

The existing single aspect colour light signal AD50, capable of displaying a red aspect only, located at the east end of the existing Down main platform has been removed.

The portion of the former Down line (now Platform 2 line) beyond the east end of the platform has been put out of use and a buffer stop erected.

Catch points have been provided at the Sunnyside end of Platform 2 line.

The existing miniature yellow colour light aspect application towards the Carriage Sidings, associated with the existing two aspect colour light signal AD41, designated Up Main home signal, has been removed.

The application of the Up Main home signal will be as follows:-

Aspect	Route Indication	Application to or Towards	
Main	1	Platform 1	
Position Light	1	Platform 1	
Main	2	Platform 2	
Position Light	2	Platform 2	
Position Light	С	Carriage Sidings	(51)

 $\frac{\text{GARELOCHHEAD}}{\text{redesignated}} \ - \ \text{The Down Loop has been redesignated the Up Loop, and the Up Loop has been redesignated} \\$ 

The associated loop stop boards worded "Stop. Obtain Token and Permission to Proceed" have been accordingly repositioned as follows. The Up direction loop stop board has been positioned 10 yards farther from the signal box on right of drivers. The Down direction loop stop board has been positioned 4 yards nearer the signal box on right of drivers.

The altered permanent way and signal arrangements are shown on the sketch on page C6. (50)

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

\* \* ARDLUI - The Down Loop has been redesignated the Up Loop, and the Up Loop has been \* redesignated the Down Loop.

The associated loop stop boards worded "Stop. Obtain Token and Permission to Proceed" have been accordingly repositioned as follows. The Up direction loop stop board has been positioned directly opposite the existing board on right of drivers. The Down direction loop stop board has been positioned directly opposite the existing board, between the Up and Down loops, on left of drivers.

An additional  $\longrightarrow$  sign has been mounted on each of the "points set" indicators to show the altered normal lie of the points.

The altered permanent way and signalling arrangements are shown on the sketch on page C11.
(49)

INVERKEILOR - A " " sign has been provided on the Down Main Home Signal. (50)

BETWEEN PERTH AND DALWHINNIE - The MAXIMUM PERMISSIBLE SPEEDS and permanent speed restrictions on this line of route, for both HST and NON-HST, have been altered.

(See Section D of this notice). (51)

NAIRN - The existing East Down distant and West Up distant signals have been removed and replaced with reflectorised distant boards. Associated AWS has been provided.

Nairn West Down home signal has been removed.

A <> sign has been provided on Nairn West Up section signal. (51)

LOCHDHU LEVEL CROSSING - Lochdhu level crossing has been closed as a miniature red/green installation and retained only for pedestrian use. (52)

\* \* RAIGMORE LC - Electrically operated lifting barriers have been provided, controlled by

\* a crossing keeper. (49)

BETWEEN MILLBURN JN AND ROSE ST - Welsh's Bridge box has been closed as a block post and the section extended to be Millburn Jn to Rose St. All connections at Welsh's Bridge have been secured out of use and associated signals removed.

The Up Aviemore line between Welsh's Bridge and Millburn Jn has been put out of use.

The Down Aviemore line between Millburn Jn and Welsh's Bridge and the Down main line between Welsh's Bridge and Rose St have been redesignated the Up and Down Rose St curve single line, throughout, and the LOS at the Rose St end removed. Electric Token Block working will apply between Millburn Jn and Rose St boxes on the Up and Down Rose St curve.

Facing and trailing connections between the Rose St curve and the Independent line have been installed and secured out use.

The Up Independent line between Welsh's Bridge and Millburn Jn has been realigned as shown on the sketch on pages C9 and C10 and become bi-directional.

The former Up main line between Rose St and Welsh's Bridge has been connected into the Independent line at Welsh's Bridge and been redesignated Up and Down Independent line.

Yard working arrangements apply on the Up and Down Independent line. Double sided notice boards as shown on the sketch on pages C9 and C10 have been provided on the Millburn and Rose St side of the hand connections to and from the Carriage Cleaning Sheds.

WON-C5

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued DETAILS OF WORK ALREADY CARRIED OUT - continued BETWEEN MILLBURN JN AND ROSE ST - continued

#### Millburn Jn

The following signals have been removed:-

Up Aviemore inner backshunt disc - No.59

Up Aviemore home 1 - No.73

Back along Up Aviemore miniature arm - No.54

The ground disc signal applying Up Aviemore to Down Aviemore has been replaced, at the same location, by a full arm, straight post signal, designation Up Rose St curve to Up Aviemore section signal.

The existing Down Aviemore section signal has been redesignated Down Aviemore to Down Rose St Curve section signal.

The application of the Up Aviemore outer backshunt signal has been altered to be to Down Independent or to Yard.

#### Rose St

Nos.5 and 6 platforms have been put out of use, the connections thereto secured out of use pending removal and the associated signals removed.

The application of the former Up main section signal has been altered to be to the Up Independent line.

Existing signals with application to Up main line now apply to the Independent line.

The ground disc signal applying Down main to LOS or Fuelling Road has been replaced by a position light ground signal, 30 yards nearer the box on right of drivers, with two way stencil route indicator, application as under:-

X - to Up Rose St curve

F - to Fuelling Road

The existing ground disc Down line inner backshunt signal applying to Down main line has been altered to apply to the Up Rose St Curve.

The route from the Up single line to Up Rose St Curve is via the Up single to Down line connection (existing single line outer backshunt disc signal).

(NOTE - The content of the above will be altered by the previous item headed ROSE STREET, effective from 1.3.87).

#### No.3 platform line

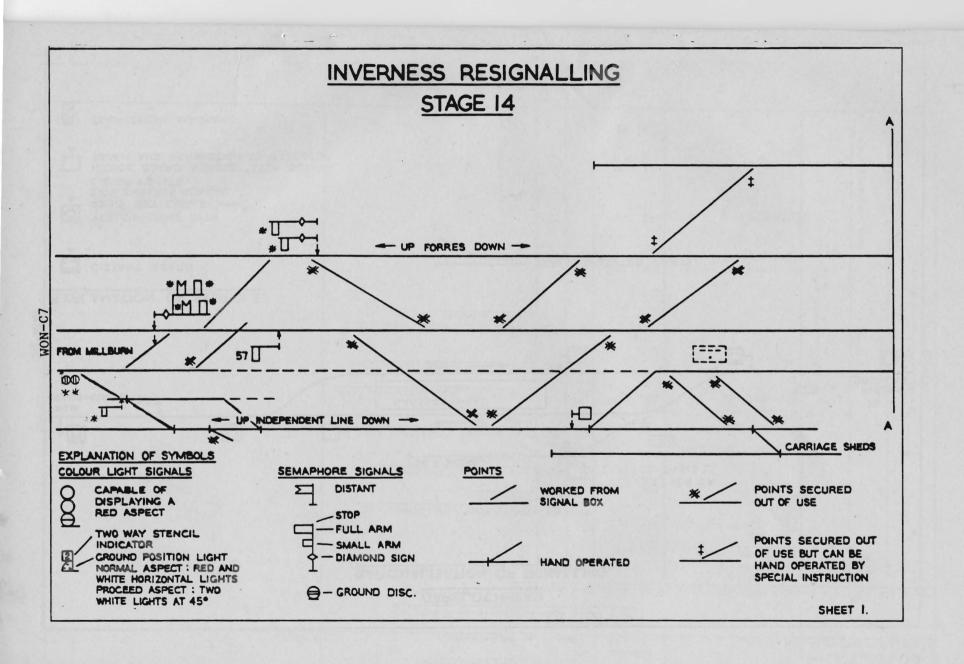
Drivers entering or leaving No.3 platform line must work to the instructions of the Operations Department Representative in attendance.

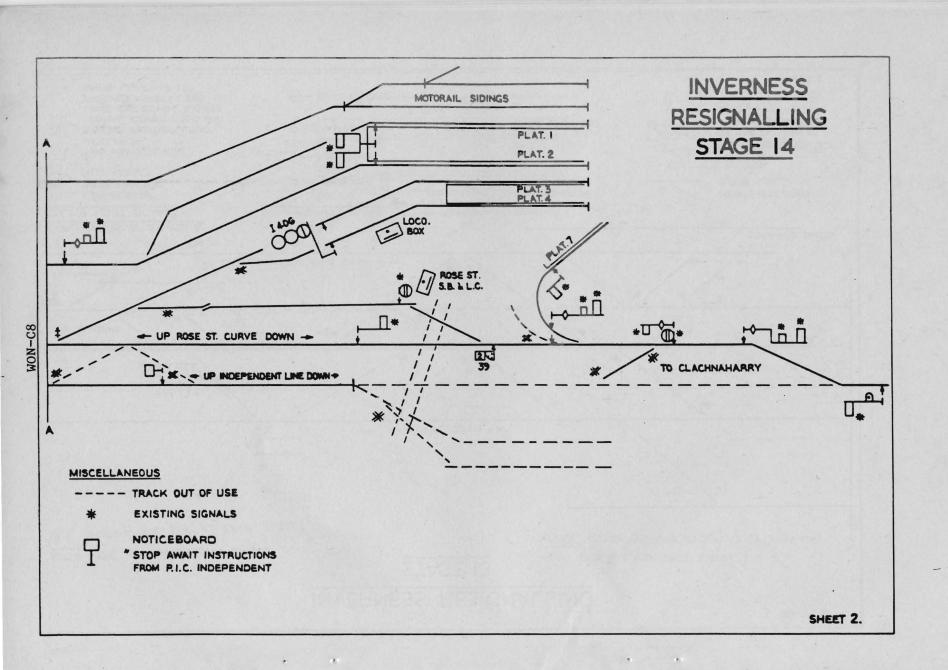
A new colour light signal capable of exhibiting a red aspect only, has been provided, applying from No.3 platform line, red aspect lefeet 3 inches above rail level on left of drivers. Drivers must not pass the signal until instructed to do so by the Operations Department Representative in charge.

The altered permanent way and signalling arrangements are shown on the sketch on pages C7 and C8. (50)

The double sided notice boards on the Up and Down Independent goods line have been repositioned to a point nearer the respective boxes to facilitate permanent way alterations. (50)

PERTH - The Up South Head Shunt has been secured out of use pending removal and all associated signal routes removed. (51)







No.50

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 7 MARCH to FRIDAY 13 MARCH 1987 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 2721.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

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

#### DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 7 MARCH - CULLODEN MOOR - The  $\diamondsuit$  sign will be removed from the Up home and Down section signals.

SATURDAY 7 MARCH - MILLBURN JN - The Down Aviemore distant signal will be removed. The Down Aviemore home 1 signal will be altered to be capable of exhibiting a single yellow aspect only and be redesignated Down Aviemore distant signal. The Down Aviemore home 2 signal will be redesignated Down Aviemore home signal and the sign removed.

The portion of the Up Independent line at the Millburn Jn end, advised in WON No.49 as retained, will be taken out of use together with the associated connection to the Up Aviemore line and relative signals (Points No.79; Signals Nos.78, 80). (53)

SUNDAY 8 MARCH - DREM - Signal EF546 on the Up Berwick line will have the sign removed.

Signal EF544 on the Up Berwick line will be provided with a position light signal, applications to become as follows:-

Aspect	Route Indication where provided	Application To or Towards
Main		EF536
Main	Position 1 Junction Indicator	EF538
Position Light	Position 1 Junction Indicator	Up Passenger Loop

A new illuminated Limit of Shunt indicator will be provided on the Up Berwick line 60 yards on the Edinburgh side of signal EF544, facing to Down trains, on right of drivers.

Ground position light signal EF821 on the Up Berwick line will be provided with a 2-way stencil indicator, and applications will become as follows:-

Route Indication	Application Towards	
D	Down Berwick Line	
x	Up Berwick Line LOS	(53)

INVERNESS RESIGNALLING - The work described and illustrated in the Special Notice entitled INVERNESS RESIGNALLING dated February 1987 will be introduced on Sunday 8 March.

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). (8/3/87)

### DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN BARASSIE JN AND TROON - The  $\frac{75mph}{distance 1610yd}$  now applies between  $\frac{1m570yd}{distance 1760yd}$  and  $\frac{35m200yd}{distance 1760yd}$ .

(52)

AIRDRIE - The main line trailing crossover has been secured out of use, pending removal.

The Up main end of the existing facing crossover has been secured out of use for movements to the Down line, and the Up main line from this point, through the existing Up main platform, and to the existing termination of the line, has been secured out of use, pending removal, together with all associated signals.

The existing Bay platform has been redesignated Platform 1, and the existing Down main platform has been redesignated Platform 2.

The existing single aspect colour light signal AD50, capable of displaying a red aspect only, located at the east end of the existing Down main platform has been removed.

The portion of the former Down line (now Platform 2 line) beyond the east end of the platform has been put out of use and a buffer stop erected.

Catch points have been provided at the Sunnyside end of Platform 2 line.

The existing miniature yellow colour light aspect application towards the Carriage Sidings, associated with the existing two aspect colour light signal AD41, designated Up Main home signal, has been removed.

The application of the Up Main home signal will be as follows:-

Aspect	Route Indication	Application to or Toward	<u>s</u>
Main	1	Platform 1	
Position Light	1	Platform 1	
Main	2	Platform 2	
Position Light	2	Platform 2	
Position Light	C	Carriage Sidings	(51)

\* \* GARELOCHHEAD - The Down Loop has been redesignated the Up Loop, and the Up Loop has been redesignated the Down Loop.

The associated loop stop boards worded "Stop. Obtain Token and Permission to Proceed" have been accordingly repositioned as follows. The Up direction loop stop board has been positioned 10 yards farther from the signal box on right of drivers. The Down direction loop stop board has been positioned 4 yards nearer the signal box on right of drivers.

An additional -> sign has been mounted on each of the "points set" indicators to show the altered normal lie of the points.

The altered permanent way and signal arrangements are shown on the sketch on page C4. (50)

\* \* INVERKEILOR - A " " sign has been provided on the Down Main Home Signal. (50)

PERTH - The Up South Head Shunt has been secured out of use pending removal and all associated signal routes removed. (51)

WON-C3

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

BETWEEN PERTH AND DALWHINNIE - The MAXIMUM PERMISSIBLE SPEEDS and permanent speed restrictions on this line of route, for both HST and NON-HST, have been altered. (See Section D of this notice).

(51)

NAIRN - The existing East Down distant and West Up distant signals have been removed and replaced with reflectorised distant boards. Associated AWS has been provided.

Nairn West Down home signal has been removed.

A <> sign has been provided on Nairn West Up section signal.

(51)

LOCHDHU LEVEL CROSSING - Lochdhu level crossing has been closed as a miniature red/green installation and retained only for pedestrian use. (52



### WARNING



### A.C. ELECTRIFICATION

#### ENERGISATION OF OVERHEAD LINE EQUIPMENT

Additional equipment as detailed below, will be made ALIVE on and from 07 30 Sunday 1 March, 1987 at high voltage (25,000 volts) and must be regarded as being ALIVE AT ALL TIMES.

Location	Lines affected	At or between
Yoker C.S.D.	East Headshunt Reception/Departure Line Reception Line Headshunt/Departure Line Washer Road North Yard Line South Yard Line West Sidings Nos.1-10 East Sidings Nos.11-16 (Stabling) East Sidings Nos.17-22 (Cleaning)	Connections to the Down line at Structures No. BY/1/57 and BY/2/28 and all connections to and from the lines listed
Garscadden	Main line trailing crossover	
Yoker	Main line facing crossover	

IT IS EMPHASISED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE.

MR/EL/14/E/1/87



M56

No.51

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 14 MARCH to FRIDAY 20 MARCH 1987 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 2721.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

INVERNESS - Colour light signals I390 on the East line and I392 on the Down Main line, bracketed on the same post, have been temporarily moved 20 yards nearer to Inverness Station.

This amends the Sketch published with the Special Notice entitled Inverness Resignalling, dated February 1987. (54)

#### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 15 MARCH - GLENGARNOCK - Ground position light signal PG763 will be repositioned 13 yards nearer to the Up platform, post mounted, 5 feet above rail level. (54)

SUNDAY 15 MARCH - MILLERHILL - The connection between the Down Main and the new Electrification Depot, previously laid in and facing to Up direction trains, will be brought into use.

A new position light ground signal M71, with associated 7-way stencil route indicator, will be provided at the exit from the Electrification Depot, on the left of Drivers, application as follows:-

Route Indication	Application Towards	
2	No.2 Down Goods Loop	
1	No.1 Down Goods Loop	
D	Signal M117	
1X	No.1 Up Goods Loop	
2X	No.2 Up Goods Loop	
Y	Up Yard	
М	Signal M46	

The following existing signals will be provided with a new stencil route indicator, indication A, application towards Electrification Depot :-

Signal	Aspects
M88	Position Light Signal
M92	Miniature Yellow
м94	Miniature Yellow
м95	Position Light Signal
M96	Position Light Signal

The existing 2-way stencil route indicator in connection with Signal M81 will be removed.

This signal will now apply only towards Signal M51. (54)

SUNDAY 15 MARCH - DUNDEE - A new ground mounted position light signal, plated D942, with a 4-way stencil indicator will be provided on left of Drivers on the East Reception line at its junction with the Up and Down Main Perth lines, application as follows:

Route Indication	Application Towards	83 to 3 to 3 to 3
F	D718 (Up Fife line)	
c	RCE Siding	
W	D698 (Up Perth line)	
R	West Reception	

The existing ground mounted position light signal, plated D942, on the East Reception line will be renumbered D944 and the existing 4-way stencil indicator removed. Application of D944 will become towards new Signal D942 only.

The existing associated ground mounted position light signal on the East Reception line will accordingly be renumbered from D942R to D944R.

The existing ground mounted position light signal, plated D938, at the outlet of the Loco/DMU sidings will be relocated 25 yards to the rear of its present position towards the buffer stops and be positioned between the two sidings lines. The associated 4-way stencil indicator will be removed and application will become towards new Signal D942 only.

SUNDAY 15 MARCH - ROSE STREET - The Rose Street Curve single line will be severed and removed between the Fuelling Road connection and No.7 platform connection. At a point opposite the box, the Rose Street Curve single line will be slued over into the alignment of the former Up North line. The previously laid in crossover, facing to Up direction trains on the Up single line, will be brought into use, hand operated by an ODR. Trainmen requiring to pass over this connection must work to the instructions of the ODR. The Rose Street end of the crossover will be set and secured for movements to/from the Rose Street Curve. The connection single line to Fuelling Road will be removed and two new connections installed on the single line, facing to Up direction trains, secured out of use for movements along the single line.

The undernoted signalling alterations will be carried out :-

#### Removals

No.25 - ground disc, Fuelling Road exit

No.33 - subsidiary, Down line shunt-ahead signal

No.34 - subsidiary, Down line warning signal

No.39 - ground position light, Up Rose Street Curve

No.43 - Down home 2

No.44 - Down home 1

#### New Signals

Fuelling Road exit - ground position light signal on left of Drivers

Down Rose Street Curve - a 3 aspect colour light signal capable of exhibiting red aspect only, on left of Drivers, red aspect 12 feet above rail level, 54 yards on Millburn side of box.

The signs will be removed from Signals 10 (Up home 2) and 42 (Down section).

The existing ground disc signal at the base of the Up home 2 signal will now apply Up line to Rose Street Curve.

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

MONDAY 16 MARCH - NEWTON - A new 50mph Permanent Speed Restriction will apply on the Up and Down Main lines between 95mp and 96m400yd.

Advance warning indicators will be provided as follows :-

Up Main line - at 94 miles 528 yards Down Main line - at 96 miles 1560 yards

Associated AWS track equipment will be provided. (See Section D of this Notice).

(54)

(52)

#### DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN BARASSIE JN AND TROON - The 75mph speed restriction on the Up and Down lines between 1m570yd and 35m200yd (total distance 1610yd) now applies between 1m570yd and 35m352yd (total distance 1760yd).

\* \* AIRDRIE - The main line trailing crossover has been secured out of use, pending \* removal.

The Up main end of the existing facing crossover has been secured out of use for movements to the Down line, and the Up main line from this point, through the existing Up main platform, and to the existing termination of the line, has been secured out of use, pending removal, together with all associated signals.

The existing Bay platform has been redesignated Platform 1, and the existing Down main platform has been redesignated Platform 2.

The existing single aspect colour light signal AD50, capable of displaying a red aspect only, located at the east end of the existing Down main platform has been removed.

The portion of the former Down line (now Platform 2 line) beyond the east end of the platform has been put out of use and a buffer stop erected.

Catch points have been provided at the Sunnyside end of Platform 2 line.

The existing miniature yellow colour light aspect application towards the Carriage Sidings, associated with the existing two aspect colour light signal AD41, designated Up Main home signal, has been removed.

The application of the Up Main home signal will be as follows:-

Aspect	Route Indication	Application to or Toward	<u>s</u>
Main	1	Platform 1	
Position Light	1	Platform 1	
Main	2	Platform 2	
Position Light	2	Platform 2	
Position Light	С	Carriage Sidings	(51)

DREM - Signal EF546 on the Up Berwick line has had the sign removed.

Signal EF544 on the Up Berwick line has been provided with a position light signal, application as follows:-

Aspect	Route Indication where provided	Application To or Towards
Main	-	EF536
Main	Position 1 Junction Indicator	EF538
Position Light	Position 1 Junction Indicator	Up Passenger Loop

A new illuminated Limit of Shunt indicator has been provided on the Up Berwick line 60 yards on the Edinburgh side of signal EF544, facing to Down trains, on right of Drivers.

Ground position light signal EF821 on the Up Berwick line has been provided with a 2-way stencil indicator, application as follows:-

Route Indication	Application Towards	
D	Down Berwick Line	
X	Up Berwick Line LOS	(53)

- \* \* PERTH The Up South Head Shunt has been secured out of use pending removal and all
  \* associated signal routes removed. (51)
- \* \* BETWEEN PERTH AND DALWHINNIE The MAXIMUM PERMISSIBLE SPEEDS and permanent speed

  \* restrictions on this line of route, for both HST and NON-HST, have been altered.

  (See Section D of this notice). (51)
- \* \* NAIRN The existing East Down distant and West Up distant signals have been removed \* and replaced with reflectorised distant boards. Associated AWS has been provided.

Nairn West Down home signal has been removed.

A **\>** sign has been provided on Nairn West Up section signal. (51)

LOCHDHU LEVEL CROSSING - Lochdhu level crossing has been closed as a miniature red/green installation and retained only for pedestrian use. (52)

\* \* INVERNESS RESIGNALLING - The work described and illustrated in the Special Notice \* entitled INVERNESS RESIGNALLING dated February 1987 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). (8/3/87)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 45 - Haymarket Coal Concentration Depot - Hopper Discharge Plant 
Amend reference to Section J, clause 3.10

to read:- Section J, clause 4.1

(7/2/87)

Page 46 - Incoming Trains 
Amend reference in fourth paragraph to Section J, clause 3.10
to read:- Section J, clause 4.1

(7/2/87)

Page 47

#### BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)

Length of trains running into Queen Street (High Level) -

Amend last paragraph to read:
The maximum length of a High Speed Train working into or out of Queen Street
(High Level) is limited to 2 power cars and 8 trailers and such trains should
normally be routed to platform 6. The guard must advise passengers in the first
class accommodation in accordance with the Rule Book, Section H, clause 5.5.1
to move along the train before alighting. Staff proceeding on the outside of
the train to the power car at the Edinburgh end must proceed along platform 7.

(14/11/86)

Page 47 - Trains conveying Mark III sleeping cars 
Amend reference in first paragraph to Section K, clause 3.2.1 to read:
Section K, clause 3.1 (7/2/87)

#### BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)

Page 48

ASCENDING Delete:- (ii) Trains carrying ETHEL at the trailing end.

Amend 2nd Paragraph to read: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.

Page 49

Delete:- Working of trains conveying ETHEL (Electric Train Heat Ex-Locomotive) and relative instructions. (28/2/87)

#### GRANGEMOUTH JN TO GRANGEMOUTH OIL TERMINAL (GOODS LINE)

Page 52

#### B.P. CHEM GF

Amend second and third paragraphs to read: The loops in the single line are designated respectively from the Oil Terminal line side as Departure line and Arrival line and all ingoing/outgoing movements must be made over the appropriate line. Shunting movements requiring headroom in order to clear siding connections must be made to the Departure line.

Trainmen must exercise care and keep a careful lookout for the private locomotive which may be operating in the vicinity of the Departure and Arrival lines and Exchange sidings. (13/12/86)





No.52

# WEEKLY OPERATING NOTICE

CONTAINING
TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND PERMANENT WAY
ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 21 MARCH to FRIDAY 27 MARCH 1987 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 prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the railway network where possible, otherwise British Telecom 041-333 2721.

J M SUMMERS
REGIONAL OPERATIONS MANAGER

GLASGOW

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

#### DETAILS OF WORK REFEREED TO IN SECTION B

SATURDAY 21 MARCH - BETWEEN FINNIESTON EAST JN AND FINNIESTON WEST JN - A new 40mph Permanent Speed Restriction will apply on the Up and Down lines between 2m420yd and 2m1170yd (total distance 750yd) for EMU trains only.

The Existing  $\underline{25mph}$  restriction must be retained for all other trains. See Section D of this Notice.

(3)

SATURDAY 21 MARCH - MILLERHILL - The track within the Electrification Depot, as shown on the sketch on page C4 of this notice, will be brought into use. (3)

SUNDAY 22 MARCH - KIRKCALDY \_ Existing ground position light signal EK835 on the Up Fife line will be repostioned 50 yards nearer Thornton, on right of drivers, The associated stencil indicator will become three-way, applications as follows:-

INDICATION

APPLICATION TOWARDS
Yard

Y D

Down Fife line

Station siding

The ground position light signal previously Up Fife to Harbour Branch which had been retained to act as a limit of shunt, will now be removed.

The catch points on the Down Fife line at  $26\frac{1}{4}$ mp and 27m420yd will be secured out of use pending removal.

The main line trailing crossover on the Thornton side of U/B 90 will be secured out of use pending removal, and all associated signalling removed.

The connection at present operated by the Up ground frame will be secured out of use pending removal, and all associated signalling together with the Up ground frame removed.

All connections leading to and from Sinclairtown Yard will be secured out of use pending removal, and all associated signalling removed.

Signals EK512 and EK516 on the Up Fife line, and signals EK511 and EK513 on the Down Fife line will be provided with a sign. (3)

SUNDAY 22 MARCH - INVERNESS RESIGNALLING - PHASE 2 COMMISSIONING - The work described and illustrated in the Special Notice entitled INVERNESS RESIGNALLING - PHASE 2 COMMISSIONING dated MARCH 1987 will be introduced.

Note the following amendments to this Special Notice.

#### Page 1

Platform 7 associated signals and signal routes will not now be available until <u>Sunday 5</u> April.

Rose St L.C. will not now be commissioned as a full CCTV installaion until further notice.

Temporary barriers will be provided with a crossing keeper in attendance as from this date.

The note in WON 51 regarding signals I390 and I392 is <u>CANCELLED</u>. The arrangements illustrated on the associated diagram are now applicable.

Stations and Depots with trainmen working through the area not having received the Special Notice must advise the Regional Operations Manager, ScotRail House, Glasgow by telephone (014-2603/2716)

#### DETAILS OF WORK ALREADY CARRIED OUT

NEWTON - A new 50mph Permanent Speed Restriction now applies on the Up and Down Main lines between 95mp and 96m400yd.

Advance warning indicators have been provided as follows :-

Up Main line - at 94 miles 528 yards Down Main line - at 96 miles 1560 yards

Associated AWS track equipment has been provided. (See Section D of this Notice).

(2)

GLENGARNOCK - Ground position light signal PG763 has been repositioned 13 yards nearer to the Up platform, post mounted, 5 feet above rail level. (2)

\* \* BETWEEN BARASSIE JN AND TROON - The 75mph speed restriction on the Up and Down lines

\* between 1m570yd and 35m200yd (total distance 1610yd) now applies between 1m570yd and
35m352yd (total distance 1760yd). (52)

MILLERHILL - The connection between the Down Main and the new Electrification Depot, previously laid in and facing to Up direction trains, has been brought into use.

A new position light ground signal M71, with associated 7-way stencil route indicator, has been provided at the exit from the Electrification Depot, on the left of Drivers, application as follows:-

Route Indication	Application Towards	
2	No.2 Down Goods Loop	
1	No.1 Down Goods Loop	
D	Signal M117	
1X	No.1 Up Goods Loop	
2X	No.2 Up Goods Loop	
Y	Up Yard	
M	Signal M46	

The following existing signals have been provided with a new stencil route indicator, indication A, application towards Electrification Depot :-

Signal	Aspects
M88	Position Light Signal
M92	Miniature Yellow
M94	Miniature Yellow
M95	Position Light Signal
M96	Position Light Signal

The existing 2-way stencil route indicator associated with Signal M81 has been removed.

This signal now applies only towards Signal M51.

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

DREM - Signal EF546 on the Up Berwick line has had the sign removed.

Signal EF544 on the Up Berwick line has been provided with a position light signal, application as follows:-

Aspect	Route Indication where provided	Application To or Towards
Main		EF536
Main	Position 1 Junction Indicator	EF538
Position Light	Position 1 Junction Indicator	Up Passenger Loop

A new illuminated Limit of Shunt indicator has been provided on the Up Berwick line 60 yards on the Edinburgh side of signal EF544, facing to Down trains, on right of Drivers.

Ground position light signal EF821 on the Up Berwick line has been provided with a 2-way stencil indicator, application as follows:-

Route Indication	Application Towards	
D	Down Berwick Line	
X	Up Berwick Line LOS	(1)

\* \* ROSE STREET - The Rose Street Curve single line has been severed and

\* removed between the Fuelling Road connection and No.7 platform connection. At a point opposite the box, the Rose Street Curve single line has been slued over into the alignment of the former Up North line. The previously laid in crossover, facing to Up direction trains on the Up single line, has been brought into use, hand operated by an ODR. Trainmen requiring to pass over this connection must work to the instructions of the ODR. The Rose Street end of the crossover has been set and secured for movements to/from the Rose Street Curve. The connection single line to Fuelling Road has been removed and two new connections installed on the single line, facing to Up direction trains, secured out of use for movements along the single line.

The undernoted signalling alterations have been carried out :-

#### Removals

No.25 - ground disc, Fuelling Road exit

No.33 - subsidiary, Down line shunt-ahead signal

No.34 - subsidiary, Down line warning signal

No.39 - ground position light, Up Rose Street Curve

No.43 - Down home 2

No.44 - Down home 1

#### New Signals

Fuelling Road exit - ground position light signal on left of Drivers

Down Rose Street Curve - a 3 aspect colour light signal capable of exhibiting red aspect only, on left of Drivers, red aspect 12 feet above rail level, 54 yards on Millburn side of box.

The  $\Diamond$  signs have been removed from Signals 10 (Up home 2) and 42 (Down section).

The existing ground disc signal at the base of the Up home 2 signal now applies Up line to Rose Street Curve.

(Note: The above arrangements will be superseded by the work described under the heading INVERNESS RESIGNALLING - PHASE 2 COMMISSIONING in this Notice)

